

Ms Rita Saffioti; Mr Martin Whitely; Mr Paul Papalia; Mrs Liza Harvey; Deputy Speaker; Mr Mick Murray; Mr Mark McGowan; Mr Murray Cowper; Ms Alannah MacTiernan; Acting Speaker

ROAD TRAFFIC LEGISLATION AMENDMENT (REGISTRATION LABELS) BILL 2009

Second Reading

Resumed from an earlier stage of the sitting.

MS R. SAFFIOTI (West Swan) [7.00 pm]: Unfortunately the member for Victoria Park has a pair and will not be able to conclude his remarks on the bill before the house. He asked me to finish some of his comments, so I will read them in.

As he said, he has a problem in that he believes that some people in the community, particularly older people, regional people and itinerant people may be disadvantaged by the loss of vehicle registration stickers. He believes that there will be an increase in the number of unlicensed vehicles on the road, and he proposes that the number of unlicensed vehicles be monitored during the implementation of this change over the next year or two. There will also be an increase in the number of cars that have to go over the pit as a result of lapsed registration. The member for Victoria Park gave the example of his own government vehicle; he only noticed that it was unlicensed when he realised that the registration sticker was out of date. He also referred to the example of Hon Ken Travers, a member in the other place, who had a similar issue with his government vehicle. I will conclude the comments of the member for Victoria Park there; unfortunately, he is speaking at a function and could not conclude his remarks.

From my perspective, when this was announced by the government a number of months ago, I too had a bit of a problem with it. The savings generated by this change do not really justify the potential risk to families around the state. Like everybody else, I occasionally look at my rego sticker just to make sure that my car is licensed. I suppose it is not the most systematic or proper process, but it is what everybody does; it is human nature. Occasionally, when I am driving, I look at my rego sticker to make sure that my car is licensed, particularly when I am going past a police vehicle! There will not be a lot of savings resulting from this significant change to the motor vehicle registration arrangements in this state. It will increase the likelihood that people will drive unlicensed vehicles, and that poses a potential risk to families and everybody else on the road. The key issue is that every car on the road needs to be licensed.

When this change was announced, the police commissioner did not have any strong objections to the change and said something to the effect that given the modern technology used in police vehicles, police can very quickly assess whether a vehicle is licensed by checking the numberplate. As I understand it, there is not a high level of concern about this change from the police perspective. However, it is just one of those things; we all feel more comfortable about knowing that when we get into our car, we can check our registration sticker to make sure that the car is licensed. I do not think that this is a worthwhile change, and I know that some issues have been raised in this place about implementation, particularly with regard to car yards and the time frame involved. It would be a good idea to implement an education or information program across the community.

I know that we have to move forward with new technology and that we are all meant to celebrate the idea that we can have cars without registration stickers, but I have travelled a lot interstate and around the world, and I cannot think of another place that does not issue registration stickers for vehicles. I think that a basic of owning a vehicle is having a registration sticker on it. Again, apart from perhaps saving a few hundred thousand dollars here and there, or maybe a couple of million —

Mr M.J. Cowper: A couple of hundred thousand!

Ms R. SAFFIOTI: How much is it?

Mr M.J. Cowper: It sounds pretty good; all savings are good.

Mr R.F. Johnson: I think it is around half a million dollars.

Ms R. SAFFIOTI: Given a budget of \$15 billion, I do not think this will help the Treasurer's budget strategy whatsoever. However, it has the potential to put people at risk of driving unlicensed vehicles.

Those are all the comments I had to make —

Mr M.J. Cowper: Under the current Road Traffic Act, it is an offence to not have a current sticker on the windscreen. There have been a number of instances involving broken windscreens or a failure to fix a current sticker to a windscreen, and it is a \$50 offence. In the scheme of things, it might be argued that that is an almost outdated or irrelevant regime. What about all the people who have been fined \$50 for failing to affix a sticker to their windscreen? Do you think that still has currency in today's society, given the technology?

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Ms R. SAFFIOTI: Yes, I do, because when one drives a vehicle on the road, one has a responsibility to oneself and other road users. I think it is important and a prerequisite to getting into a vehicle to make sure that the car is licensed. I believe we should have stickers to show that.

Mr M.J. Cowper: We have registration plates.

Ms R. SAFFIOTI: I believe we should have stickers, because the registration plates do not change.

Mr P.B. Watson interjected.

Ms R. SAFFIOTI: The registration is only for a particular period. One can have plates with an outdated rego sticker.

Mr M.J. Cowper: If you don't register your vehicle, the plates come off.

Ms R. SAFFIOTI: How many people are driving with outdated rego stickers?

Mr M.J. Cowper: Plenty.

Ms R. SAFFIOTI: That is what I am saying; that proves my point. One can have an unregistered vehicle that still has the numberplates on.

Mr M.J. Cowper: And with registration stickers.

Ms R. SAFFIOTI: Yes, but they will be visibly out of date. As I said, the opposition supports this bill, but I have concerns about it. I do not think it is worth the savings; frankly, I think it was a media stunt, and we will see a spike in unlicensed vehicles on our roads as a result of this legislation. That is dangerous for every road user. It was a cheap media stunt and there may be a few savings, but sometimes the change is not worthwhile.

MR M.P. WHITELEY (Bassendean) [7.10 pm]: I interrupted dinner with my son to come into the chamber, such is my passion for the Road Traffic Amendment (Registration Labels) Bill 2009. This might be my landmark speech in the Parliament. I invite the parliamentary secretary to interject when I direct comments to him.

I understand the reason the government has brought this legislation in. The government believes that the police no longer need registration stickers to check out whether a vehicle is licensed. I can also understand that perhaps the government may view registration stickers as being redundant. I can see some problems with this legislation. I will draw on my own experience. I am somebody who, when bills arrive in the mail, opens them and intends to pay them. I take accounts to work, sign the cheques and post them off. I do all my paperwork when it comes in. As we lead busy lives, sometimes the mail slips away. A person may put something aside and not follow through on it. The registration payment may be overlooked in that example.

At present we have an inbuilt check because there is a registration sticker on the car. For example, it is now November and a person may notice that the registration sticker on the car has the number "10" on it. In that instance, a person would know that the vehicle registration expired in October. There is an automatic reminder there that says, "I need to take some action. My vehicle is unregistered and I need to make sure that the vehicle is registered." It has not happened to me, but I can imagine circumstances in which it would.

I cannot remember the exact details, but I think a former police minister had an issue along those lines and was driving an unregistered vehicle. It is the sort of thing that could happen to lots of people because we lead busy lives. People get swamped with paperwork and deal with it as best they can, but, on occasions, we overlook things. Without that physical reminder on the car that tells us our licence expired in the tenth month or whatever, we will not know that our registration has come up for renewal. We will not have that automatic reminder.

I understand that police may say, "We don't need it anymore because we've got other technologies." I presume that police can confirm whether a car is licensed from its numberplates. I presume police can feed numberplate information into a database to find out that information. Registration stickers may be redundant from the perspective of police, but I can imagine circumstances in which, with the best of intentions, people may overlook registration paperwork. Without a physical reminder in the form of a sticker on the car, they may not know that the vehicle has become unlicensed.

The member for Armadale talked about some sort of provision for a hotline as a way to check whether a vehicle is registered. Frankly, I do not think that would serve the purpose as well as having a registration sticker on the car. Despite the comments made by the member for Armadale, I am not the sort of person who is likely to phone or go online to check whether my car is registered. I occasionally look at the registration sticker on my car and I would notice if it is coming up for renewal.

Ms A.J.G. MacTiernan: The member told me he did that on a daily basis!

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Mr M.P. WHITELEY: I love to go out to my car with a ruler to check that the registration sticker is in fact appropriately aligned on my windscreen. I have that opportunity with my registration sticker to check that the vehicle —

Mr P. Papalia interjected.

Mr M.P. WHITELEY: I use a spirit level and a balance to make sure it is lined up appropriately and is not at an angle.

Mr P. Papalia: The member is a very meticulous individual.

Mr M.P. WHITELEY: I am sure the member is not surprised that I engage in that sort of behaviour!

I presume there will be minor savings associated with this legislation. There may be some minor savings in terms of paperwork and the printing of stickers, but there is the potential for inconvenience. I have been flippant, but I think this legislation could have serious consequences. Unintentionally, people may end up driving around in unregistered vehicles. Of course there are insurance implications that come about if a person driving an unregistered vehicle crashes—both for the person at fault and whomever they have crashed into. There is the potential for lives to be impacted in a very adverse way by this. If a person has an accident while driving an unregistered vehicle, that could create a huge financial burden.

This legislation is in response to a request from police, or from information from police. I notice the second reading speech was incredibly short. The only rationale that was offered was that police no longer require this. I do not think it has been thought through fully. There is a concern, as I have said, and as other members have said, that unintentionally, without that physical reminder that their vehicle registration is due, people who would not otherwise drive an unregistered vehicle will end up, by accident and through inattention, driving an unregistered vehicle with all the potentially disastrous resultant consequences that could occur.

I do not think the idea of having a hotline or an online service is really adequate to check whether a vehicle is registered. It is not an adequate substitute for the reminder a person can see when in his or her vehicle.

There were also comments made about car yards being concerned that instead of walking through the car yard to check whether 200 or 300 vehicles are registered, they actually have to find an alternative way to check whether all vehicle registrations are up to date. I can see some adverse implications for used car yard operators.

My greatest concern, however, as I said previously, is that people who have busy lives may inadvertently forget to deal with paperwork. As a consequence, they may not pay the registration fee. Without that physical reminder on the car that the car is registered, which can be seen as a driver looks out the windscreen, a person may drive an unregistered vehicle. That could potentially have disastrous consequences for individuals if they are involved in an accident or indeed if they get pulled over by police for driving an unregistered vehicle.

It is not the sort of legislation that we are intent to die in a ditch over. We support this legislation. Nonetheless it is important to raise those concerns. With those few comments, I resume my seat.

MR P. PAPALIA (Warnbro) [7.18 pm]: I rise also to address the Road Traffic Legislation Amendment (Registration Labels) Bill 2009. I share some of the concerns raised by the members for Bassendean and West Swan. However, I would like to notify the parliamentary secretary in advance that I will seek from him some information regarding how much consultation occurred, particularly with industry.

The member for Bassendean mentioned briefly the difficulties that used car yard operators may face. While I was driving the other day, I heard Peter Fitzpatrick, CEO of the Motor Trade Association of Western Australia, being interviewed on a radio talkback show. He articulated his association's concerns with regard to how the removal of registration stickers would impact on his industry. He was not flippant and he was not dismissive of the impact that it will have. In the course of that interview he suggested that it would have a significant impact. Many of his members are very concerned. They are particularly concerned at the apparent lack of consultation. I am not sure—perhaps the parliamentary secretary can correct me—but in the course of that interview he indicated that there was virtually no consultation with the industry as to the likely outcome or the likely impact on that industry from the removal of registration stickers. I note that Mr Fitzpatrick suggested that the savings the government will make from removing these stickers will be around \$2 million over four years. That accords with what the parliamentary secretary has stated by way of interjection in response to other members. I have to say that I share the view articulated by the member for West Swan that in the scheme of things \$500 000 a year is not a large saving in the state budget. I know that the state budget is under incredible pressure thanks to the very poor financial management of this government, and particularly the almost inept behaviour of some ministers who appear completely incapable of restraining expenditure in their departments. I have some sympathy for the Treasurer. It is not the first time that the Treasurer's behaviour has elicited sympathy from me; on other occasions I have had cause to feel some sympathy for the Treasurer. He is a jovial fellow and he does

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elicit some degree of sympathy from me. Nevertheless, in this case, I feel very sorry for him because he is dealing with a health minister who feels it is okay to pinch a bit of money—\$25 million here and \$25 million there. That is okay!

Point of Order

Mrs L.M. HARVEY: My point of order relates to relevance. I do not see the relevance of the member's argument to the scope of the bill.

The DEPUTY SPEAKER: Member for Warnbro, can you come back to the bill please.

Debate Resumed

Mr P. PAPALIA: As is my wont, I am getting to my point but via an interesting and, I would hope, enlightening path.

The budget is under incredible pressure. The health minister has borrowed \$25 million that he should not have. The education minister seems completely incapable of answering any question about her portfolio, let alone managing its budget. I am very familiar with the concerns within the corrective services portfolio caused by the Attorney General and Minister for Corrective Services, who likes to get a laugh during question time but does not want to answer any of the important questions about the extra demands that are being placed on the budget by his department.

This is a very small saving. I know that the government is desperate to find savings whenever and wherever it can. When the government went to the police department for advice, it got old advice that a plan created somewhere back in the past that, if it were rolled out, would allow it to make a quick saving of \$2 million over four years. It sounds to me, from listening to Peter Fitzpatrick on the radio, that someone has said that this is an easy one to do and not as painful as taking all those police cars and motorcycles off the road! This is an easy one and generally people will think, "Great, I will not have to worry about putting a sticker on my car." However, the concerns about the likelihood of people overlooking the fact that they have not renewed their motor vehicle registration, as enunciated by the member for Bassendean, are real. I feel that there will be potential, as a result of removing these labels, for people to come to grief.

I started out by saying that my greatest concern lies with the apparent lack of consultation with the industry most directly impacted, specifically with the Motor Trade Association of Western Australia, which represents used car dealerships, which, as I understand it having listened to the CEO in the media, will be subject to considerable expense to achieve the same sort of management of their stock that they used to achieve through utilising these labels. I am not familiar with the nuts and bolts of how they utilise the labels to manage their stock, but I assume that the CEO of the Motor Trade Association knows what he is talking about and that he has told the truth about the lack of consultation by the government. I would be very, very interested to hear from the parliamentary secretary what consultation was conducted and what measures have been taken or are proposed to be taken to ensure that businesses operating under the current regime are not unduly negatively financially impacted. Did they receive adequate consultation and were they given adequate and appropriate notice prior to the announcement being made, or was the idea just one of the police minister's Sunday specials? Was it one of the government's Sunday specials—I know that it was not the police minister—where a minister goes out and tries to steal the media for an evening by coming up with a quick and easy announcement? Why did I inadvertently refer to the police minister? I do not know. His name came to me when I was thinking of that particular tactic. I know this is not his responsibility and that on this occasion he was not the one who went out and used the cheap shot on a Sunday. I would be concerned if that were the case, and I would like some confirmation by the parliamentary secretary that that was not the case. I would like very much to hear what consultation was given and what measures have been taken to avoid undue negative impact on the industries associated with the Motor Trade Association.

MR M.P. MURRAY (Collie-Preston) [7.25 pm]: I also rise to speak on the bill. Being one of the older members in this place, I remember the first stickers on cars. They used to be flimsy little things that on a wet night would slip off the windscreen. Even on a good night at the drive-in they would slip around the front as well!

Ms A.J.G. MacTiernan: Flimsy little things on your windscreen?

Mr M.P. MURRAY: The member for Armadale remembers! It reminds me of a story from some years ago when I was doing my apprenticeship, and an interstate trucker pulled up where I worked. He had five quarter glasses in his side pocket in the back part of the truck. Each quarter glass had a different sticker on it, so that when he went from state to state he would put on a different set of number plates and a sticker that matched to dodge the taxes as he went along. Of course, things had to change from that, and the situation has been a lot

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better. It was interesting to see him swapping his quarter glasses in an attempt to make sure that he did not pay road taxes; he tried to dodge many of the taxes of the day.

Mr M. McGowan: Did you do your apprenticeship with Geoff Prosser?

Mr M.P. MURRAY: No. I went to tech school at the same time as Geoff Prosser but we were in different classes. He never went to the pub for lunch and ended up a multimillionaire; I went to the pub for lunch and did not! There is quite a difference between our lifestyles.

The later model stickers were a bit harder to peel off and they certainly did not fall apart. The sticker is another part of the checks and balances on cars, especially in weekend sales. A car might have a particular engine number, but the licence might show a different licence plate and engine number, and it might have no sticker. The sticker added another safety aspect to the checking process for prospective buyers so that they knew whether the car was licensed, what the number plate was supposed to be, and those sorts of things. When we take away stickers, we take away that check and balance, and it will lead to more people being hoodwinked when they buy a car at a weekend market. The buyer will say, "The engine number does not line up", and the seller can say that he changed the motor two years ago or something along those lines. I am sure that most people would understand what I am talking about, especially with second-hand cars—this is not so much a problem with a licensed car dealer, but with the weekend corner-of-the-road dealer, who seems to have a different car for sale every weekend. These people make a living from buying and selling second-hand cars, and they have no scruples, no warranties and no checks, which means that a person could end up with someone else's car. The car's owner could come along later and claim that car back, and the unsuspecting buyer will be out of pocket because he had not done the right checks. I think it is vital to keep this sticker on the windscreen for that reason, but not that reason alone.

As we have seen many times, not all police radios work in all areas. If the police pull someone up—I am sure the member for Murray-Wellington would recall this—in a dead spot for radio reception and are therefore unable to radio in for a licence check to see whether a car is stolen or maybe just to make sure that all the figures line up, the sticker is an extra check to know that the person in possession of the car is the genuine owner. There is a safety aspect to that.

The other argument we have heard about the Road Traffic Legislation Amendment (Registration Labels) Bill 2009 is about the savings that will be made. As other members have said, the savings will only represent a small amount in the big scheme of things. The savings will not go towards saving one life or putting one bit of extra bitumen on the road or erecting one road sign to improve the safety of road users. Road safety is very important to me, especially in country areas, where there are a large amount of fatalities from people falling asleep at the wheel because there are no ripple strips, or other safety measures, on the road. Things such as that could be funded out of this little bit of money. It would not go a long way, but it is a little bit of money that could be utilised to help with road problems. It could even fund safety advertisements and signs along the roads. But it is my understanding that that money will not be used for things such as that; it will go back into general revenue, which is a concern for me. If there were to be some tangible benefits from this legislation, such as the government saying that it would help to save lives or the revenue will be used to upgrade a black spot—those sorts of things—sure, I could understand, but it is not right for the money saved to go back into general revenue. For me, the savings do not justify the removal of the necessity to display a sticker. If one policeman gets caught out with this, especially down through the hills, down Balingup and Bridgetown—those areas—because he not able to radio in to check on a person's driver's licence number or a registration plate, and something happens to that policeman, the \$500 000 saved in a year will be lost immediately if he has to go to hospital, if he has to go on compensation, or if he is seriously injured. I have a concern about losing a check that ensures that the very small minority who try to cheat the system are made accountable.

Yes, people say that when they smash the windscreen they have to get a new sticker, but I think that those sorts of excuses do not hold water, but from what I have heard from the industry, it is certainly not happy about the removal of the obligation to display a sticker. I have heard that from both the car sales side of the industry and the Motor Trade Association of Western Australia. Those people say that there was not enough consultation, and I do not think they say that lightly. Articles have been written about it a few times, so it was flagged, but consultation is quite different from just circulating a press release that states that the need for a sticker is going to be removed.

We should take into account the problems that could arise, and think about whether we should pass this bill or not. It is my view that we should not; the savings will be very small and will not result in an increase in road safety or road hazard signs, and roads will not be improved because there will be no black spot funding out of it. The money will just go into general revenue, and we may be putting the health and safety of some police in jeopardy across the state. I certainly cannot support this bill.

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MR M. McGOWAN (Rockingham) [7.34 pm]: I rise to make a few remarks about the Road Traffic Legislation Amendment (Registration Labels) Bill 2009.

My interest in this bill was aroused a bit after I saw the Premier doing the weekend media event on the television some weeks ago, when he indicated that one of the major reforms and initiatives of the new government would be to remove stickers from vehicles. I remember him being very excited about this incredibly important reform that the government was undertaking that would lift and improve the lives of so many Western Australians!

Ms A.J.G. MacTiernan: Member for Rockingham, don't you find it amazing that even that small initiative was not able to be left to the Minister for Transport?

Mr M. McGOWAN: That was a point I was considering, member for Armadale—I am very pleased that the member reminded me of it, because it had slipped my mind! It was interesting that the Premier grabbed the good news—maybe we could call him “Good News Colin”, or something such as that—about this major new initiative of the government to take the stickers off cars.

Obviously, this initiative requires some legislative reform, otherwise we would not be debating this bill in this place. I understand that the opposition will not oppose this legislation, although we may move an amendment to it, but, having listened to most of the speeches, most of them have opposed the legislation. We are in an interesting position with regard to this change in legislation.

Ms A.J.G. MacTiernan: But not unusual!

Mr M. McGOWAN: That is right; it is not unusual. As people say, we are a broad church, full of people with varying views and interesting life experience, and full of people with *joie de vivre* and full of that lust for life that means that they have all different ideas on important issues such as the removal of stickers from motor vehicles!

My view is that often the savings that result from these sorts of initiatives are very hard to define and are an estimation. Whether or not, in the overall scheme of things for a government department that has a budget of perhaps hundreds of millions of dollars, them not posting out a sticker to people is a significant saving, I think, is so hard to define that I would have thought it virtually impossible, and I know people try to add up the savings from this many stamps and this many letters and so forth. On the other hand, the department does a whole range of other things such as posting out all the different bits of correspondence, and if it did not do that every year it would save the same amount of money.

What is the benefit of having stickers on cars? As an owner of a motor vehicle and a person who has driven a motor vehicle since I was 17 years of age and changed over the sticker each year, the benefit is that the owner is aware that his vehicle is registered. If the vehicle is not registered, the owner does not have third party motor vehicle insurance. If a person does not have third party motor vehicle insurance and he causes an accident and someone else suffers damage, then the owner of the vehicle is liable. Liability issues arise if a person does not have his car registered, and he could, in certain circumstances, be liable for damage that he causes to another person. Of course, if the car is registered, the owner will not be liable, as such. The other party who the damage is caused to will still be covered because there is a scheme that covers him if he suffers personal injuries from a vehicle that is not registered. The driver of another vehicle is still covered; however, the owner of the unregistered vehicle will not be covered if he causes damage to another person. That means that the owner of the unregistered vehicle could potentially go bankrupt and lose everything.

How do we know that our vehicles are registered? Often, the sticker is a good reminder. If we do not have the sticker as a reminder, we rely upon receiving and paying the bill, and therefore we are aware that the vehicle is registered. But as we know, these things go astray. As we know, people move address, or the bill may have been sent to an old post office box; there can be a multitude of reasons why the notice may not be received in time. Therefore, what reminder system do we have that our vehicles are not registered? The sticker is the reminder system.

I am ambivalent about whether the benefits of this arrangement outweigh the inconvenience of people having to go into their garages one night a year and put a sponge against the sticker, stick a tea towel under it and wait 20 minutes, then peel it off and stick the new one on, and whether the inconvenience of that is outweighed by the fact that some people, because of this change, will undoubtedly suffer a great and grave detriment.

Ms A.J.G. MacTiernan: I'm going to give you some Glad Wrap for a Christmas present!

Mr M. McGOWAN: If there are other techniques for removing stickers, I will wait to hear them from the member for Armadale in her address on the amendment. I was unaware of the Glad Wrap mechanism.

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Although they will be very few, some people will suffer a great detriment because they will not be aware that their car is not registered. Therefore, they will cause damage and they will suffer because they will not be covered by insurance. As I said, the people they cause the damage to will be okay.

My other point is about the Rockingham licensing centre. It has been a wonderful addition to Rockingham—a good achievement of the previous government. It has been well received and well utilised by the people of my constituency, and I am very happy that that the new service was made available couple of years ago to help the people of Rockingham with all their licensing needs, considering the old facility was rundown and awful. With those few words, I await the response of the government to these concerns.

MR M.J. COWPER (Murray-Wellington — Parliamentary Secretary) [7.42 pm] — in reply: I thank all the members who have participated in this debate—the members for Bassendean, Warnbro, Armadale, Rockingham, West Swan, Victoria Park and Collie-Preston—for their comments, and I will do my best to try to answer some of the questions posed by various members.

Before I do that, listening to the comments made by members opposite leads me to recall my experiences on these matters. I can recall the Meckering earthquake, which happened when I was a boy of eight years of age. I can recall I was with my sister in my father's Vauxhall. Our job at the time was to remove the registration sticker. For those of tender years who do not recall, the old style stickers —

Mr M. McGowan: I can't recall a Vauxhall.

Mr M.J. COWPER: For those who do not know, a Vauxhall is the English version of the Holden. It is a General Motors car. In any event, there we were trying to remove this sticker. To be quite honest, the old stickers used to be a pest. They were a nuisance to apply and they were twice as hard to get off. They had to be soaked in water for a period and then slapped onto the windscreen. Once the sun got onto them, they were like concrete; they were pretty hard to get off. We were given the task of removing this sticker by my father, who was away working. I recall that when the car started shaking and the earthquake was happening we thought it was my older brother home from work as an apprentice mechanic playing tricks on us. Indeed it was not; it was actually the Meckering earthquake. It is amazing that people can remember where they were when it happened. I also recall that those old stickers showed not only the number of the month in which the licence expired, but also the very day that it expired. For instance, the date 16 September was not shown as 16/09; the word "September" was actually typed onto the sticker. The ladies in the licensing centre would sit at old Imperial typewriters and type in the date of expiry of the licence.

At the age of 17 I joined the police force. One of the first jobs I had as a police cadet was at the stolen motor vehicle index bureau tracking stolen cars across the metropolitan area. Back in those days, there was horrendous crime in the city. About 10 000 vehicles a year would be stolen. We had a big round Metalux cabinet—a big round rotunda thing—with all these various wings. Onto these wings we had to slide P122s and 123s. These were the stolen motor vehicles and the recovered vehicles. They would be typed on colour-coordinated cards, and we would have to do all this manually. It was a very time-consuming, arduous and thankless job that was usually relegated to the most junior member of the crowd. Technology progressed, and I moved through the ranks. Computers were introduced, and we were told that we would have a paperless police force. It is far from that, I can say. The technology progressed and improved the capacity to gather and transmit information, but this in itself creates problems.

It is important to look at the history of why we originally had these registration stickers. In those days it was the only way a police officer could identify whether a vehicle was currently licensed. Computers did not exist in those days, and radios were limited to two channels across the Perth metropolitan area. We had to go to VKI and switch to another channel to find out whether a vehicle was registered, and it was time consuming. The registration sticker was a necessity, not an option. We know that everyone has their own experience of technology improving their lives or, in some circumstances, making them more complicated. The Western Australia Police developed a system called CADCOM, or computer-aided dispatch and communications services. Virtually every police car has an onboard computer and can determine whether a person holds a firearms licence, has previous criminal convictions, is subject to any outstanding violence restraining orders, has a current motor vehicle licence or has any vehicles registered in his name. It goes beyond that. There is a system called TADIS, or tasking and data information system, by which police officers in Western Australia can tap into information from other states about whether vehicles crossing borders have valid vehicle registrations.

At about Easter 2007, the member for Armadale, then Minister for Planning and Infrastructure, introduced a suite of bills. These were model bills based on legislation that was going to be adopted right across Australia in relation to traffic matters. I recall that the topic of registration labels came up in conversation.

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Ms A.J.G. MacTiernan: It was with your mate, what's-his-face, from Bunbury.

Mr M.J. COWPER: The member for Leschenault, Dan Sullivan, raised it.

Ms A.J.G. MacTiernan: That is why I referred to the fact that I had given indications before about this legislation.

Mr M.J. COWPER: It is interesting, because great minds must think alike. I will make reference to it in a short time, but I am led to believe that an Australian body has looked at this very issue of whether registration stickers are relevant in today's society. There have been a number of recommendations, and I will refer to those in a minute. I will now refer to some of the questions that were asked, and I may be able to answer some of them. I will make my way through them steadily, and I am happy to take interjections.

Some members drew attention to the problem that some people, without registration labels affixed to their windscreens, will not know when their registration is due to expire. Nothing will really change in that respect in that the department will continue the practice of sending out renewal notices for vehicles approximately six weeks before the expiry of the licence. As is the case with motor vehicle drivers' licences, firearms licences and fishing licences—I need to renew mine—renewal notices come in the mail, and the licensee is given six weeks to pay that licence. I concede that on some occasions it is handy to have a sticker on the windscreen of a car because it gives people an indication of when the registration is due. However, the member for Bassendean makes a point of paying his bills on time, as most members of the house probably do.

Mr M.P. Whitely: I try to.

Mr M.J. COWPER: If a vehicle registration is not paid about 15 days after the expiry, the vehicle is required to go over the pits. There is about a two-week grace period before the vehicle's registration expires and becomes invalid. The member for Victoria Park said that the owner of the vehicle is required to put the vehicle over the pits two weeks after the expiration of the licence.

Ms A.J.G. MacTiernan: We acknowledge that and we acknowledge that reminders are sent out. However, given that people have relied for so long on having this other reference point, can there be a transition arrangement so that if people have not responded within the first six weeks as they should, a second reminder could be sent? Part of the concern is that not re-registering a vehicle means that a person is not insured, and that can have very significant consequences.

Mr M.J. COWPER: I will touch on the points raised and also upon what is planned to happen when vehicle licences are issued as of 1 January next year if the bill progresses, as I hope it does. I will refer to how this new system will be introduced. Yes, we are changing the regime slightly but, no, it will not be a great deal different from the current system. The holder of any licence, whether it is a firearm's licence or a driver's licence, has a responsibility to ensure that the licence is valid.

Mr M.P. Whitely: We should not make it harder for them.

Mr M.J. COWPER: It will not be harder. That is the situation that exists with firearms and fishing licences. Doing away with the registration label has some benefits, which I will get to in a minute.

What happens if a person drives a Western Australian vehicle to another jurisdiction? There will be no change to the protocols. The vehicle licence will be recognised by the other jurisdictions. Police officers in those jurisdictions will be able to check the validity of the vehicle licence via a national database called the National Exchange of Vehicle and Driver Information System. The vehicle owner must carry with him important documents, such as a driver's licence, vehicle licence or a passport, in a safe location. The vehicle licence of a Western Australian vehicle that has travelled to another jurisdiction is recognised in that jurisdiction while the licence is current and the responsible person is not a permanent resident of that state. Not a lot will change.

Members asked about the impact or onus on the vehicle owner or driver in providing the vehicle's licence status and whether, for example, the vehicle's licence papers need to be carried with the vehicle, as there is no registration label affixed to the vehicle. No, there is no change to those protocols. A vehicle owner may carry important documents with him. The responsible person or a vehicle owner should not allow the use of an unlicensed vehicle on a road in any event.

The previously issued registration label is not proof of a vehicle's registration. Fixing a label to the windscreen of a car is not necessarily proof that the vehicle is licensed. I can give members examples of when a registration label has not corresponded with the information that presents on the police database. When a person's windscreen is broken because it was hit by a rock, the driver is required to go to a police station, where he can get another registration sticker for about 50c. The member for Fremantle might be interested to know that about six million registration stickers are produced annually and that only one-third of them are used on vehicles in

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Western Australia. An excess number of registration stickers is produced because they must be held in stations and licensing centres across Western Australia. If the member for Fremantle or any other member travelled to Karratha and the car's windscreen broke, she could go to the licensing centre in Karratha, which is in the centre of town, and get a replacement sticker upon the presentation of her registration information. Police stations also carry the stickers. The registration stickers that were not used during the year are put through a shredder, which is an awful waste. It costs about 50c to produce each registration sticker, of which there are about six million. That is a total of about \$3 million, and it does not include the cost of mailing them out or processing them. That is a fair sum of money.

Mr P. Papalia: Is that annually?

Mr M.J. COWPER: Yes. Six million registration stickers are made each year. Four million rectangle ones and two million square ones are produced.

Mr P. Papalia: What will be the overall savings per year?

Mr M.J. COWPER: I will get to that in a moment. The point about the previous registration system is it is not proof of currency.

A clause in the bill applies to trucks. This initiative does not apply to heavy vehicles and other trailers; that is, vehicles or trailers with a gross vehicle mass greater than 4.5 tonnes will not be affected. They will still be required to carry a registration sticker as part of the national compliance and enforcement regime. A sticker on a truck shows the vehicle's configuration, the make-up and volume of the vehicle, the vehicle identification number, the gross vehicle mass, the gross combination mass, the manufacturer's gross combination mass and a host of other information that is relevant to the regulation of trucks, particularly those that cross jurisdictions.

What impact will this system of not affixing a registration label have on WA Police and the Department of Transport? It will have no impact at all. Speed detection and red-light cameras operate on the recording and subsequent investigation of the alleged offending vehicle's registration numberplate via an examination of computer databases. The vehicle licence currency is not determined by the registration label. Will the police be able to forward inquiries regarding the transport of vehicles that appear to not be licensed for follow-up? WA Police does not use registration labels to determine whether a vehicle licence is current for processing —

Ms A.J.G. MacTiernan: We are not suggesting that. We are asking whether you are going to look at the number of vehicles that are re-registered and try to assess whether there is a decline. That may indicate that simply sending out the registration for renewal is not adequate.

Mr M.J. COWPER: I am trying to touch on as many of the points that were raised as possible. I will get to the member for Armadale's points as soon as I can. An issue was raised about automatic numberplate readings. A member asked how many automated numberplate recognition devices WA Police has in operation. Four ANPRs are in operation. The location of the devices is an operational matter and that information is not released on a daily basis.

Ms A.J.G. MacTiernan: Can the parliamentary secretary tell us about the hotline?

Mr M.J. COWPER: I will get to that point.

The suggestion is that doing away with the labels will lead to a huge increase in the incidence of unlicensed vehicles and that owners rely greatly upon labels to ascertain validity. There is no evidence to support that. Affixing the wrong label can mislead owners in any event. I have had practical experience of that having been the case.

I have here some other points that have been raised. As for the re-education of licence holders, the government believes that it is not onerous for licence holders to rely upon this new regime. They will have many means by which to avail themselves to track and ascertain licence validity, and licensing reminders will continue to be sent out six weeks prior.

Mr R.F. Johnson interjected.

Mr M.J. COWPER: The problem is that I have been given a heap of paper.

Ms A.J.G. MacTiernan: We are very keen to hear about the hotline, because there is nothing in the second reading speech about the hotline. There was also a question about the consultation that took place with motor vehicle dealers.

Mr M.J. COWPER: I can tell the member a couple of things. If licence holders wish to ascertain vehicle licence status, they are able to refer to the vehicle licence document or contact licensing by phoning the number 13 11 56.

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Ms A.J.G. MacTiernan: Is that a hotline?

Mr M.J. COWPER: It is a 13 number, so it gives people the capacity to pick up a phone and find out if their vehicle licence is still current.

Ms A.J.G. MacTiernan: How does that work? People do not need to have any other application; they can just ask, can they? Can they just seek the number? What is the general wait time for a response?

Mr M.J. COWPER: It has not been implemented, so there is no history about how long the waiting will be.

Ms A.J.G. MacTiernan: Is this a new line, or is it just basically the standard number of vehicle licensing?

Mr M.J. COWPER: What we might do is wait until we get to consideration in detail. I will answer those questions when I have access to my advisers. They will give us some up-to-date information on the matter.

Ms A.J.G. MacTiernan: We asked these questions before dinner. I would have thought they would have given you the answer.

Mr R.F. Johnson: Don't be unreasonable. You can ask during consideration in detail.

Ms A.J.G. MacTiernan: Have you got any information on the consultation with the car yards?

Mr M.J. COWPER: Yes, there is a list of people who were consulted on this matter. There was the knowledge that the motor vehicle industry, in particular the motor vehicle dealers, viewed the registration stickers as being a useful tool to provide an indication of the currency of vehicle registration. However, the registration sticker cannot and should not be relied upon as an ultimate check or proof of the validity of registration.

Ms A.J.G. MacTiernan: Peter Fitzpatrick —

Mr M.J. COWPER: I know Peter Fitzpatrick.

Ms A.J.G. MacTiernan: He says in these letters here that there has been no consultation with his organisation, the Motor Trade Association.

Mr M.J. COWPER: I have a list of people who said that they had been contacted, and I am happy to provide those names during consideration in detail. I have been advised that there will not be a sudden influx of calls to the hotline and that the call centre can readily handle the volume that may be expected.

Ms A.J.G. MacTiernan: So it is a call centre; it is not a hotline.

Mr M.J. COWPER: It gives here a call centre number, yes, and refers to a sudden influx of calls.

Ms A.J.G. MacTiernan: What is the number? Should we go now and check our vehicle registrations to see if it works?

Mr M.J. COWPER: The member will be able to do that as of 1 January. From a police officer's perspective the use of these stickers has become irrelevant. It has become obsolete by the fact that we have computer systems and onboard computers.

In answer to the point that the member for Collie-Preston made about radio access, it is always an omnipresent problem that from time to time we will compete with. We have improved it again with the digital systems across the south west. Those matters have been addressed. We have been trying to identify holes in the various systems. It poses a problem, not just with stickers but with all aspects of operations of policing on the roads, particularly in remote areas.

I am trying to find the list of people who were contacted about this bill. I refer again to the call centre and the question of what the waiting time will be when contacting the licensing centre and call centre. Transport licensing closely monitors wait times.

Ms A.J.G. MacTiernan: It doesn't.

Mr M.J. COWPER: The time from entry to service at the licence centre typically meets and exceeds the key performance indicator of 10 minutes; so 10 minutes is what the target would be.

Ms A.J.G. MacTiernan: Can you say that again?

Mr M.J. COWPER: Transport licensing closely monitors wait times. The time from entry to service at licensing centres typically meets or exceeds the KPI of 10 minutes. However, seasonal school holidays and centre variations can be expected. Call centre statistics are available and include the current number of calls received, calls answered and calls abandoned per week, day and month.

WA Police, Main Roads WA, the Insurance Commission of WA, the Department of Treasury and Finance, the Office of Road Safety, the Motor Trade Association, the Caravan Industry Association and the relevant transport

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and licensing agencies in other Australian jurisdictions were consulted. This list is not exhaustive. It also includes a number of briefings that have been made available to various members about this particular matter.

The bottom line is that this legislation will provide the capacity for a more efficient system using the computers that are available to police officers. I do not believe that the proposed system will harshly impact on car dealers, which was a point raised by one of the members. The John Hughes of this world have very big operations. They would obviously have a fairly comprehensive system that they could use to track the number of vehicles that they have in stock at any one time. I acknowledge that medium-sized to smaller businesses, which may be in the member for Victoria Park's electorate, may have some difficulty. Notwithstanding that, every business that has to deal with the tracking, selling and buying of vehicles needs to have in place a proper system and not rely on stickers. Relying solely on stickers would obviously be fraught with peril, because there are a number of examples of stickers having been affixed incorrectly or put on in error.

Mr P. Papalia: Did you seek their advice?

Mr M.J. COWPER: I did not personally, but the Department of Transport, which is handling this particular matter, has consulted with the Motor Trade Association, and the matter has been in the press for some time. As the member will appreciate, I think this was announced earlier this year.

Mr P. Papalia: Did they consult prior to the announcement?

Mr M.J. COWPER: It would have been between the announcement and —

Mr P. Papalia: So they announced it and then they consulted the industry.

Mr M.J. COWPER: I believe so. I would need to confer with my advisers about that.

Mr P. Papalia: That was the nature of the discussion I heard on the radio.

Mr M.J. COWPER: My understanding is that there has been satisfactory consultation during the process. Peter Fitzpatrick has raised that issue and said that there has not been, but I have not had anything come across my table, and I am not sure whether the minister has had anything come across his table, to say that Mr Fitzpatrick and the Motor Trade Association have any grievance about that matter. I am not aware of that.

Ms A.J.G. MacTiernan: Don't you think that is a bit odd?

Mr M.J. COWPER: I do not necessarily track the comings and goings —

Ms A.J.G. MacTiernan: No, you might not, parliamentary secretary, but certainly a minister and a minister's minders would. Surely they have given you some advice, given that we have quoted this letter from Peter Fitzpatrick. It seems very odd that they have not been able to provide you with anything.

Mr M.J. COWPER: I have not seen that letter.

Ms A.J.G. MacTiernan: We have quoted it. I am happy to give you a copy of it.

Mr M.J. COWPER: The member quoted it about an hour or so ago.

Ms A.J.G. MacTiernan: It has been on radio.

Mr M.J. COWPER: I have not had any consultation with the people subsequent to that.

Ms A.J.G. MacTiernan: There have been articles in the paper dating back some months.

Mr M.J. COWPER: That may well be the case. Certainly, he may have raised this issue in the paper, but I cannot confirm whether he has actually made any approach to the minister. There is certainly nothing in my notes to suggest that there has been an issue in relation to this whole episode. I take on board the valid concerns of members about this matter. I do believe this is a very good piece of legislation. There will be some time for adjustment. There are plans to roll out, with this new regime, and an information process. Information will be made available to the dealers, the details of which I am happy to discuss with members during consideration in detail. With that, I will conclude my remarks.

Question put and passed.

Bill read a second time.

Consideration in Detail

Clause 1: Short title —

Ms A.J.G. MacTIERNAN: The parliamentary secretary indicated during the second reading debate that he was having difficulty answering questions on a few issues, and that if we brought those matters to his attention during

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consideration in detail, he might have the benefit of advice from the departmental officers to deal with some of these issues. Therefore, we will ask the questions again. Can the parliamentary secretary tell us when the consultation took place with the Motor Trade Association, because we are a bit concerned that the MTA is claiming that it was not consulted, yet the parliamentary secretary is saying that it was. It seems to have quite strong opposition to this bill.

The second piece of information that we require is some clarification of this hotline that the Minister for Transport spoke of in yesterday's press. We are interested to know whether this hotline will be simply the normal licensing call centre number, or a new number that will come into operation on 1 January. Is there a hotline, or is it simply the standard departmental call centre number?

Mr M.J. COWPER: In relation to the second question, the phone number is actually to the call centre. It is to the licensing centre.

Ms A.J.G. MacTiernan: So it is not a hotline.

Mr M.J. COWPER: It is to the licensing centre, as I understand it. A number of staff there will be able to take calls. It is expected that there will not be a sudden influx of calls as of 1 January, and that the call centre will be able to readily handle the number of calls that do come in.

Ms A.J.G. MacTiernan: I want some clarification. Is it a new number, or is it just the existing call centre number?

Mr M.J. COWPER: It is a number that currently exists, and that number will be utilised by this —

Ms A.J.G. MacTiernan: So by no stretch of the imagination can this be called a hotline.

Mr M.J. COWPER: Well —

Ms A.J.G. MacTiernan: Lukewarm at best!

Mr M.J. COWPER: It is a line that will be moderately warm.

Ms A.J.G. MacTiernan: Moderately warm? After 10 minutes, I suggest the caller would be pretty cold!

Mr M.J. COWPER: It is not a hotline as such. It is a call centre. It is an existing number, and it will be attended by existing staff. No additional staff will be employed to take these calls. Hopefully, the staff will be very helpful to members of the public who have inquiries.

Ms A.J.G. MacTiernan: So the minister was in the hot seat and invented a hotline!

Mr M.J. COWPER: I am not sure what the member is referring to, because I did not see the matter that she is referring to.

With respect to dialogue with the Motor Trade Association, this matter was first raised with the MTA in 2004. Immediately after the Premier made the announcement on, I think, 10 May, the department engaged in an ongoing dialogue with the Motor Trade Association.

Mr P. PAPALIA: I recall hearing in the media commentary that the CEO of the Motor Trade Association, Peter Fitzpatrick, was complaining about not having been consulted. I have found some reference to that interview, which was on 11 May this year. Was an analysis done of the impact of this change on motor traders? Was a cost analysis done to find out how much this will cost them, if anything?

Mr M.J. COWPER: My understanding is that the announcement—which as I have said was made on, I think, 10 May—was generally to the wider community, and it was that there would be a cost saving in not having to manufacture, process and mail out these registration stickers on an annual basis. There was no specific announcement made directly to the Motor Trade Association of a cost saving.

Mr P. Papalia: My point is that you have done a cost-benefit analysis for the state, but what about the business people who will be impacted by this announcement that the state will be changing the system—an announcement that was made without any consultation?

Mr M.J. COWPER: How will they be impacted? What cost will they incur?

Mr P. Papalia: That is my question. I would have thought that if the department was going to make an announcement on 10 May, without consultation with anyone, it would have determined whether it was going to hurt anyone in business.

Mr M.J. COWPER: It is a cost saving across the board.

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Mr P. Papalia: Far be it from me to be standing up for business and trying to save the interests of business in Western Australia, but for this to come from the Liberal Party —

Mr M.J. COWPER: In the document that the member has seen, or that has come to the member's notice, what concerns are there about costs to the industry?

Mr P. Papalia: Mr Fitzpatrick, in the interview that I heard, said that it could have considerable costs to the industry, because they will have to change their management system, and also there is potential for their employees to be driving vehicles that turn out not to have third party insurance.

Mr M.J. COWPER: The act provides that a licence holder is ultimately responsible for holding a current licence. I do not know that that is going to be changed in any way. Nothing has come to my notice from Mr Fitzpatrick, notwithstanding the fact that I am advised that there is ongoing dialogue with the Motor Trade Association. It has been six months since the announcement in May. The MTA should not rely solely on registration labels affixed to vehicle windscreens as a means of determining whether a vehicle is licensed. That should be a matter of large motor vehicle companies keeping their registration papers filed in an orderly fashion. It has been mentioned in this place that having stickers affixed to windscreens may help certain individuals, but we do not do that with drivers' licences, gun licences or fishing licences. As has already been pointed out, there has been a change in our capacity to deal with vehicle registration through technology. That is basically the position the government is taking after consultation with various industries; that is the way we will go forward and save the taxpayers of Western Australia some money.

Mr P. PAPALIA: I am concerned about the nature of the dialogue with the chief executive officer of the peak body representing the industry that is most directly impacted by these changes, which were announced without any prior discussion —

Mr M.J. Cowper: That's not quite right.

Mr P. PAPALIA: That is what is claimed. The changes were announced on 10 May, and the industry went to the media on 11 May to complain about it. To this day, the parliamentary secretary is incapable of telling me whether he asked how much it would cost the industry to change vehicle registration arrangements. What was the nature of this dialogue? By the sound of it, the dialogue was a bit one-way. The parliamentary secretary is saying that the department announced the change and that the industry that will be most impacted will just have to suck it up. Was that the nature of the dialogue?

Mr M.J. COWPER: My understanding is that it was not just on 10 May; it was raised in this place during the previous Parliament as a precursor to where we are today. In 2007, Austroads commissioned an Australia-wide study, and Western Australia may well be the forerunner for what could become the norm for vehicle registration across Australia in the not-too-distant future. It is quite possible that that will occur. There has been correspondence between the Motor Trade Association and the department. I am told that the nature of that correspondence was that the MTA thought that there would be some sort of impost involved, but it did not detail a particular area of concern, other than that it was concerned that it may be affected by the change. The government is unable to identify any such impost, and the point was made to the MTA that it should not rely on these stickers as the sole method of tracking, maintaining and managing the valid registration of a particular vehicle.

Mr P. PAPALIA: I am not necessarily suggesting that it is the sole method for tracking and maintaining control of vehicle stock, but it is possibly a key component. In the course of making an announcement without prior consultation—according to the industry—the government has made an impact on the industry by creating an opportunity cost. Whatever systems may be in place, if they utilise the sticker method as even one component of the tracking methodology, those systems will no longer be usable. The industry now has to create new systems, which I assume will involve costs associated with personnel and time that might otherwise not have been taken. It will quite possibly also involve new software to enable the new systems to be put into effect. I am concerned about the fairness of doing that to the industry after such negligible consultation.

Mr M.J. COWPER: Depending on the size of the companies the member refers to, I assume that the likes of John Hughes, one of the biggest car dealers in Australia, would have some sort of elaborate vehicle tracking system in place, because obviously a lot of vehicles would be going in and out. Modest to moderate businesses would not need such elaborate systems. The member says that there may be a need for some sort of computerised system. There would be cost savings for such dealerships as a result, for example, of not having to employ someone to go around replacing stickers. That would be a cost saving to the organisation, whether it is offset by the need to make some sort of recording or by a system in which vehicles are filed in a monthly review.

Another thing I touched upon during the second reading debate is the fact that the old stickers had the expiry date typed onto them. In more recent years, registration stickers no longer have the date; there is a bar code and

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the number of the month. If one were to rely solely on the sticker for registration information, and one's licence expired, for example, on 1 June, one could potentially be driving an unlicensed vehicle for a month without realising it. The notion that was put back to dealerships and the MTA was that registration stickers should not be the sole method by which they keep track of vehicle licences.

The ACTING SPEAKER (Mrs L.M. Harvey): I draw the attention of members back to clause 1, which is the short title. This is the Road Traffic Legislation Amendment (Registration Labels) Bill 2009. We are digressing into a second reading speech.

Mr P. PAPALIA: I understand, Madam Acting Speaker. When the parliamentary secretary earlier made his contribution to the second reading debate, he indicated that he did not have his advisers and that he is not the minister, and that he would not necessarily be able to answer questions at that time, but that consideration in detail would present the opportunity to do so.

Mr M.J. Cowper: We probably need to move on to the relevant clause.

The ACTING SPEAKER: It would be more appropriate to raise these issues when we get to the relevant clauses. This is the short title of the bill; if the member for Warnbro looks through the rest of the bill, I am sure he will find a clause to which this debate would be relevant.

Clause put and passed.

Clause 2: Commencement —

Ms A.J.G. MacTIERNAN: I move —

Page 2, line 9 — To delete “1 January 2010” and substitute —

1 July 2010

The opposition recognises that there is a policy argument here that has some merit, but we have real concerns about the time frame for motor traders to put in place adequate systems to enable them to provide the necessary checks and protocols in the absence of registration stickers. I know that the parliamentary secretary argues that no-one should ever have relied on registration stickers because they do not provide any legal protection. However, I would have thought that if a car is brought in to a dealership for an appraisal and it is taken for a test drive, it would be checked for a valid registration sticker and that would provide a defence in any case brought against the dealership for driving an unlicensed vehicle; it would be found that they had acted reasonably and had taken reasonable care to check that they were not driving an unlicensed vehicle. That is going to be removed, so there will need to be a new set of protocols. Those protocols may well require that one does not test drive a vehicle until one has actually seen the vehicle registration papers.

We do not want to make a meal of this, but we think that there is an argument that given the degree of reliance on the sticker—even though the government's position is that people should not have relied on it—the reality is that it is a system that has been in place for a long time and that has been routinely relied upon by individuals and car dealers to use as a basic checking device. It is true, as the parliamentary secretary has said, that an outfit the size of John Hughes will have very sophisticated tracking systems and protocols; we accept that. Many other motor vehicle traders do not have those sophisticated protocols. We say not that this is a reason for not ultimately scrapping these stickers, but rather that a decent amount of time is needed between the time the legislation is enacted so that people know this will happen and —

Mr M.J. Cowper: Six months.

Ms A.J.G. MacTIERNAN: That is what we have proposed. I have moved an amendment that instead of this legislation coming into force on 1 January 2010, it will come into force on 1 July 2010. If it comes into play on 1 January 2010, that provides a mere month's notice, effectively, from the time the legislation is passed. No matter that the parliamentary secretary says that people should never have relied on this sticker system, people do rely upon it. Systems spring up, and some reasonable capacity is needed for smaller dealers to put in place proper protocols. It will also give the government the opportunity to make people aware and to warn them to look in their mail and ensure that they pay their vehicle registration, even though they will not get stickers, and that people need a heightened level of vigilance from what they previously experienced.

This is a reasonable amendment that acknowledges the policy merit behind the government's proposal, but at the same time it allows those many smaller car dealers a decent transition period in which to put in place a proper set of protocols. Therefore, these dealers will not expose themselves to greater liabilities from driving an unlicensed vehicle or other things that may occur, as set out in the letter from the Motor Trade Association, which no doubt

Ms Rita Saffioti; Mr Martin Whitely; Mr Paul Papalia; Mrs Liza Harvey; Deputy Speaker; Mr Mick Murray; Mr Mark McGowan; Mr Murray Cowper; Ms Alannah MacTiernan; Acting Speaker

has been raised with the government by the Motor Trade Association in what the parliamentary secretary tells us was reasonably extensive consultation.

Mr M.J. COWPER: I understand where the member is coming from, but I need to take her on a journey. Come 1 January 2010, the people who have stickers on their cars will continue to have stickers on their cars right through until 30 June next year. For instance, if the member's licence —

Ms A.J.G. MacTiernan: If your vehicle is due on 10 January next year—I would expect that is the case for one-twelfth of six million motor vehicles—it would no longer have a sticker as at the end of January.

Mr M.J. COWPER: If someone's licence is due tomorrow, they will go down to his or her licensing centre and pay the bill, as would normally be the case, and the licensing centre will give that person a renewal and a sticker.

Ms A.J.G. MacTiernan: My vehicle registration is due on 2 January, so what happens?

Mr M.J. COWPER: The member will not have a sticker in that circumstance. In essence, what will happen is that the stickers will not disappear from —

Ms A.J.G. MacTiernan: They will start disappearing. One-twelfth of them will disappear in the first month.

Mr M.J. COWPER: Vehicle labels will continue to be used until 31 December 2009. If the bill is agreed to by the house, the licensing centre will be able to roll out an education campaign that has been awaiting the passage of this bill. This includes mail-outs to vehicle licence holders, fleet managers and, of course, the motor vehicle trade industry, and information will be available on licensing websites. This mechanism is being prepared for commencement on 1 January 2010. The stickers will not disappear from cars until the middle of next year, which is the amendment the member has proposed. This amendment will make very little difference to the rollout of this policy, other than to delay it and cost the government more, when it is prepared now to roll out this new system. Therefore, the government will not be supporting the amendment moved by the member for Armadale.

Amendment put and a division taken with the following result —

Ayes (20)

Ms L.L. Baker	Mr F.M. Logan	Mr A.P. O'Gorman	Mr T.G. Stephens
Mr R.H. Cook	Ms A.J.G. MacTiernan	Mr P. Papalia	Mr C.J. Tallentire
Ms J.M. Freeman	Mr M. McGowan	Mr J.R. Quigley	Mr P.B. Watson
Mr J.N. Hyde	Mrs C.A. Martin	Ms M.M. Quirk	Mr M.P. Whitely
Mr J.C. Kobelke	Mr M.P. Murray	Mr E.S. Ripper	Ms R. Saffioti (<i>Teller</i>)

Noes (25)

Mr P. Abetz	Dr E. Constable	Mr R.F. Johnson	Mr A.J. Simpson
Mr F.A. Alban	Mr M.J. Cowper	Mr A. Krsticevic	Mr M.W. Sutherland
Mr I.C. Blayney	Mr B.J. Grylls	Mr P.T. Miles	Mr T.K. Waldron
Mr J.J.M. Bowler	Dr K.D. Hames	Ms A.R. Mitchell	Mr J.E. McGrath (<i>Teller</i>)
Mr I.M. Britza	Mrs L.M. Harvey	Dr M.D. Nahan	
Mr G.M. Castrilli	Mr A.P. Jacob	Mr C.C. Porter	
Mr V.A. Catania	Dr G.G. Jacobs	Mr D.T. Redman	

Pairs

Mr A.J. Waddell	Mr J.M. Francis
Mr D.A. Templeman	Mr W.R. Marmion
Mrs M.H. Roberts	Mr J.H.D. Day
Mr B.S. Wyatt	Mr T.R. Buswell
Mr W.J. Johnston	Mr C.J. Barnett

Amendment thus negated.

Clause put and passed.

Clauses 3 to 11 put and passed.

Title put and passed.

Third Reading

Bill read a third time, on motion by **Mr M.J. Cowper (Parliamentary Secretary)**, and passed.