

BACK ON TRACK — WA STATE TRAIL BIKE STRATEGY*Motion*

MR R.H. COOK (Kwinana — Deputy Leader of the Opposition) [4.01 pm]: I move —

That the government immediately commits to implementing the Back on Track strategy and commits to funding this strategy in the 2011–12 budget.

Seldom does a policy issue come along about which we can legitimately say that there are winners all around. Seldom do we have a minister who is lucky enough to come to office to find a policy setting in place that is so complete and delivers these wins all around.

The “Back on Track: WA State Trail Bike Strategy” process began under the previous Labor government and much work was done under that government. I particularly recognise the efforts of the member for Joondalup and the former member for Peel, now member for Warnbro. The strategy was delivered in December 2007 and, as I said, it delivered a comprehensive policy response to the issue of trail bikes in Western Australia and provided a clear outline of the way to proceed. This government, on coming to power, undertook to review the strategy, as is its right, to make sure that this was what it wanted to implement. I acknowledge the work that the member for Darling Range has done to further refine the policy to make sure that it is how the government wishes to proceed.

The jury is in, the evidence is before us and the case has been made. It is time to implement this strategy. It is time that we provided a way forward for trail bike users in this state and some certainty for people who wish to undertake this legitimate pastime. I acknowledge the presence in the public gallery today of members of the Recreational Trailbike Riders Association of WA fraternity.

Trail bike riding is an issue that raises a lot of debate and interest in our community. The Back on Track strategy appropriately identified a range of stakeholders impacted on through the use of trail bikes in Western Australia. When the strategy was prepared, it was estimated that there were 50 000 off-road motorbikes—I assume that includes quad bikes—in Western Australia and that number is increasing. The Back on Track strategy executive summary states —

In 1978 there were eight designated Off Road Vehicle areas in the Perth metropolitan region. In 2008, despite the very significant growth in trail bike numbers, only three areas remain and the two largest of those have been reduced in size over the years.

The state trail bike strategy sought to provide a way through these issues of competing land use and recreational space, and how trail bike use and recreation could move forward in a sustainable manner. The strategy looked at the introduction of a registration fee on all trail bikes, increased fines and penalties for illegal riding, and an enforcement emphasis on those actions that cause actual damage to the environment, or excessive noise. More importantly, the moneys that were to be collected from the registration fee were to go into an off-road vehicle trust fund —

... to collect licence fees, revenue from fines and infringements and State and Federal grants.

An important aspect of the trust fund was that it was to provide a sustainable future for the sport so that trail bike clubs could operate and manage areas, change and regulate behaviour among the fraternity, and mentor and train young trail bike users as they come through the ranks. The strategy provided a way for trail bike riders to train and to coexist and undertake their recreation in a sustainable and responsible way.

There is a range of stakeholders in this debate. The number of people who have expressed an interest in speaking to this motion today is testament to the fact that this is a very sensitive issue in our electorates. Trail bike riders themselves are stakeholders; there is a wide-ranging demographic of very young riders through to mature riders and occasional “recreators” through to those who undertake trail bike riding as an extensive pastime. Environment groups have legitimate concerns about the impact of trail bikes on the environment. Residents have legitimate concerns about the impact of trail bikes on their communities through not only the physical presence of trail bikes, but also the excessive noise that might come from trail bikes. Land managers have the responsibility to manage the land holdings under their control and authority in a sustainable manner, but their responsibilities are challenged by the physical impact of off-road vehicles such as trail bikes. Other trail users are also stakeholders; hikers, cyclists and other environmental users of these facilities compete with trail bike riders for space and physical amenities. Regulators are also stakeholders because they ultimately have to oversee the use of trail bikes.

Obviously, the magic and the real success of the Back on Track trail bike strategy was that each of these stakeholders could be catered for in this very simple but effective strategy. Trail bike riders obviously need somewhere to use their trail bikes. I believe that trail bike riders have a right to the enjoyment of their pastime. It is appropriate for governments at both state and local levels to facilitate this pastime. It is appropriate for

governments to provide facilities so that people can undertake this particular form of sport and recreation in a safe and regulated manner to maximise people's enjoyment and the sustainability of this particular sector of this community. It is important, in making this available, that we provide facilities at which both young, inexperienced riders and older, more experienced, skilled riders can come together and enjoy trail bike riding.

Trail bikes, as we know, have a significant impact on the environment. As I commuted this morning on the train from my electorate in Wellard, I glanced out the window on a number of occasions at Public Transport Authority land or open bushland, and I could see the impact of unauthorised use of these off-road vehicles in areas which are pretty fragile, given the ecology of the country in my electorate. Unfettered and unregulated trail bike use in these areas ultimately has a detrimental impact on the environment. That would be counterproductive to community support for trail bike users. If community members continually witness the impact of what might be described as "nuisance riders"—an unusual term, but one I see popping up in the literature time and again—there will be community pressure against creating legitimate opportunities for people to enjoy this pastime.

Time and again I am confronted by residents who are sick and tired of trail bike riders using their trail bikes in built-up residential areas. I live in a part of Kwinana near the Leda Nature Reserve. On weekends trail bikes use our streets both for access to the Leda Nature Reserve and for, essentially, chucking laps. Trail bikes can be particularly loud, and both the physical and audible aspects of trail bike riding detract from the quality of the experience of other users of places like the Leda Nature Reserve. I am constantly confronted by residents who feel that trail bike riding is a breach of their right to enjoy a quiet community. They feel that it is an affront to their sense of safety in their community. They believe that it is a law and order issue, because they see unregistered trail bikes being used on footpaths, parks or streets. Again, an essentially legitimate activity is constantly undermined by the views of people who see it as a law and order issue. People feel powerless to respond to this problem. They know that the moment they pick up the phone and try to speak to the police, the police ask where that trail bike is now. Of course, it is already a good kilometre and a half down the road. There are extreme limitations on the police's capacity to regulate trail bike users. I must say that the Town of Kwinana rangers do a really good job tracking some of those people down—they must be pretty practised nowadays—and sometimes they are successful in gaining prosecutions. There remains a very high level of concern in our community about trail bike users. It is important for residents to have the capacity to report trail bike riders and that police have a way of tracking riders down.

We need to provide areas in which trail bike users can access good facilities that trail bike associations can operate in a sustainable manner. Once again, the Back on Track strategy provides a very good way of going about this. Through the use of the registration system, we can provide a pool of funds that can be used, in the first instance, to access appropriate pieces of land to develop appropriate facilities, and we can provide an income stream to create public facilities at these parks, to provide schools teaching trail bike riding, and state government websites to educate young riders. We can create facilities in which parents of very young trail bike riders, who might not be members of the trail bike riding fraternity, can feel assured that when their young kids start to explore the world of trail bike riding, they can do so in a facility that suits the level of difficulty appropriate to their skill. There needs to be parks for these kids. This income stream should be managed by the government, in conjunction with the Department of Sport and Recreation, to create a trust fund from which trail bike clubs can access money to build facilities that trail bike riders can use, and to create a culture in which young trail bike riders understand the protocols and regulations, and what should be undertaken as a responsible trail bike rider.

The environment will benefit from these strategies because trail bikes will be removed from parklands, reserves and bushland. This will create a way to respond to the very strong demand for trail bike use. In my electorate of Kwinana, a significant number of people like to use trail bikes. There is a small area of bushland on the corner of Thomas and Rockingham Roads that is used by off-road vehicles on the weekend.

Mr T.K. Waldron: It is very popular these days.

Mr R.H. COOK: That area is extremely popular. There is a small patch of cleared sand that is chock-a-block full of small trailers and off-road vehicles.

Mr T.K. Waldron: Where is that?

Mr R.H. COOK: It is on the corner of Thomas and Rockingham Roads.

Mr M.J. Cowper: Near the railway crossing.

Mr R.H. COOK: Yes. This small car park—that is probably the best description that could be given to this clearing—is chock-a-block full of cars, and families with people with trail bikes and families with young kids, particularly on small quad bikes. Obviously, there is significant wear and tear on this facility. There are no rubbish collection facilities, no public toilets and, to the best of my knowledge, no income stream available to a group of motorcyclists or trail bike riders who may want to operate and manage this site appropriately. There is no significant pool of funds that they can draw upon in order to manage this area. It is plainly evident that the

state trail bike strategy is a very good way to facilitate the ambitions of environmental groups, land managers, residents in quiet communities, and of trail bike riders. It can ensure everyone's aspirations and right to the quiet enjoyment of their communities can be accommodated. "Quiet" is obviously a relative concept in the context of trail bikes.

Earlier this month, at a very vocal and acutely interested meeting of Mundaring residents, the member for Darling Range responded to the concerns of the community about these areas. The member for Darling Range pointed out that some very good proposals were before the government about how we might move forward. We believe, as members of Parliament assembled, that it is important the government responds not only to the good work of the member for Darling Range but also to previous members of Parliament who had some carriage of this policy area, to make sure the government acts on this very useful report and this very useful policy response.

I am growing a little tired of residents in Kwinana coming to me saying they are jacked off with the number of trail bikes on our streets. I am growing a little tired of them saying police have said there is nothing they can do. There is something we can do; that is, create a registration system so that residents can hopefully in some way identify trail bike users and police will know where those trail bike users are registered. That strikes me as being the single most important thing we can do to accommodate the aspirations of residents who, in many cases, recognise and respect the rights of trail bike riders to enjoy their pastime, but who are also, quite frankly, concerned about the impact on the community. In some respects they have legitimate concerns about the capacity for accidents to occur, particularly in quiet streets where their kids play.

It is important that the government not only acts on this report but acts on it quickly. I understand that the government's funding commitment to implement this report is somewhat modest. I am surprised, given the strength of this policy response, that the government did not allocate funding to implement the strategy straightaway. It might be that the government wants to make an appropriate appropriation to implement this policy response. We call on the government to provide for that in the 2011–12 budget because it is important that the community gains some confidence. We have now had two governments look at this. We have had two policy responses which are self-evident and clear-cut, and unanimously supported by all stakeholders. We cannot see any reason why the government would not implement this straightaway. We call upon the government to do so.

There are a range of stakeholders in this debate. All stakeholders have a legitimate right to have their views heard in terms of how we accommodate and regulate trail bike users and other off-road vehicles in this state. The solutions are there for the minister to implement. There is no reason he should not get on and do so now.

MS L.L. BAKER (Maylands) [4.22 pm]: This matter is very near and dear to my heart and to members of my electorate. I am very glad to see the chamber has a good representation from both sides of politics this afternoon. I know that all members share my passion to see this strategy funded and on the road, so to speak. It has been too long and, quite frankly, Minister Waldron is shuffling his feet on something which is absolutely imperative. It is costing lives, really. This completely unjustified delay is not only costing injuries, it is also costing the community, householders, neighbours and members of my electorate. I will go into why I think it is unjustified in a minute. As the minister heard from my colleague the member for Kwinana, Maylands is an inner city electorate, so why would I have any concern about this? I have a great deal of concern about this. I will start by reading an email sent to me by one of my constituents, Jason Garbin. The email was sent to me on 26 October last year. It reads —

Re: State Trail Bike Strategy

...

I am a father of 3 children and live in your electorate. My wife ... and children (Jesse ... Amelia ... and Jim ...) all ride trail bikes and garner a great deal of benefits from riding—socially, mentally and physically.

Trail bike riding needs to be better recognised as a recreation enjoyed by thousands of people in WA. But there are many issues that are not being managed.

- constantly decreasing places and trails to ride,
- nowhere to ride with your kids except the run down and dangerous off-road vehicle areas, that are littered with rubbish from illegal dumping.
- the idiot few spoiling it for many,
- confusion over where you can and cannot ride,
- being treated like a criminal by rangers,
- paying for registration but having nowhere to ride,
- rider safety and injuries,
- conflict with other trail users

- riders being told they can't ride in an area because it is 'environmentally sensitive'—right up to the time that the bulldozers flatten it for housing or logging!]

He finishes by saying —

The State Trail Bike Strategy can't begin to address the issues until the government formally endorses it and allocates the necessary funds.

There are many responsible people like us that ride, but a few out there that ruin it for the many. I know there are no riding areas in your electorate but would like you to support funding the WA State Trail Bike Strategy.

That is just one example. I have also been contacted by bushwalkers and mountain bike riders in my electorate who tell harrowing stories of confrontations on the trails when they have gone to pursue what they consider to be their right to conduct their recreation or their sport. This is simply not sustainable by anyone's imagination. I am not accusing the Minister for Sport and Recreation of having a great deal of imagination!—he clearly has none if he lets this continue. It is about time the minister stopped and took stock of what this costs the community. It costs millions of dollars in hospitalisation, treatment and, in some cases, long-term rehabilitation of people who have fallen foul to some of the things I read from my constituent's dot points, such as illegal rubbish dumped on tracks and the bad conditions of tracks.

On 1 March I received an invitation from the President of the Shire of Mundaring to attend the shire's community forum on trail bike riding. I welcome to the public gallery today Steve and Val Pretzel and their daughter Alison, all of whom are recreational trail bike riders. In fact Steve and Val have been major drivers all the way through this seemingly never-ending journey. I am talking about a marathon journey! Trail bike riding is also their daughter Alison's recreation. She is very passionate about it, but she is at risk because the minister has failed to deliver. That is not good enough. I also welcome Rick Gill from Motorcycling Western Australia. Another reason I am interested in this issue is that Motorcycling Western Australia is in my electorate; its head office is in Maylands. I have had many conversations with Rick about the government's inadequacies and failures to fund this strategy.

On 1 March I visited the Shire of Mundaring along with my colleague the member for Gosnells. I am not very good with numbers, but I guess about 60 people attended to hear an update on where the state trail bike strategy was up to. The member for Darling Range came along to give an update. It did not take very long because it is nowhere. It stopped; it is parked!

Mr D.A. Templeman: Where is he?

Ms L.L. BAKER: He has probably gone to hide somewhere!

Mr D.A. Templeman: He is embarrassed.

Ms L.L. BAKER: I would be embarrassed too. There he is—down the back!

Mr D.A. Templeman: He is a very good man.

Ms L.L. BAKER: He is a very good man.

We recognise in this house that the member for Darling Range has attempted to push this seemingly large rock up a very large hill for three years, ever since this government was elected and made a commitment to implement this strategy. The briefing did not take long because, as I said, it is nowhere; it is parked. The sum of \$20 000 was spent costing the business case for this strategy. All members on the other side of the house who profess to be strong economic rationalists should be quite pleased to hear that there is a business case. It is not just a convincing business case, it is bloody unequivocal, if I am allowed to say that. Is that parliamentary language? It is absolutely as plain as the noses on all the faces of members opposite that a strategy costed at \$20 million over 10 years, of which \$17 million is coming straight back to the government, leaves \$3 million over 10 years. If the government cannot scrape together \$300 000 a year over 10 years to get this strategy up and running, and if members opposite favour air conditioning the Premier's palace, and a whole range of other strategies, over preserving the safety of and managing the risk for more than 50 000 Western Australians, then I am ashamed to be sitting in this house with them. They really have to start to look at this with some seriousness.

I want to go through a bit of what this report says. Before I do, I should say that I have been doing policy work for many years in many different countries around the world. I have read many reports and many discussion papers. I must say that this is probably one of the most concise, coherent and well-constructed reports that I have read; it presents very plainly a set of arguments that are indisputable. I congratulate the stakeholders involved in putting together this report. It is excellent, so why is the government not listening and why is it not being funded?

There are five well-differentiated results areas in the report, and I want to run through some of the recommendations in the key results areas. I will start by talking about the key focus area of insurance liability

and risk management. This report acknowledges that trail bike riding has, like many sports and activities, inherent and obvious risks. We talked about that. Some of the recommendations under that key focus area are to develop a master risk management planning kit that can be applied and tailored to individual off-road vehicle areas and designated trail areas. I know the minister is aware of these results. I am hoping he has been over them very comprehensively and knows what he is turning his back on and what he is deliberately not funding. I am going to read the results because I want them in *Hansard*. I want the minister to hear what he has not been able to find any passion to fund. The key recommendations are —

Develop a Risk and Liability information kit for riders including advice about personal accident insurance, income insurance, ambulance cover etc

Develop a Trails Planning /Design / Signage Kit to maximise user satisfaction, reduce risk.

Develop Management Plans for existing ORV areas to reduce risk of injury and litigation.

Encourage adoption of Adventure Activity Standards principles by riding groups

Commission ICWA or other insurance provider to develop a Third Party Personal package for off-road and private property cover.

Explore State underwriting of liability to provide protection to local Shires and Councils

The final recommendation in key results area number one is—

Develop and run a Risk Management, Liability and Insurance Seminar for all land managers, local councils and potential providers and managers of trail riding facilities.

They are a very sensible set of recommendations in this key focus area.

The second key focus area concerns trail planning. On the question of where unlicensed bikes and quad bikes, which are not registered, are allowed to ride or where riders who do not have licences are allowed to ride. I have taken some information from the Recreational Trailbike Riders' Association. It says —

This category is much more straightforward ...

There are only two categories of places where unregistered bikes/ unlicensed riders can legally go:

- a) Private property with the consent of the landowner
- b) Designated Off Road Vehicle Areas

Riding an unregistered bike anywhere other than the above puts you at risk of a fine —

Not to mention injury; that is my addition, not the Recreational Trailbike Riders' Association —

You should also carry with you proof of ownership at all times ...

That is the problem. There is nowhere to go.

The recommendations in the focus area of trails planning include developing a “trails inventory” as a basis to transition to designated trails and prevent a proliferation of trails that users create of their own volition because there is nowhere to ride legally; providing more opportunities for legal recreational riding, focusing on a whole range of different issues that include looking at the stock of trail bike facilities that we have at the moment and finding ways of increasing or improving them so they are more attractive to ride in; looking at a few designated public trails in Western Australia; and perhaps developing a permit system. There are a whole range of other recommendations that I will not list, but they are equally sensible and equally cost-effective for the government.

On the focus area of managing sustainability, the strategy talks about governance and land and trail management as well as noise regulations and evaluation. It says that some of the objectives for managing sustainability are to come up with a governance model that ensures a whole-of-government framework. I can see the minister is sneaking out to the back of the chamber, looking furtively over his shoulder to make sure he is not missing anything I am saying.

The departments involved need to step up to the plate and take responsibility for administering this. The Department of Environment and Conservation, the Water Corporation, Transport and all the agencies involved need to come together, and someone needs to be allocated leadership of this strategy. In case they had not noticed, members opposite are in government. It is up to them to stand up and tell one department to take responsibility for rolling out this strategy and managing its delivery effectively. The constant shoving between departments cannot continue. The government needs to allocate leadership and move forward with the strategy.

I will move on to the next results area, which covers things like registration and licensing. It is important to go through the recommendations in the strategy, because they are very sensible. I hear there is some concern about the opportunity to charge a small registration or licensing fee at the point of sale for these bikes. The concern from the more conservative or nervous government members in the house is that this could be interpreted as an a

tax on bike riding. That is an absolute nonsense. If members look at the research that these very austere groups have done into Western Australian recreational trail bike riders, they will find that trail bike riders acknowledge that they need to come forward and put some funding into their own sport to develop it on a more sustainable basis. They see this as their own personal investment in moving forward their recreational sport and an investment in their safety and enjoyment and that of their children.

Anyone who thinks this is a tax is completely wrong. This is similar to the kind of fee that is paid for boat registration. In my own sport, I spent some time as state chairperson of dressage. In that role I introduced a start fee, acknowledging that we have an expensive sport with an expensive requirement for ground conditions that can be ridden on without injury to horses. I was not very popular, as members can well imagine, and every time a competitor rides in a dressage competition they pay a \$10 start fee. That goes directly into a fund, and that can be put directly back into the clubs so that they can upgrade their infrastructure to allow the sport to grow. It has been an enormous bonus to the horse riders involved, because now they know when they take their horses out—we are talking about some very valuable horses here; some of them worth \$500 000—they will be riding on a piece of ground that will not injure their horse.

The riders are very happy to have the levy in place because it is a very fair and equitable levy that is spread among everyone. It is not a tax; it is an investment in their future. That is the way people should think of it.

[Member's time extended.]

Ms L.L. BAKER: The licensing option is a good option. It gives people an immediate tool to self-fund their sport over the long term. We must look at how to set up the trust and move forward. There are not enough areas for trail bike riders. It is a very high-risk sport that needs our support to get it back on track.

Before I finish my presentation on the state trail bike strategy, I will raise some other issues that I think are worth mentioning. The strategy has identified what is being put at risk through not doing anything. That is often the default position when deciding whether to go forward with or to reject a proposal. We all know that the do-nothing option is always costed and assessed. The risks of inaction have been identified in the strategy itself. There is no shirking this, and the strategy is up-front about it. The environmental consequences are the starting point. With a growing number of riders placing increasing pressure on a dwindling number of places to ride, it can be expected that trail bike riders will continue to disperse into local bushland areas. The consequences of this are significant and include long-term damage to the environment through the accelerated degradation of the ecosystem, the diversion of conservation resources into rehabilitation work, the frustration of conservation efforts and the potential disillusionment and loss of volunteers.

I refer now to the social consequences. While there is nothing to attract riders away from using inappropriate areas, there is little likelihood that they will simply decide not to ride, and an escalation of inappropriate or incompatible use can be expected, along with increased conflict between trail users, an increase in the number of complaints by neighbours, the displacement of conforming land users and increased frustration and stress among land managers. The economic consequences are that the cost of enforcement will go up and there will be a greater burden on the land managers. Members need only talk to the Shire of Mundaring councillors to understand what that cost might be. Our local government colleagues are pulling their hair out trying to come up with a solution. Members must get behind them and support them. Trail conflict has a negative impact on tourism business, including on tourism sites such as the Bibbulmun Track, and on insurance claims, increasing litigation and rehabilitation costs. All these things will go up. The longer the government delays, the greater will be the cost of solving this problem. If the government intends waiting until it loses office, the Labor Party must pay for the increased cost when it gets back in. I can understand why the government is shuffling its feet, but the Minister for Sport and Recreation must step forward, fund the strategy and not wait for either the costs or the risks to go up. We are more than aware of the political consequences, and I have just mentioned some of them. The community expects all levels of government to come up with a solution. If the government does not come up with a solution, the reputation that the minister may have had, the good work that the member for Darling Range has done and the good but unpublicised work that many members from both sides of the chamber do will all be wasted if the minister is not pushed into doing something about this. An incomplete solution is no solution at all.

I will talk on a personal note in concluding my remarks about the state trail bike strategy. I have stood many times in this house and raised this matter. It is no surprise to members to again hear some of my personal insights about what happens when there is conflict on the trails. I have a 20-year history with this issue and therefore understand it.

Mr T.K. Waldron: And you have spoken personally to me about it.

Ms L.L. BAKER: I have, and I thank the minister. I want to put my personal insight on the record again for the sake of the people in the public gallery who are here in support of those members who support the motion and for the sake of the strategy itself. One of my dear friends lives very close to me. Both she and her husband grew

up in the neighbourhood. Her husband had been riding trail bikes for almost his entire life. He and his brother were riding on the trails when he fell off his bike, snapped his neck and died in the middle of the bush. He was just 27 and his wife was six months' pregnant. He never saw his new baby. As members can imagine, the impact of that is horrific. This goes to the heart of the issue. There is no escaping the fact that this is an emotional issue. It is particularly emotional when living in an environment in which one must deal with friends and close relatives who have suffered dreadful tragedies because of the neglect of the sport and the lack of facilities.

Members have heard me talk about issues that are nowhere near as serious as that. The conflict I came into is well documented. Several members have mentioned that a few unscrupulous people cause problems for the rest. That is underlined by my experience. It is not constructive when horses come head to head with trail bikes. They do not mix very well at all, and one or the other is likely, very quickly, to go in the other direction, and quite often the horse and rider do not leave together. There have been a series of accidents, some of which have had grave consequences. The Mundaring police told me that at the top of the Boya quarry a trail bike rider came head to head with a lone horse rider. The horse lost its footing and fell over the cliff with the rider. The horse died and the woman was seriously injured. I do not have to go on about these horrible stories; they apply to the trail bike riders as well as the horse riders. I carry my mobile phone when I walk through the bush. A week after the state election in 2008 —

Mr C.J. Barnett: Happy days.

Ms L.L. BAKER: Yes, I was quite happy at the time, having just won my seat. I was very happy. I thank the Premier for mentioning that. I hope the Premier was happy for me too.

Mr C.J. Barnett: Very happy.

Ms L.L. BAKER: I thank the Premier. I was walking through the bush when I came across a trail bike rider in the national park who had bogged his bike in a gully. When I first moved to that part of the world, the gullies in the track that he was bogged in were about a foot deep and I could ride my horse up and down the trails. Today the gullies are about 25-feet deep and it is impossible to ride up and down them. Trail bike riders call that place "Suicide Hill", and with good reason. The rider was bogged in the gully. The area is clearly marked and signposted. Signs on enormous metal gates warn people that it is illegal for four-wheel drives and other motorised vehicles to go there. However, the rider was there. He had to have ridden past those signs, I am sure, because I had to walk past them. I took a photograph of him, whereupon he dropped his bike on the ground—I understand why he did it; I do not have a problem with why he did it—ran over to me and shoved me hard, pushing me flat on my back. I rang the police because I was very frightened. I think that was an assault. He backed off when I took another photograph of him and let him know that my brother was a police sergeant. He got back on his bike and buggered off.

The DEPUTY SPEAKER: Member for Maylands!

Ms L.L. BAKER: Was that unparliamentary language?

Mr C.J. Barnett: Colourful language is allowed here.

Ms L.L. BAKER: I do not think I need to withdraw that. The rider turned around and hightailed it. Is the Premier happy with that?

Mr C.J. Barnett: I am not prudish about language in this place.

Ms L.L. BAKER: The Premier will be very pleased that I did not use the language I used to the motorcycle rider when he did that to me, because that definitely would have been unparliamentary!

I have told a few personal stories to underline that I do not come to this issue without personal knowledge and a great deal of passion to find a solution. It is absolutely imperative that the minister gets off whatever it is that he is sitting on and that he does something to get this strategy funded and that he does it as a matter of urgency. Too many people have already suffered, have been injured or have died on this government's watch, and it will continue to happen. The community, local government, the riders, the industry and members on this side of the house who, as the former government, started this work and produced that incredibly comprehensive and well-researched set of recommendations all expect the government to be able to balance the competing interests to move forward with the strategy and to act upon it now.

The DEPUTY SPEAKER: Member for Kwinana.

MR P. PAPALIA (Warnbro) [4.50 pm]: I beg the Deputy Speaker's pardon; it is Warnbro!

The DEPUTY SPEAKER: I am sorry, member for Warnbro.

Several members interjected.

Mr P. PAPALIA: The Premier is correct and it is true that that is as close as I have come to that sort of reception.

I am happy to call on the government to immediately commit to implementing the Back on Track strategy and to funding this strategy in the 2011–12 budget. I had an early, albeit fleeting, association with this strategy. Shortly after having been elected in the February 2007 by-election, one of the very first meetings I attended as an elected member of Parliament was with an impressive group of people from the recently incorporated Recreational Trailbike Riders' Association of WA, including Steve Pretzel, Trevor Hedge and Rick Gill. They very clearly and fairly articulated the reasoning behind a need for a strategy. We heard from the member for Kwinana and the member for Maylands who provided this house with much of the detail of that strategy. At the time, I had responsibility for part of Kwinana where there was space for trail bike riders to ride and I currently represent outer metropolitan suburbs, including Port Kennedy, Secret Harbour, Golden Bay and Singleton, and to the east, Baldivis and Karnup, all of which are the focus for a fair amount of not organised but unorganised and often very irritating trail bike activity by kids and adults who need a facility or an opportunity to do this sport in a much better structured and supported fashion. I am still interested in the issue. That was my first contact with the concept of this strategy.

I was subsequently, ironically enough on 6 August 2008, given the task by the then Minister for Sport and Recreation, Hon John Kobelke, of chairing an implementation committee. I never sat on or chaired that committee, because as the Premier so happily reminded us only moments ago, it was one month later that the Labor government lost office and the current Minister for Sport and Recreation took responsibility for this strategy and for dealing with this very important issue.

I have no doubt that had the Labor Party won office and taken this long to implement the already-developed strategy that members on the other side of the chamber would have been jumping up and down and doing what the member for Murray–Wellington often did in the 18 months that I served as a backbencher; that is, berate the minister for not implementing this strategy and for not going to the assistance of this very well organised and highly motivated group of people who had got off their backsides and approached the government—of both persuasions now—with a solution to the problem. That is unusual. All members in this place know that we frequently get people coming to our offices with problems; we do not often get them coming to our offices with solutions.

We need to respond quickly. I have great respect for the current Minister for Sport and Recreation and I have no doubt that he has probably already won funding for this strategy in the forthcoming budgetary process, and that we will find out during estimates exactly how successful he has been. I hope he has been successful, because as I say I have a great deal of respect for him. I know that the Minister for Sport and Recreation will recognise the value of trail bike riding as an organised sport to the state and that he recognises the value of avoiding injury and avoiding unnecessary conflict in the outer suburbs and in the regions if he does not fully fund an appropriate strategy—as I am sure the member for Darling Range recognises and has been very forceful on this issue in the party room. I am happy to stand today in full expectation that this motion we are debating will be fully supported by members opposite and that the government will come in here during the budget process and tell us all that it has absolutely funded the strategy, by comparison to the creation of the emperor's palace across the road at a cost of \$17 million with, I might add, an \$8 million fit-out. That is \$17 million for the Premier's office and an additional \$8 million just to ensure that the carpet is the right colour so that the emperor has an appropriately "stately" residence. I am sure that the government will in no way overlook what is by comparison a relatively small amount of money for a very important and, I would say, much more significant project in the funding of the state trail bike strategy.

[Interruption from the gallery.]

The DEPUTY SPEAKER: Members of the gallery are welcome to attend, but please do not clap or make any sound from the gallery.

MR C.J. TALLENTIRE (Gosnells) [4.56 pm]: I am pleased to rise to support the motion before the house. Trail bike riding is an activity that has failed to self-regulate, which has led to a number of problems. Members on this side have already touched on the problems with illegal use. Indeed, my electorate has significant problems with the illegal use of trail bikes. There are the tragic consequences that go with that illegal use, including higher accident and hospitalisation rates. I have previously received answers to questions that were asked in this place indicating the growth in accidents involving trail bikes. In 2004, there were 320 hospital admissions, and in 2008–09 there were 532 admissions, which is a dramatic rate of increase. This illegal use of trail bikes causes significant nuisance to people. People have to endure the noise pollution that comes from the trail bikes and areas of natural significance are damaged. There is the problem of the spread of dieback and other diseases; and it is the cause of erosion. There is any number of problems with other users.

The failure of the trail biking community to successfully self-regulate has by its own admission led to the deterioration of places like the Gnaragara trail biking area, where we have seen degradation. Now trail bike riders complain about that area as being an unsatisfactory venue for their activity. This strategy will provide the opportunity for regulatory mechanisms that are needed for this activity, including a licensing and registration

regime, which is essential. I believe that should be a user-pays licensing regime. It will need initial funding to get it going, but it needs to be a licensing regime that is funded by the participants in this activity. As well, we need to create places that are suitable for trail bike riding. That is a very contentious issue. Potentially, we could be talking about allowing trail bike riders to go into places where they will cause nuisance to other people and where they will upset the right of others to peace and quiet. I support the idea of providing areas for trail bike riding, but we must have the very best of selection criteria for those places.

Mr M.J. Cowper: Where?

Mr C.J. TALLENTIRE: I have not got into that, but we need the most rigorous selection criteria for trail bike riding locations. Trail bike riders must be allowed to go only in areas where they do not damage the peace and quiet of existing residents. That goes without saying. They must be allowed to go only in places where they will not further damage the natural environment, cause erosion and spread dieback. We must ensure that any sites purchased for trail bike riding meet these rigorous selection criteria. I believe that through —

Mr T.K. Waldron: That's a really good point you make, and I will remind myself to comment on that because I think that is a fair call you're making.

Mr C.J. TALLENTIRE: I thank the minister. I am about to conclude my remarks, so I am happy to wait for the minister's comments.

I support this state trail bike strategy in that it can bring about a user-pays approach to licensing and land provision. However, that land must be suitable; it must not be land that abuts neighbouring properties whose residents will be upset by the activities of trail biker riders.

MR M.J. COWPER (Murray–Wellington — Parliamentary Secretary) [5.00 pm]: There are 50 000 people in Western Australia who are motorcycle enthusiasts. Basically, motorcycling brings to this state in the vicinity of \$150 million per annum. Therefore, it is a significant component of our society and an important component of our business in this state. Motorcycling is growing at a rate that is mentioned in the trail bike strategy and, although I do not recall the actual figure, it is significant.

In the Peel region, about 15 per cent of riders are licensed by Motorcycling Western Australia. I think about 1 600 licensed riders come under the umbrella of Motorcycling Western Australia, which covers a number of different categories in the sport, including recreational riders, motocross riders, freestyle riders, trail riders, and enduro riders, which is cross-country—all different disciplines, if we like. Outside that umbrella sits a great mass of people who are motorcycle enthusiasts but who do not come under the structure of any club such as Motorcycling Western Australia. I am the current president of the Murray Motorcycle Club, a former secretary of the Broome Motocross Club and also a member of the Bunbury and Collie Motorcycle Clubs.

Several members interjected.

The ACTING SPEAKER (Mr P.B. Watson): Members!

Mr M.J. COWPER: Therefore, I know a bit about motorcycling. I am also an official; I hold an official licence from a course run by the chief executive officer of MWA and his crew at Maylands, whom the member for that area mentioned before. I sat my official licence; I am an official encompassed in that club. Within the organisation —

Mr R.H. Cook: So you'll be supporting the motion?

Mr M.J. COWPER: Members, I have only another 18 minutes to go and there are a lot of things that I want to cover. I point out that there are a lot of structures within MWA and the detail and discipline that is required in each particular activity of motorcycling that riders must attain.

For instance, the biggest injury caused to motorcycle enthusiasts in Western Australia is undisciplined people who buy cheap motorcycles that are either second-hand out of the *Quokka* or cheap Chinese imports, give them to their kids for Christmas and send them off to cause all manner of problems, particularly in an urban environment. The front page of the "Back on Track: WA State Trail Bike Strategy" has a picture of a sign for quad bikes for sale, and they are cheap. They come from China and the problem is that they do not last very long, although they last long enough to cause significant problems for people who happen to live within earshot of those areas they are used. There is no question about the great need for areas to be designated for motorcycling in Western Australia. The problem we face is a decrease, not an increase, in the number of areas that are acceptable for off-road motorcycling, yet the number of people who are enthused to ride has increased exponentially. Therefore, this conflict occurs.

Members on the other side have made the point that, yes, trail bikes have to be used in an area that will not conflict with the amenity of people who live nearby, but there, in essence, is the problem. The question I posed to the member before was: you propose to fund all this money, to implement the strategy and to set up these ride parks, but where will you put them? I want to explain to the house the difficulty that that presents. Currently a

number of off-road areas are used, primarily illegally, right throughout Western Australia. In my electorate these are areas such as Lake Clifton in the pines; Bancell Road in Waroona shire, which is very popular; and Treasure Road near Australind has some bush that people use all the time. The areas used for trail bike riding sweep right through the metropolitan area to the north including Lancelin, Wedge Island and a few other places where I have seen numerous cars parked, as members have previously described. The problem is that they are illegal, other than the places that have been designated for off-road biking, which is not very many of them, or private land. People cannot even operate a motorcycle on private land unless they have a significant portion of land. On another occasion I will give members an example of how that can occur!

Mr D.A. Templeman interjected.

Mr M.J. COWPER: Indeed, member, but we will discuss that at another time.

The problem we have is something called nimby—not in my backyard. In my backyard there is a lot of land that would be suitable for off-road motorcycling; in fact, I have spent countless hours with members of my community driving around looking for suitable places for it to occur.

Mr C.J. Tallentire: But what would your neighbours say?

Mr M.J. COWPER: The situation is that we have a rather big company in my electorate that has a significant amount of land. It has issues in relation to dust and noise—the very same issues that present with off-road motorcycling. We said, “Listen, we have a proposal to put to you regarding some synergies of use of land that would be of benefit to the community.” We put forward presentations on a number of occasions. They were very well planned and well thought out, structured and funded plans, yet the company declined. It is not only large companies that do this; it is also the state. I have identified land owned by the state that has not otherwise been used in the past, raised funds through running gymkhanas and other events in the community—clubs do not have a lot of access to funding—and made a submission to the state through the Department of Planning, only for it to be rejected. Therefore, it is also a problem within the state government, minister. I have even examined areas that Alcoa has used in the hills of my electorate where it has finished mining and is doing some rehabilitation, yet we still cannot use that land because there is no inclination or will by certain government departments for it.

Members, I want to recognise a few people in the gallery. Mr Pretzel, who I have known for some time, has done significant work on this trail bike strategy. The strategy is very accurate and paints a very good picture of where we are at on this very problem. I hear members on the other side say that they want to fund this. Yes, I want to see it funded too, minister. But the problem is: Where will we buy land? Where will we find it? That in essence is the problem.

Mr C.J. Tallentire: Who should fund the site selection process?

Mr M.J. COWPER: I am glad that the member has so much confidence because I have been doing this for a number of years. I have been ahead of the trail bike strategy in trying to identify land in my electorate so that we can accommodate it.

Several members interjected.

Mr M.J. COWPER: It is not a case of “too hard”; we just have to keep going.

Mr D.A. Templeman: You’re telling us that you’ve basically given up!

Mr M.J. COWPER: No, member, I have not given up. The essence of the problem, as I am sure people in the gallery have experienced, is that people put forward a number of submissions but they hit a roadblock. Okay, so what do they do? They regroup, look at other options and go again. That is exactly what we are doing.

Mr J.J.M. Bowler: What about the thousands of hectares tied up in Bush Forever around Perth?

Mr C.J. Tallentire: You’d be close to people’s homes, member.

Mr M.J. COWPER: I encourage all members to engage on this very issue because there, in essence, is the problem. I came across a parcel of land that I thought was ideal, because we cannot use just any old bit of land. First of all, as members can appreciate, the Swan coastal plain has a dirty great big strip down the middle of it that is Bassendean sand. Unless it is in the middle of winter, when it is waterlogged, Bassendean sand is not very good for motorbike riding. Basically, if we look at where they operate at the moment, it is on the coast, on the foothills or in the hills, because that black sand is no good for riding, unless someone is prepared to bring in, at great expense, materials that will make a suitable track or a riding challenge.

Mr P. Papalia: It sounds like you’ve given up.

Mr M.J. COWPER: On the coast, we have private land that has been operated on. I am very fortunate; my son competes in this very field. And I have not given up, members. That is a very simplistic statement. I have a son who is a very good rider. He competes at a high level. He is a very disciplined person. He exercises regularly just

so that he can compete. He is going into the state championships and, with a bit of luck and a bit of success, he will represent his state in the Australian titles later this year.

Ms L.L. Baker: They need to support him.

Mr M.J. COWPER: Absolutely. I will summarise again. A lot of riders out there are dedicated to their sport. However, a lot of people out there cause harm to our sport because of the way in which they operate. There would not be an electorate in Western Australia that is not perplexed by this problem. In a previous life when I was a police officer, I spent an inordinate amount of my time chasing up complaints —

Mr D.A. Templeman: We don't want a life history; we want to know what you're going to do about it. Are you going to vote for the motion or not? That's the question.

Mr M.J. COWPER: The question is, member —

Mr D.A. Templeman: Are you going to vote for the motion?

Mr M.J. COWPER: Does the member have any land in his electorate that would be suitable?

Mr D.A. Templeman: The City of Mandurah is all built out. The land is not suitable and you know that very well.

Mr M.J. COWPER: Exactly. There, in essence, is the problem.

Mr D.A. Templeman: Yes, but we know what the problem is. Are you going to support the motion that we have moved today, which calls upon you to take some action—not you personally, but the minister? That's all we're asking for. Don't go over all of what you did 10 years ago, five years ago, two years ago or four years ago. Tell us if you're going to support the motion.

The ACTING SPEAKER (Mr P.B. Watson): Have you finished, member for Mandurah?

Mr D.A. Templeman: I want an early leave pass, Mr Acting Speaker.

The ACTING SPEAKER: The member is well on his way!

Mr M.J. COWPER: Perhaps the member should get on his bike!

The minister knows that I have been to see him on a number of occasions, and I have spoken to the member for Darling Range about this strategy.

Mr D.A. Templeman: So vote with us. Cross the floor. I challenge you to cross the floor and vote with us.

Mr M.J. COWPER: I strongly recommend that the member give the coffee a bit of a miss because the caffeine seems to be kicking in.

Mr D.A. Templeman: You keep saying that you go to the minister and that you'll make sure that the minister knows about this, but it has no effect.

The ACTING SPEAKER: There will be an effect on the member for Mandurah in a minute. He will be on the way down the highway.

Mr M.J. COWPER: Thank you for your protection, Mr Acting Speaker.

The fact remains that there is a significant problem out there. We want to see funding for this sport. I believe there is funding out there, but the problem is where to spend it; that is, how are we going to spend it, and where are we going to identify the land?

Mr P. Papalia: Don't jump ahead. Get the funding first.

Mr M.J. COWPER: I am jumping ahead because that, in essence, is the real problem. There, in essence, is the real problem, members. We have to identify the land. We must find some land from which we can operate, and we will go from there. There, in essence, is the problem in a nutshell.

Mr P. Papalia: You're just trying to block it. You're the problem.

Mr M.J. COWPER: I am the problem? How am I the problem, member?

Mr P. Papalia: Because you won't support this motion.

Mr M.J. COWPER: I am not committed? What would the member know about the sport?

Several members interjected.

The ACTING SPEAKER: Members! Member for Murray–Wellington, unless you want interjections all the time, stop engaging with the other side and put your case for this very important —

Mr P. Papalia: Every cell of your being wants to support this motion, doesn't it—even your brain cell?

The ACTING SPEAKER: I will call to order the next person who interjects.

Mr M.J. COWPER: Thank you, Mr Speaker.

The state trail bike strategy is a good strategy. It came out in April 2008, at a time when this problem was probably at its peak. Given the way the economy is at the moment, the sport is in a bit of a downturn, as members can appreciate.

Mr P. Papalia: The way the economy is at the moment?

Mr M.J. COWPER: The situation is —

Mr P. Papalia interjected.

The ACTING SPEAKER: Members!

Mr M.J. COWPER: It is almost pointless, Mr Acting Speaker, trying to get my point across when I get interjections from rabbits on the other side.

Mrs C.A. Martin: Come on! Don't get personal, mate. I don't look like a rabbit. I don't care what he says.

The ACTING SPEAKER: The member might not look like a rabbit, but she is called to order for the first time.

Mr M.J. COWPER: The fact remains that there was an opportunity for this matter to be addressed under a previous government, but it was not. This report has been sitting on the shelf for two years. The problem is that —

Several members interjected.

Mr M.J. COWPER: If anyone is really interested in this subject, I am more than happy to take them down to my area and show them what the issues are. The various points that are raised in the strategy are very good points. I agree with most of those points—not all of them. A number of serious issues need to be addressed. A part of this issue also dealt with trying to control off-road motorcycles, but it caused some problems inadvertently. There was a situation, and the Shire of Harvey has banned all quad bikes accessing beach areas. The reason for that is that high-powered quad bikes were going down to the beach and causing discomfort for, and affecting the amenity of, a number of people. However, as an offset to that, a number of senior people—retired farmers—who want to go to the beach and do a bit of fishing do not cause any problems or damage, but, as a consequence of the actions of some people, their amenity has been destroyed.

Mr M.P. Whitely interjected.

Mr M.J. COWPER: Between Binningup and Myalup and the area in that vicinity.

Several members interjected.

The ACTING SPEAKER: If members want to have a meeting or a little chat, there is coffee outside and they can do it there. But what we want to do now is listen to what the member is saying.

Mr M.J. COWPER: Thank you, Mr Speaker.

That ban was, in essence, a consequence that, unfortunately, was brought about as a result of an injury caused by people who do not take the sport seriously. We have a situation that needs to be addressed; otherwise it will become an even bigger issue. Hopefully, when the economy improves, we will see reinvestment into motorcycles by the recreational users and, hopefully, a lot more people will come back into the controlled sports that come under the umbrella of Motorcycling Western Australia, which has a strict regime of use. When we visit places such as the pine forests that are scattered in the urban areas outside the metropolitan area, we see motorcycles travelling at 100 miles an hour down some of the tracks. If a motorcycle is coming the other way, it concerns me that no real structure is in place that gives some sort of order to the way in which they should be travelling. Obviously, when bikes or off-road vehicles are travelling in the wrong direction, things can come unstuck. In the past that happened to me in Dwellingup when I, unfortunately, confronted a ute coming the wrong way, and I woke up in the Murray Hospital.

This strategy is a good strategy. It should be supported with funding. However, the issue that I raise is that I am not sure that we have progressed very far in recent years in identifying areas that may be suitable for this sort of activity. There, in essence, is the problem.

MS R. SAFFIOTI (West Swan) [5.18 pm]: I support the motion, and I thank the member for Kwinana and the member for Maylands for the comments they made today, as well as, of course, all my other colleagues who will make very important contributions to the debate. This is a serious issue because it is about the safety of the public and the safety of the riders. This strategy tries to create an environment in which there are places for riders to go and do what they want to do in a safe way. I support the trail bike industry, because I believe it is a good thing. Trail bike riding is a fun thing and young people like doing it. The fact that they like doing it means that

they will do it. I believe that government has a role to support them in ensuring that young people, and the rest of the population, have something to do that is a bit different from just sitting in front of the television at home. So I think that this is a very important issue. As I said, it is about the safety of the riders and the safety of the public. I grew up in Karragullen, on the orchard. I used to have a four-wheeler, and that was a bit of fun. However, there have been instances in which people have lost their lives on these off-road vehicles, so it is a serious issue. As the member for Maylands has outlined, this issue also affects the general public.

The member for Murray–Wellington talked about the lack of trail bike riding sites, but the Back on Track strategy needs funding and a process by which sites can be properly identified. Frankly, member, I do not think one member of Parliament walking around saying, “This could be a good site”, is how these new sites will be developed. Proper processes need to be implemented by the agencies involved, and the government must make a commitment, because once that happens, the agencies will follow. If the government made a commitment to endorse this strategy, the Department of Environment and Conservation and local government—all the relevant agencies—would work together. This motion relates to the adoption of the strategy and the provision of funding, and, having done that, everything will fall into place. Frankly, as I said, a member of Parliament walking around saying, “This might be an appropriate site”, will not solve this; this is about getting government endorsement and getting processes in place, via cabinet, so that appropriate new trail bike tracks can be found.

The member for Gosnells raised the Gngangara issue; that issue has been raised, also, with me. A local rider raised the condition of the Gngangara trail, and that has been picked up in this strategy. Today we have heard what some of the consequences of not adopting this strategy and providing funding may be; consequences such as people riding in areas they are not meant to. Soon after I was elected in September 2008, one of the first issues I was confronted with was a trail bike being ridden on a footpath past some housing units in Ballajura. More broadly, of course, my electorate contains the area of Henley Brook, where there are a lot of horse riders, and the mix of trail bikes and horses just does not work.

I think this is an industry that should be encouraged. Young kids like doing it because it is a fun thing, and if it is fun kids will do it whether there are legal places to go or not. This government has been in power for a number of years, and I do not believe that it does not have enough funding available to adopt this strategy. Minister, a lot of funding has been provided by the Department of Sport and Recreation, and there has been a lot of spending on other things around the state. This issue affects, primarily, the outer urban areas, and I think it needs to be addressed. Due to the continued urbanisation of the outer fringe in particular, as is happening in my area in the north east corridor with 33 000 homes being built through the Lord Street corridor, this issue will become harder and harder to handle. The East Lansdale development is happening, and, more broadly, Ellenbrook will continue to grow; there is also a proposal for a new suburb of Gngangara north of Gngangara Road in east Wanneroo. Because of that growth in urbanisation this issue will get harder and harder unless it is confronted now. The mix between the urban fringe and the new residential areas needs to be addressed now, or the problems identified by members on this and the other side will only worsen. I know the member for Darling Range has the issue of continued urbanisation in areas such as Byford. Minister, I hope that the adoption of this strategy has been considered as part of the budget process, given some of the spending that this government has done in recent months—today we heard about the Hale House extravagance.

Several members interjected.

Ms R. SAFFIOTI: This is about priorities being set by this government.

Mr T.K. Waldron: It’s not just priorities. It is priorities, but there are other things that come into it as well.

Ms R. SAFFIOTI: Sure, but the government has this on the table, and it is about priorities. It is about the government saying, “We’re going to do this for the suburbs of Perth and we’re going to do it for the young people of the metropolitan areas of Western Australia.” One of the key recommendations is that local areas be found that are suitable for young riders, which I think is a fantastic idea.

Mr T.K. Waldron: I agree. There is just one point: you keep talking about urban fringe, which is right—there is no argument there—but there are also lots of areas in country Western Australia that have similar issues, not only with the urban side, but also with the environmental side, which I will mention. It is very popular out there as well.

Ms R. SAFFIOTI: Sure, and the \$2.8 billion in royalties for regions can fund that. I am saying that the outer suburbs of Perth continue to be neglected by this government, and the minister needs to make it a priority. Seriously, when we go through the royalties for regions books and see the things that are being funded across Western Australia while the outer suburbs of Perth cannot get basic infrastructure or these serious issues addressed, it is a real problem. I think the minister needs to sit at the cabinet table and say that this is a priority.

Member for Murray–Wellington, seriously? He might have the best of intentions in walking around and trying to find a place to put a trail bike track, but, seriously, it is about supporting this motion and raising the priority for the government so that it will endorse it.

Mr M.J. Cowper: Claptrap! Are there any areas in your area that you could volunteer?

Mr P. Papalia: The claptrap is coming from you! Give it some funding! If you care about it, give it some funding! You're in government now; you used to attack us.

The ACTING SPEAKER (Mr P.B. Watson): Members!

Mr M.J. Cowper: You go and find somewhere yourself, you mug!

Mr P. Papalia: You're not taking action!

The ACTING SPEAKER: I will call you both to order, seeing as you feel very happy about talking to each other, especially when I am on my feet. I call you both to order.

Ms R. SAFFIOTI: I give the member for Murray–Wellington the guarantee that if the government funds this strategy he can come out to my electorate and we will walk around and find somewhere. But we need the government departments to be committed to it, because the process does not include me walking around saying, “This is a good bit of land”; there are regulations and laws of this land that need to be complied with. Walking around and saying, “This is a good bit of land”, is not going to sort it. Proper processes need to be in place and the departments must be willing to carry them out because of the government's commitment. That is all we are calling for. If the member for Murray–Wellington is serious about this issue, he will support the motion.

Several members interjected.

Ms R. SAFFIOTI: What has the member for Murray–Wellington been doing? What has he been doing for two and a half years?

Mr M.J. Cowper: More than you!

Ms R. SAFFIOTI: More than me? What has the member done? Look, I do not want to engage in the member for Murray–Wellington's car park bullying type of approach in this Parliament.

Several members interjected.

Ms R. SAFFIOTI: As I said, if the member for Murray–Wellington was serious about this, he would endorse this motion. This is serious; this is about the safety of riders and the public. It is much broader than trying to score some cheap political points in this chamber, member; this is a serious issue.

Mr M.J. Cowper: Who's raising issues about the “Palace on the Hill”? That's points scoring.

Ms R. SAFFIOTI: It is about the safety of riders and the public, and about supporting a good industry that provides a good pastime that we should be encouraging.

Mr M.J. Cowper: What have you done to support the industry?

MR D.A. TEMPLEMAN (Mandurah) [5.27 pm]: We have heard some very important speeches in the last hour or so that have highlighted a whole range of issues and concerns, but at the end of the day we all know what the problem is. We do not need to be reminded by the member for Murray–Wellington, who, with all due respect, told us about all the things he has been doing, but when the big crunch comes and we ask him to come and support a motion that simply asks the minister of the day to get on with the job of funding and implementing this strategy, he will be found wanting. We do not need to hear about the history of how many life memberships he has or what motorcycle group he is a member of; that is great, but it is not the point of this motion tonight. We are simply asking that he and other members of his side recognise that two years is too long for this strategy to have been sitting there, waiting to be implemented. Let us get it implemented! We all know what the problems are. We all know that there are issues about land, about environmental protection and about the safety of riders, and that there are issues about ensuring that, by having some form of regulation, we enhance the protection of particularly young people who are involved in this pastime.

The other thing we have to respect is that this is a growing pastime and interest of many, many young and not-so-young Western Australians. I have never had an interest in motorcycle riding, but I recognise that for a significant number of people in my electorate and the Peel region it is a very, very important weekend pastime. It is a major issue for those people who live in Lakelands and Parklands in the northern part of my electorate, because although significant areas of land are zoned urban or semi-rural, there is a demonstrative clash between residents and off-road motorcycle riders who want to have space to do their thing. I receive calls from very distressed residents of Lakelands and Parklands who are concerned about the dust and the noise and the effects on fauna. I witnessed riders in the Lakelands area herding kangaroos—I do not think intentionally, but possible some of them in the past did it intentionally—but the kangaroos have nowhere to go because a railway line fence prevents them from going anywhere. We know the problems.

As many members know, I was a teacher at North Mandurah Primary School. I taught a young fellow called Michael—I will not mention his last name—in year 6. He was a lovely fellow from a lovely family. Some years

ago, Michael was riding his motorcycle in an area around Gordon Road. Those members who know the area of Gordon Road in Mandurah would know it has developed rapidly in the last 10 to 15 years. It was a waste transfer station 15 years ago, and Meadow Springs was beginning to be developed, but most of it was bush. The greyhound track existed, but that is about all there was in that area of Gordon Road. Young Michael was riding his bike one afternoon after school. He came around a corner and hit a parked bulldozer and lost his life. Going to a young person's funeral at Lakes Memorial Cemetery was the worst experience that I can remember as a teacher. It was absolutely tragic to see so many young people, along with Michael's family, mourning the loss of that young life. We have had similar experiences not only in Mandurah but throughout Western Australia. I do not blame anyone for that; it was a simple tragedy. However, the impetus for this strategy is to ensure that we provide the best possible protection for people in our state who decide that they wish to partake in off-road motorcycle activity. We need to provide safe opportunities for that activity to occur. The way forward is in this strategy that is being debated tonight.

I do not know what the minister has done. I am sure he will tell us what he has done, but I do not know why the blockage is there. Our understanding is that the strategy is sitting in the cabinet process. I want to commend the work of the member for Darling Range. I have a lot of time for him; I always have. He is a very nice person; he is a straight-talker and he means very, very well. However, the member has been embarrassed throughout this process. He took on the role of chairing a task force and working with the key stakeholders to take input. The member went to various parts of the state, particularly around the Peel region and parts of the metropolitan area, to talk to stakeholders, the motorcycle representatives, motorcycle riders, local government and a range of people. The member did a great job, but he is now embarrassed. I feel for the member, because I can understand why he is embarrassed. He has done the work to come up with the opportunity, the strategy, but now we have this blockage. We are waiting to see whether the government is really intent on seeing this through and implementing this strategy.

As has already been highlighted, members on this side of the house have indicated strong support for the strategy and the recommendations included in the strategy. There has even been support for how the funding of the strategy might occur. The member for West Swan's point is absolutely spot on: we already have a funding pool available to address this; it is called the royalties for regions scheme. We already have the money. Not only that, the Minister for Sport and Recreation, who has the potential to access those funds, is part of the National Party caucus that holds the purse strings. He is part of the National Party caucus that has the Premier by the short and curlies in terms of the funding. The minister has the capacity to bring this strategy in at next Monday's cabinet meeting up there on St Georges Terrace. The minister could say that the money is there. The minister knows that the money is there and he knows that he has Premier over the barrel—he has him over the motorcycle already! The minister has the Premier hanging on! It is not the Premier who is driving this state; it is the Leader of the National Party. The Leader of the National Party is up the front and the Premier is on the back getting a dinky. The money is already there. The government does not even need to introduce a registration scheme or a user-pays scheme, because the money is already there; namely, the \$2.8 billion that we are reminded of every single day.

I have done a few figures. I am not great at maths. I was runner-up dux in maths 4. There were only four people in the course, but I was still runner-up dux in 1982 at Northam Senior High School. I have done the maths. I could be wrong, but the fact is that the people of Mandurah, a regional city, receive only \$20 a head from royalties for regions, according to figures I have seen. The Minister for Sport and Recreation has the power now. The fellow who sits next door to the minister, the Leader of the National Party and the guy who masquerades as the Minister for Agriculture and Food have the power. The gentleman who almost kicked me out this afternoon who sits in the chair up there has the power. The National Party has the power. The National Party does not need the member for Murray–Wellington coming in here to tell us about all the life memberships he has, all the vehicles he has driven in the last 50 years of his life and all his wonderful presents and trophies. That is irrelevant. The fact of the matter is, and will always be, that the National Party has the power. The Minister for Sport and Recreation can go in on Monday and tell cabinet, "I've got here in my hot little hand, Premier, an urgent cabinet document. It's been sitting around for two years collecting a bit of dust, but I tell you what—it's here, and I know how to fund it. I know how to make sure that we can protect young riders and other people who are taking up this pastime so that we can make it a safe and pleasurable recreational experience."

I ask those newer members on the other side to support this strategy. The member for Wagin is a seasoned member; he has been here for a while. The newer members sitting behind the minister include my very good friend the member for Swan Hills—Duffy, over there. Duffy, of course, knows all about this issue. He might ride his motorcycle side-saddle; I do not know! I can see the member for Swan Hills in one of those sidecars. I reckon I would be the driver and Duffy would be down there next to me. We would be roaring along with a little sidecar—zooming around. We would probably be passed by every young rider. Some would jump over the top of us, but we would be there. We would be like the people on that wonderful cooking program *Two Fat Ladies!* That would be us!

Mr F.A. Alban: I think you're a frustrated National. You'd better join up!

Mr D.A. TEMPLEMAN: No. The member for Swan Hills would love me to join up! But I could not do that.

I am glad the Premier has bowled in here. He has obviously been watching on his telly. I hope that it is implemented on Monday, when cabinet gathers on the Terrace on the twenty-ninth floor, or the twenty-fifth floor. I must have been going to the wrong floor when I was minister! I was wondering why it was so lonely! I used to turn up but no-one was there!

Ms R. Saffioti: There is no twenty-ninth floor!

Mr D.A. TEMPLEMAN: There is no twenty-ninth floor! That makes it even worse. I was minister for nearly two years and obviously never went to a cabinet meeting! I thought it was a bit lonely. A lady used to bring me tea, though. I did not know her name; I wish I had known her name.

Look at those members sitting behind the Minister for Sport and Recreation—what a fine bunch we have over there in Dad's Army! Captain Mainwaring is in the front. His panic room is up at Hale House! "Don't panic, Mr Mainwaring, don't panic! We'll go to the panic room!" Members sitting behind the Minister for Sport and Recreation have the chance to put some real oomph behind the minister. What is wrong, Duffy?

Mr F.A. Alban interjected.

Mr D.A. TEMPLEMAN: I did not quite catch that, but I am sure it had no relevance!

Members sitting behind the Minister for Sport and Recreation now have every opportunity to send the message to Captain Mainwaring and his Dad's Army, to Pikey, who sits next to the minister, the young fella —

Mr T.K. Waldron: Sorry, I lost you there for a while.

Mr D.A. TEMPLEMAN: I know. The minister was listening to every word I said!

Mr T.K. Waldron: It is funny, but I lost you there for a while.

Mr D.A. TEMPLEMAN: I tend to do that myself!

The members for Carine, Geraldton, Southern River, Wanneroo, Morley and Ocean Reef —

Mr F.A. Alban: He might be the new Moses; the new leader!

Mr D.A. TEMPLEMAN: I tell members what: I would lead us all to the Promised Land, I can assure members of that!

Mrs C.A. Martin interjected.

Mr D.A. TEMPLEMAN: Is the member going to finish interrupting?

Members now have the opportunity to support the opposition's motion, which is very simple: Any person would know that this motion is very simple. It simply calls on the government to take action with regard to a very important strategy and make sure it is implemented as soon as possible. It actually could be implemented as soon as Monday's cabinet meeting.

Mr M.J. Cowper: When did you read it?

Mr D.A. TEMPLEMAN: What?

Mr M.J. Cowper: The strategy—when did you first read it?

Mr D.A. TEMPLEMAN: It would have been a few months back.

Mr M.J. Cowper: Weren't you the minister who helped fund this strategy?

Mr D.A. TEMPLEMAN: I do not think so. If I did, I probably did not know about it because I was probably on the wrong floor! The problem is that the member for Murray–Wellington keeps diverting to the past. He keeps going back. I like the member for Murray–Wellington; he has done some fantastic things, but the problem is that he keeps going back! He does not look forward; he looks back all the time. The member looks in the rear-vision mirror all the time. It is always about what happened in the Kimberley when the member was up there, or what happened in Australind when he was down there, or what happened when he was talking to the fellow in Coolup when he was over there! The member for Murray–Wellington never tells us what he will do. He just tells us what he has done. This is about what he will do—that is what we ask him today. It is very simple: when the motion is put and the bells ring for a division, if it is needed—it should not be needed as it should be unanimously supported —

Mr M.J. Cowper: I could do with your help.

Mr D.A. TEMPLEMAN: Whose help?

Mr M.J. Cowper: I could do with your help.

Mr D.A. TEMPLEMAN: The member would not want my help—I have a history!

Cabinet can implement the strategy on Monday. New members behind the minister can show their support for this motion by simply voting for it. I will not need an extension. I would love to have one, but I will not!

It is a very simplistic motion; it simply asks for action. Action can take place as soon as next Monday. The Minister for Sport and Recreation knows his alliance party has the power. It already has the funding. It has a big, huge bag of money called the royalties for regions money. He goes to Beacon and hands out the dosh on the side of the road! The government has the money. All the minister needs to do is make sure it gets up in cabinet as a priority. We can then, firstly, see that the people involved in this recreational pursuit are protected; secondly, implement it in a way that protects the environment so that we do not impinge upon important areas set up to protect some of our native flora and fauna and our landscapes; and, thirdly, implement it in a way that does not impinge on people who live in urban areas. It is very simple. I will be interested to see what the members for Swan Hills, Carine and Geraldton do if we divide tonight. The member for Carine is quite often a very verbose man in this house; I want to see what he does on this one! I am sure there are a few bike riders in places such as Greenough; in fact, I can see the member for Geraldton as a bike rider. He can sit with Duffy in the little sidecar! This is right up the member for Southern River's alley!

I might need a slight extension; just a very small one.

[Member's time extended.]

Mr D.A. TEMPLEMAN: Let me just talk about the member for Southern River for one moment. He is a man who, if anyone, should be a bike rider. He has legs as long as a pole vaulter's pole! I am sure there are areas in Southern River where this is a problem. I will be interested to see which way the member for Southern River votes on this one. There will be bike riders who want to get out and about. I am sure the member has some problems with activities taking place that impinge on neighbouring areas. This is right up the alley of the member for Wanneroo, because he has vast amounts of vacant land in his electorate, but I am sure it is being utilised. Is the Gngangara mound in the member's area?

A government member interjected.

Mr D.A. TEMPLEMAN: Of course. I was not sure whether it was exactly in the member's electorate.

The member for Wanneroo should be looking at this very closely and demanding that the minister do something about this on Monday. The member for Morley would be a biker from way back. Not a bikie; a biker.

Mr I.M. Britza: A cruiser.

Mr D.A. TEMPLEMAN: A cruiser! I could see him on a cruiser. It is a big issue for people in his electorate. I am sure this is also an issue in the member for Ocean Reef's electorate, with all those young people with lots of money to spend on motorbikes. I would like to mention the member for South Perth, but I can see him more on a moped! A moped would be more his style, as he scoots around Coode Street in South Perth.

I conclude by simply saying the funding is there, the strategy is there, the recommendations are there, and the willingness by the people in the gallery and others who have strong support for this is there. Just do it.

MR P.T. MILES (Wanneroo) [5.48 pm]: I want to spend a small amount of time to properly put a bit more context on the serious and dangerous sides of allowing trail bike riders to go anywhere and everywhere they wish to go, especially in the new developments in the northern part of my electorate. The minister has been working on the Back on Track strategy for the past 18 months to two years. There has been a good deal of effort on his part to get it up. The only problem is that it goes across about six ministries. He has had to work a lot across all those departments. The minister needs to take the lead to get this strategy through. I believe responsibility for it belongs with the Department of Environment and Conservation because the riding tracks need to be on its land. That is my preferred option.

In January or February 2010 a 22-year-old man was killed while riding his quad bike in parkland in Neerabup just past Wanneroo. He had been riding his bike at about eight o'clock at night after he had had a few drinks. The young man's father admits that his son did all the wrong things at the time. He rode down the fire trails along the national park, although he did not go into the park. He returned using a track that he had always used. However, during the afternoon on that day a developer had blocked off the trail. The developer had not just put a pile on sand on it, which is usually the done thing in these cases, but had dug a trench about 600 millimetres, or 18 inches, deep, and had piled the sand up to 1.2 metres in height. To cap it off, for good measure a fairly large tree was put on top of it. I will not mention anyone's name because the matter is still going through the Coroner's Court. When the son raced back home, the quad bike wheels went down the ditch first and catapulted him over the bike. Everyone on the site said—even the people who live at the back of the dirt track—that if the tree had not been on top of the pile, the son probably would not have snapped his neck. He was killed straightaway. Quite a few people are involved in this matter, including the developer, the people who did the ground works, the local council and DEC, because the illegal structure was created on DEC's property for the

purpose of stopping riders from using the firebreak. In time, the coroner will investigate that death. The father made it quite clear to me that he wants to know who was ultimately responsible for digging the trench, building the sand and putting the tree on top of it. He has also made it quite clear that his son was dumb and should not have driven his quad bike after he had had a few beers after work that night. A number of incidents led to the young man's death. It is a very sad case. A track has been established near Barbagallo Raceway off Wattle Avenue for quad bike riders and trail bike riders to use. I have been there several times and my brother frequently uses the area. There is not enough space for trail bikes to be ridden. More hectares of land are required and some rules must be put in place to protect the people on the tracks. The state trail bike strategy has been done and shows that some money needs to be provided. The Minister for Sport and Recreation is dealing with the matter and I will be happy to hear what he has to say this evening. Although I was jovial with the previous speaker, we must remember that early last year someone died because he could not go to a safe place to ride and so he ended up riding where he should not have been riding.

There is a lot of development between where I live in Yanchep and my electorate. There are developments in the northern part of my electorate right up to Yanchep. Once the developers get their proposals up, they clear the land and build limestone walls on the urban fringe. I do not have a problem with that. The issue I have is that they do not protect the holes, trenches and piles of sand that they dig and build. Therefore, young people believe that the land is inert and can be used to tear up and down on without harming anyone. Unfortunately, some of the trenches and holes are three or four metres deep. Every weekend, whether it is at Yanchep or Butler, someone needs to be airlifted to Royal Perth Hospital or the rehabilitation hospital at Shenton Park with a broken back or leg. I support what the opposition has said. We need to get this strategy up and running as fast as we can. The state trail bike strategy has been two years in the making and we know what is needed. We have the capacity to do it because 18 000 hectares of state forest in the northern suburbs is being deforested because of the European house borer, which bores into pine trees. More of that land needs to be used for recreational motorbike riding. Not everyone necessarily wants to join a motorbike club or something of a similarly formal nature; they want to casually race around trails. I am very supportive of the Back on Track strategy, or whatever it is named, because of the situation in Wanneroo. Rangers will not and should not chase bike riders. When I was a councillor, a ranger who worked for the City of Wanneroo chased a motorcyclist, who fell off his bike and broke his leg. Ultimately, the case was settled in court. Whether the ranger should or should not have done that is for others to decide. We need to set up casual spots for trail bike riders. There are plenty of casual places for walkers, and I believe trail bike riders need their own place where they can go. I am very keen to hear what the minister has to say.

MS J.M. FREEMAN (Nollamara) [5.57 pm]: I also support the motion before the house that the government immediately commit to implementing the Back on Track strategy and to funding the strategy in the 2011–12 budget. A constituent in Koondoola, which I represent, raised the matter of trail bike riding in Koondoola. Trail bike riding occurs in residential areas. Nuisance riders are the cause of aggravation in Koondoola, particularly when they ride on verges, roads and pathways to get to the Koondoola bushland, which is a Bush Forever site. The member for Kalgoorlie argued that some Bush Forever sites are suitable for trail bike riding. I am open to a debate about that. However, the Friends of Koondoola Regional Bushland, which has worked very hard to maintain the diversity of flora and fauna in that area, may dispute that. The lack of designated areas for trail bike riding has resulted in areas such as the Koondoola bushland being used for that purpose. A Bush Forever site in Mirrabooka, which has quite a few animals in it, is used for trail bike riding and the site has been degraded as a result. The state trail bike strategy recommends using that land for trail bike riding. The Friends of Mirrabooka Bushland group may have good and very cogent arguments against using those areas for that purpose. We need to implement the state trail bike strategy if Bush Forever land or forest is to be used for that purpose. We need to begin on those areas. The member for West Swan made a very good point when she said that that was the reason; we cannot have just one or two people going out and saying it might be a good area. We need to implement a strategy that is cogent and makes good sense in its application so that the residents of Koondoola have the capacity to say to residents from surrounding suburbs who are trying to enjoy their recreational pursuits that they should not be coming through the area to get to the Koondoola bushlands, and they need to have the capacity to police that. As the member for Wanneroo said, it is very difficult; Koondoola is part of the City of Wanneroo, and ringing the rangers tends not to result in action. This is someone who lives in the neighbourhood; the Koondoola resident was very reluctant to ring the police. He had some sympathy for this young man, but he also had some concerns about the nature of the riding.

Licensing and registration are very important aspects in addressing these issues and will assist in getting some vital statistics on how many riders there are and an understanding of the people involved in the sport to enable appropriate education on the safety aspects et cetera..

It is funny that when we deal with issues like this, we suddenly realise that we are a bit more familiar with them than we thought. When I was growing up, my father and my brother were both trail bike riders in Esperance. My father takes safety very seriously, and perhaps I have inherited that because it is obviously a passion of mine.

The trail bike strategy goes to safety issues. It particularly goes to the issue of mentoring young riders and ensuring that they have an understanding of how to negotiate terrain and that safety is observed in those areas. The member for Wanneroo related a poignant story that happened in his electorate in that regard.

In my own experience, my father helped my brother become very skilful at being able to almost case the areas. The member for Murray–Wellington probably has done the same for his son—given him very good and sage safety advice. However, that does not always happen, and young riders sometimes need the care and consistency of clubs and other people to have that influence on them. Again, in my own personal experience, my cousin was once riding a quad bike—perhaps illegally—over sand hills, and climbed one sand hill only to find that there was nothing on the other side of it. He subsequently sustained a permanent impairment; he was a young man at the time, entering the beginning of his working life. As legislators we need to recognise that these things have to be addressed to ensure people’s safety, and the best way to do so is through licensing and registration.

I take the point made by the member for Murray–Wellington that it is very difficult to use private land for this sort of recreational activity. A very important aspect of this strategy is for the Insurance Commission of Western Australia or other insurance providers to develop a third-party personal package for off-road and private property cover. I did some research to see what happens in other jurisdictions, and it seems that New South Wales and Victoria may have some sort of policy coverage for that area. We can certainly do something as a Parliament, and we have done things in the past, to lessen personal liability issues on sporting clubs and councils. Although we cannot allocate crown land, and although there may be competing demands between conservation and usage, it is important to provide the other opportunity for people to use good private land. We need to ensure that those people are not left open to liability or placed at great risk for, frankly, providing a service to a sport that is not high on the list of high-paying sports. I am sure that trail bike riders in other countries make great amounts of money, but in Australia they are probably more like netballers—not as well regarded or respected in their own country.

Mr W.J. Johnston: The world champion’s an Australian.

Ms J.M. FREEMAN: I probably should know that! My parents will probably tell me that I know him!

Mr W.J. Johnston: Australians are very prominent in motocross.

Ms J.M. FREEMAN: I was not even asked what football team I supported by the *Sunday Times*! The member for Darling Range was not asked either! I would have said Subiaco, by the way, if anyone had asked. I am a vice-patron of Subiaco, but I digress.

Mr M.J. Cowper: But you make a good point. In the eastern states, that’s exactly what they do. Over there they have commercial enterprises that have come out; farmers have realised that they cannot make a commercial venture out of their farming properties and, given their proximity, they actually offer up ride parks, and they have done it on a commercial basis. They have had limited success, but what I meant to mention and what the member touched upon is that if you have a club base for which there might be some land attached, not only can it provide for various disciplines, but they have synergies in that respect.

Ms J.M. FREEMAN: As I understand it, in Victoria there is the Australian Motorcycle Trail Riders Association, which owns a property in northern Victoria. That is a club, and we may not get to the point of allowing insurance liability to be less than for a private enterprise, because there are many complex issues involved relating to professional behaviour. However, in respect of not-for-profit clubs accessing and using land, it would be a good idea to look at how the cost of liability can be lessened. Obviously, where there is clear evidence of negligence or behaviours that lead to injuries, the common law should always apply, but people should be able to get insurance to enable them to operate these sorts of ventures, and that is what this strategy goes to.

Mr M.J. Cowper: You’re quite right. Under club auspices, if they are affiliated with Motorcycling Australia, they are actually covered by \$50 million indemnity insurance, as long as they fulfil certain requirements—training, wearing the right equipment and everything else—which is where we want them to head in the first place.

Ms J.M. FREEMAN: Is that in Western Australia?

Mr M.J. Cowper: That currently operates under the club systems in Western Australia.

Ms J.M. FREEMAN: But that does not allow them to get land, does it?

Mr M.J. Cowper: That is something that we have actually been discussing with Motorcycling Western Australia, but it comes down to funding.

Ms J.M. FREEMAN: That is all part of the strategy, is it not? It is all part of implementing the strategy that we are calling on the government to bring about.

This is not without precedent. In 2009, the Victorian government confirmed \$5 million over four years to its trail bike initiative. It is not as though that sort of funding is without precedent.

Today during question time, the Minister for Sport and Recreation talked about funding, and that immediately posed a question in my mind. I would like to know that people from Nollamara, Mirrabooka, Koondoola and Alexander Heights will participate in a day of nature play on Rottnest Island. I know who goes to Rottnest Island, because I am one of those people—a western suburbs girl who goes to Rottnest Island, and I do not see a lot of the Mirrabooka or Koondoola people there, but I will ask that question separately. That day is about nature, and these people have been out in nature, doing their nature stuff for a long time; we have to have money for this, it has been around for two years and the government needs to act now.

MR A.J. SIMPSON (Darling Range — Parliamentary Secretary) [6.10 pm]: I thank members for their contribution to this debate today. It has been fantastic to hear the debate across the chamber. As the member for Warnbro rightly pointed out, the Minister for Sport and Recreation gave me the task of costing the “Back on Track: State Trail Bike Strategy” report. The original “Back on Track” report made 98 recommendations, and it was my job to cost those 98 recommendations.

I want to touch on a couple of issues that have been raised by members. I brought together a joint agency implementation committee, or JAIC. That committee comprised people from the Department of Transport, the Department of Local Government, WA Police, the Department of Environment and Conservation, the Water Corporation and Motorcycling WA. There were also some people on the committee from the Department of Sport and Recreation to help us with the secretarial work. A number of the people on the committee moved and were not there from the start to the finish of the process, but many of them were. We gave a contract to Trail Bike Management Australia to do the costing work for us, because it had prepared the original report, and it did a fantastic job in putting that costing report together.

The goal for trail bike riders is that they be placed on a sustainable footing. The “Back on Track” report strategy overview, dated June 2008, states at page 5, under the heading “Outcome” —

The pressures—requirements and concerns of the community, land managers, environment groups, regulators, other trail users and trail bike riders—all need to be in balance. If any of these pressures outweighs the others, the system will not be sustainable.

The recreation of trail bike riding must have suitable governance, resourcing and funding to ensure the solutions are sustainable.

To provide improved trail and venue facilities, trail bike riding must be better managed which requires increased regulation with registration, licensing and enforcement.

For land managers to provide facilities, the issues of insurance, liability and risk management must be addressed.

Designated trails and venues must be planned, developed and maintained to attract trail bike riders and to ensure the minimal environment and community impact.

Education and improved information is needed to foster socially and environmentally acceptable riding behaviours.

These are the issues that we need to deal with. Another member touched on the process that we had to go through. I guess that is one of the reasons that we are having this discussion tonight, because we have taken a long time to get to this point. I want to highlight a couple of the points that have been a bit frustrating for me as chairman of this committee. We asked the Department of Transport how much it would cost to license every off-road motorbike in Western Australia. The idea is that the licensing fees will be put into a trust account. I ask members to imagine that, in the future, every motorbike that is sold in Western Australia is licensed by the Department of Transport, in a similar way to a car, a boat or a trailer, and is given a vehicle identification number. That will make it easier to track a bike if it is stolen. The bike may be an orange KTM—there are plenty of them out there—but no-one will know who it belongs to unless they have the make and model number. Now they will also have the VIN. That will make it easier to ensure that the bike is returned to the owner.

Another issue is the land that is available for trail bike riding. The Department of Water will not allow people to go into a catchment area; people cannot even walk their dogs in a catchment area. That rules out a large part of the hills area. We have done some investigation and have looked at areas further out that may be suitable for trail bike riding. The member for Murray–Wellington spoke about the problem of the sandy soils that are found in many parts of the metropolitan area. That issue came up regularly in our report. Junior riders cannot ride on sandy soils. Three areas in Perth that people use for trail bike riding—Medina, Gnangara and Pinjar—are sandy and not good for junior riders. DEC and the off-road community have done a bit of work at Pinjar to put down some hard base for junior riders. A number of members have spoken about how the situation at Gnangara is out of control. We have identified in our report that we need a number of different tracks—a junior track, an

intermediate track and a senior track—that all go in the same direction around a trail and come back to a central point. That will fix the problem of people riding everything from four-wheel-drive vehicles to motorbikes, and not being separated in any way.

Education is also very important. In our report we have identified the need for money to be allocated in the first round to educate the community about the process. Other issues are the design of the trail system, and also risk management, which the member for Nollamara spoke about.

“Back on Track” is a fantastic report, and I am very happy that we are at the stage that we are at today. The process has been a bit frustrating, as the minister would know, because I have been talking to him about it.

Amendment to Motion

Mr A.J. SIMPSON: I move —

That the motion be amended as follows —

To delete all words after “government” with a view to inserting the following words —
confirm its support for the Back on Track state trail bike strategy.

The government is very supportive of this strategy. This debate today has raised the awareness of members of this house. Members have talked about their individual concerns about off-road trail bikes —

Mr R.H. Cook: So you are not seeking to implement it?

Mr A.J. SIMPSON: Yes, I am.

Mr R.H. Cook: You just want to keep talking about it.

Mr A.J. SIMPSON: No, I am not. I am at that stage, member. I am very, very close.

Mr R.H. Cook: Well, member, don’t put your amendment up. Support the motion in its current form. Stand up for the stakeholders.

Mr A.J. SIMPSON: I have. The member for Kwinana has raised a good point. I give the member my word that I will stand up. I am on the cusp of doing that at the moment.

Mr R.H. Cook: You’ve squibbed, haven’t you, member for Darling Range?

Mr A.J. SIMPSON: No, I have not, member for Kwinana.

This report is now at the stage at which it is getting close to the pointy end.

Mr P. Papalia: Just in time for the budget; so support the motion!

Mr A.J. SIMPSON: The budget is coming out, and there might be a nice surprise in the budget process, member for Warnbro.

I want to acknowledge a number of people who have put a lot of time and effort into this process and the committee. The Minister for Sport and Recreation and his staff have done a lot of work to get this up. This matter has gone on for a long time, and they have had to do a lot of work. I also acknowledge those agencies that have put a lot of work into doing the costings. I acknowledge also Trail Bike Management Australia, in particular Steve and Valerie Pretzel, and Rick Gill. Rick was on the committee with me. They did all the costings and they have been a great support in selling this to the wider community. I look forward to the minister’s report.

MR P. ABETZ (Southern River) [6.17 pm]: I would like to add a few words to this debate. I lived on the suburban fringe—in Willetton—from 1991 to about 2004. My home adjoined a large site that used to be a sand pit. The site had actually been bought by the Department of Education, possibly for a future school, and it bordered the Roe Highway reserve before Roe Highway was built. We certainly had our share of trail bikes and four-wheel drives making a lot of noise and causing a lot of dust just over our back fence, and that created some issues for us. Trail bike riding does cause a lot of noise, and many people have problems with it. Nonetheless, my wife and I and our children never took exception to it unless it happened at night. We need to recognise that trail bike riding is a positive form of recreation, because it gets kids away from their keyboards and into the fresh air. It also teaches them some mechanical skills in maintaining their bikes. I have never ridden a trail bike; I am more into mountain bikes. But it certainly is a positive pastime. The problem is that we need to create areas in which these vehicles and this recreational activity can be engaged in legally, so that riders are not pulled over by rangers or the police, or even have people throw stones at them because they are too close to their homes. The question is: where can we find land for trail bike riding? That is a fair question. I am now living in Southern River, again very much on the suburban fringe. There is a lot of undeveloped land close by. Some of that land has been allocated for Bush Forever. Actually there is a lot of Bush Forever land in my area. I really do wonder why some of that land should be classified as Bush Forever.

Mr F.M. Logan: Because they want it to stay bush forever!

Mr P. ABETZ: It has been zoned Bush Forever, but there is no bush on it! Some of the land was used as an old market garden and sand has been dug out of some of it. The young kids love going down there with their trail bikes and riding around. At that particular location, just off Ranford Road, the trail bike riders do not cause anybody any problem, but the Department of Environment and Conservation does not approve that type of use for Bush Forever land. A number of people in my electorate have come to me expressing their frustration at the lack of suitable sites where they can ride their trail bikes. They have gone up into the hills and been pinged by police or rangers, and have come to my office very angry and wanting to know where they can go. I hope this Back on Track strategy will be implemented fairly soon and we can begin to move forward with it.

Although it is great to have self-funding if possible, let us remember that our footy fields are not self-funding. Local government invests a lot of money in those facilities, particularly as suburbia spreads out. In the Southern River—precinct 3D, I think—the government is negotiating to purchase 13 hectares of land for football ovals and sportsgrounds. That is not self-funding and requires government funding. We think that is money well spent and it is a great opportunity for kids to get exercise. I have no problem at all if this Back on Track strategy requires some taxpayers' money, because it is positive and constructive and a good thing for kids to be involved in. Trail bike riding is a very positive thing.

Mr M.J. Cowper: The member makes a good point. The Pinjarra Football Club pays their local government \$500 a year as its rent contribution. By comparison, the Bunbury motocross club is charged \$8 000 a year for the use of the track in Bunbury. There is a disparity between the sports. If it is a favoured sport, it gets the sunshine. The problem is that people have injured the image of our sport along the way, which I suppose is a marketing issue.

Mr P. ABETZ: Sure, and safety is an important issue with trail bikes and quad bikes and so on. However, if these sports are carried out in the right place with the right kind of topography and tracks and appropriate supervision et cetera, there is no reason it cannot be a reasonably safe activity for young people. I would like to see this Back on Track strategy implemented, and I would be very happy to see some government funding allocated to it in the forthcoming budget.

MR F.M. LOGAN (Cockburn) [6.23 pm]: I rise to speak to the amendment that has been moved, which basically deletes all the words from the original motion after the word “government” and instead inserts the words “confirm its support for the Back on Track state trail bike strategy”. I will oppose that amendment, because it undermines the intent of the original motion. The original motion would bind the government to put money into this strategy and put a time frame on it so that the money is applied in the 2011–12 budget. This amendment will take all of that out and replace it with, “We confirm our commitment to the strategy.”

Mr T.K. Waldron interjected.

Mr F.M. LOGAN: I am glad that the minister will support the strategy. The amendment undermines the intent of the original motion. We know the strategy is good. There is no argument from either side of the house about the strategy. The question is: when will the government implement the strategy, put money into it and make the thing real? It has been sitting around for a long time. As the member for Cockburn, I can say to the Minister for Sport and Recreation that I am more than happy for the strategy to be introduced. I hope that the minister funds it in the forthcoming financial year and that he gets on and introduces it because Cockburn is plagued by illegal trail bike riding. Some of the things that are occurring are insane. Only this morning, after coming from a photo shoot for my local paper—yes, another one; the Minister for Education will find out about that on Friday when she reads her paper—I was going to have a coffee in a local cafe in Cockburn. As I walked into the cafe, a nine-year-old came roaring through the car park, driving around and around the car park on an unlicensed trail bike. At least he had a helmet on, but it was an illegal trail bike, that is, a mini trail bike that should not have been on the road in the first place but he had already ridden down the footpath and down the road to get to this car park. On Friday, outside my electorate office, I said to my electorate officer, “You didn’t see that, did you?” There were four kids on one bike; not one of them was over the age of 10 and none wore a helmet.

Several members interjected.

Mr F.M. LOGAN: It was not a quad bike. It was a two-wheel bike and one of the kids was virtually sitting on the fuel tank! This bike came straight past the window of my electorate office, on the pavement in the shopping centre. They then cruised up and down looking to see which car they would break into. They are just two examples that occurred in Cockburn today and on Friday!

The worst examples are the people who roar up and down the railway lines, some of whom use this land as an access way to break into people’s houses by jumping from the bike over the fence and into the house. They use the land up and down the railway lines as a racetrack, and there is a fair bit of that land in Cockburn. They are driving people absolutely insane with the noise. I have convened meetings that brought together in one room the local council; WestNet Rail, which was operating the train service; youth groups; and anybody members could imagine to discuss the issue. WestNet simply said that it will not close the area off: “So what! We’re not going to

do anything.” Even the police will not act. There has been no assistance given whatsoever to stop illegal trail bike riding.

Members can consider what happened in Hope Valley, which is just over the border in the member for Kwinana’s electorate, where two incidents occurred—one in which a wire was put up between two trees and pulled a rider off; and the other was where two riders came flying around a corner and hit each other head on, killing one of the riders. Those incidents occurred in Hope Valley over the last couple of years. Many houses have been knocked over as part of the Hope Valley redevelopment and people are using this area as an illegal trail bike riding area. Even though at Medina, just down the road, there is a legal trail bike riding area, and we have a great motocross track a kilometre or so away in Henderson, they still will not go there; they want to ride illegally. It is absolutely critical to introduce the Back on Track strategy. The opposition fully supports this strategy, but it has got to be funded out of this year’s forthcoming budget and implemented immediately after this year’s budget. That is the why members on this side oppose the amendment.

MR T.K. WALDRON (Wagin — Minister for Sport and Recreation) [6.28 pm]: The government supports the Back on Track strategy. I want to say right from the start that the motion put forward tonight by the opposition is about the state government’s perceived inaction in implementing the WA trail bike strategy. We have had this strategy for a fair time, but there are reasons for that. It is not the case that the government has been sitting on this. We have actually been doing lots and lots of work. It is a very complex issue, as has been mentioned by all speakers tonight. There have been some great speeches tonight, and I will talk about those in my contribution to this debate. I sat in this place and did not interrupt members’ contributions, apart from a couple of times when I asked a quick question, because I wanted to hear it all. I hope that members will give me the chance now to go through some of the issues that have been raised and some of the reasons for the time taken.

This is an extremely important issue and members on both sides of the house have made that clear tonight. This is an issue that I have really taken on. I always thought that this issue was very important. Before we were in government, I was very aware of this issue and had some involvement, which is why I have been prepared through the sport and recreation portfolio to carry this and probably lead it within our government. However, we need to remember, as was put by many speakers, that this issue involves many different agencies right across the board, such as the Departments of Environment and Conservation, Transport, Local Government, Regional Development and Lands, Planning, Agriculture and Food, and the police. Many ministers are involved. It is complex to try to knit all this together. Like everyone in the chamber, I want the strategy implemented as soon as possible, but it is across government and involves a range of ministers and agencies. I understand the frustration, particularly of those people who are involved in the trail bike sport and the trail bike industry et cetera. They have been very proactive in driving something to happen, and I really congratulate them on what they have done. I understand their frustrations.

Members tonight have highlighted all the different areas and all the little complex things that add up when we go to implement and fund the strategy, and we have to ensure that we do this right. My staff and people at the Department of Sport and Recreation will tell members that I have always been wary of rushing into this job. I will talk more about the member for Darling Range’s efforts later, but it has been very complex going right through this issue. In the early stages as minister, I had to get my head around exactly what it all meant as I took up driving this issue, and I decided that we must ensure that when we commit to this, that we do it right. Members talked about licences, land, the environment and the police—a whole heap of factors come into play. If we rush it and get it wrong and it is a shemozzle, we will put it back 20 years and we will be in a worse position and will have wasted money. That is my honest and strong belief. Maybe I am a part of the reason for some of the delay, but it is for a very good reason.

Most of the points put forward tonight are very, very valid, and I will go through some of them. There is a real will from the government to do something about this issue, but we want to do it properly. I have seen other things in my—the member for Mandurah said I am seasoned—11 years in this place when, because there was an issue in the community, changes were rushed; we were then back in this place three years later with an absolute shemozzle. Therefore, this is about getting it right. I am not arguing with most things that members have said in this debate; I agree with most of what everyone said.

Mr M.P. Whitely: Do something!

Mr T.K. WALDRON: I am just saying, and the comments made about the amendment —

Mr M.P. Whitely: You can’t just be a nice guy, Tuck; you actually have to act.

Mr T.K. WALDRON: Yes, I understand that, and I think in my two and a half years as Minister for Sport and Recreation I have acted on lots of things. It is not a matter of not wanting to act. I want to act on this matter as soon as it is right, but I also want to ensure that it is right. The member and I have been on committees together, and he knows that we have to ensure that we get it right.

I will comment briefly on the amendment. It was moved because we are undertaking the budget process at the moment, and I am not at liberty to stand in this place tonight and say what is going on in that budget. Therefore, I cannot support that part of the motion. However, I support what members have said, and I and the government support the Back on Track strategy. We are getting to the pointy end, which I will talk more about later.

I am very genuine and I understand people's frustrations. I thank not only the members who have spoken tonight, but also those who have come to me and with whom I have had very good discussions over the past 18 months. The members for Nollamara, West Swan, Collie–Preston, Maylands, Pilbara, Southern River, Swan Hills, Murray–Wellington and, of course, very much the member for Darling Range have been involved. Other members of this house and upper house members have also spoken to me about this issue. I think that I have been pretty open about this matter. The member for Maylands has had many chats with me. I understand her frustrations and I really admire her passion about this issue, and it has helped me do what I have been trying to do.

Before I go on to a bit of history, I also acknowledge the groups in the trail bike industry and the trail bike riders. One thing I learnt a great deal about even before I was the minister is the popularity of this sport, this recreation, this pastime, this hobby—it is huge, and I acknowledge that. A lot of good things go with that. When I talk to some people about trail bikes and the industry, there is this thought from a lot of people that it is just young people tearing around. It is not—it is families; it is everyone. It is quite a family sport. My electorate takes in the Wandering shire, and I see trail bike riding in the forest there. We have had issues with farmland, the environment, the dangers et cetera. Those issues are very real and I appreciate them.

By way of background, there has been an estimated 66 per cent increase in sales of trail and quad bikes in recent years, with an estimated 50 000 being ridden around Western Australia. That was highlighted by the member for Kwinana. It shows the popularity of the sport and demonstrates that more and more families are getting into it. I went to the annual wind-up for motocross riders this year. I think Rick Gill from Motorcycling Western Australia is in the gallery tonight. I went to that wind-up dinner and one thing that struck me, which I said on the night, was the number of families in the motorcycle fraternity, how that sport runs through families, and how the safety issues and all the things that go with it—all the things I can talk about in sport—are there. That is another reason we need to do something in this area.

A lot of talk is heard about regulated places to ride trail bikes, and it is true that there are problems finding places for riders. This has created a number of issues for the community, and, obviously, the main issue is the lack of legal places to ride trail bikes. We certainly need somewhere to go for riders and those families I was talking about. The member for Darling Range, who headed the joint agency implementation committee, talked a lot about education, which was not mentioned by many other speakers tonight. Certainly, as we try to finalise the strategy, we will take education into account. Antisocial behaviour was mentioned a lot, as was conflict with other trail users and residents. They are all valid points that have been made very strongly to me.

I will touch on the issue of the risk of injury to participants and the public, because that is another concern that drives me. Members tonight have told some stories about tragedies and near misses. I am very, very aware of that, and I want to progress this strategy as soon as we possibly can because although this implementation will not stop all those aspects—there will still be some accidents and injuries—I am very hopeful it will go a long way towards saving lives and saving people from injury. I am very conscious of that. I recognise that that issue has been raised tonight. I want to acknowledge that. People ask, “Why don't you just do it now?” We are getting towards the pointy end, but I will not rush it —

Ms L.L. Baker: It's been three years!

Mr T.K. WALDRON: Just let me finish —

Several members interjected.

Mr T.K. WALDRON: Do members really mean that?

Ms L.L. Baker: I mean what I am saying.

Mr T.K. WALDRON: I know the member does and I acknowledge that; I have similar feelings on the matter. However, we must ensure that we do it right; it is easy to sit in this place and say, “Just do it.”

Ms L.L. Baker: You know what you have to do!

Mr P. Papalia: If you don't put money in this year's budget, you've delayed it another year.

Ms L.L. Baker: These people have been waiting for years!

Mr T.K. WALDRON: I sat in the chamber for two and a half hours and listened, so just let me finish what I have to say, and then members can yell out.

I want to talk about the environmental impact, because that is a big part of this issue and it was highlighted by most speakers. There is no doubt that there is a very important environmental impact. The point was made by the member for Gosnells that we need to get the bikes into other areas because bikes going through the bush cause environmental problems. I agree with that 100 per cent. I liked the comments from the member for Gosnells, and I will have a chat to him about them later. At the moment we propose to put a track from Point Ann at Bremer Bay through to Hopetoun. I read in the newspaper this morning about bad dieback et cetera. We have the same situation at Bremer Bay, not just with bikes, but also with four-wheel-drive vehicles and with people walking uncontrolled through Fitzgerald National Park. I believe designated areas are better for the environment because we can manage a designated area and can take steps to control it. At the moment people are going everywhere and I also acknowledge those environmental points.

General noise and other issues were raised. There has been over many years the lack of a coordinated approach to these issues between state government agencies, local governments and the community. The report on the state trail bike strategy has asked us to bring them together. The work that the member for Darling Range has carried out has gone a long way to doing that. Hopefully we are now getting to that stage. We have had the agencies and the relevant ministers together. The member for Darling Range has recently written back to the ministers, before I speak to the ministers and the Premier again on the pointy end we are at, to reinforce some of the stuff we have looked at.

I will not go through the whole process we have undertaken but I will go through the implementation of the recommendations in the report. I have been to government regarding the report. The government thinks it is an excellent report, as it has a lot of good suggestions, but we need to sort out a few issues before we leap in blindly.

Mr P.B. Watson: How long will it take?

Mr T.K. WALDRON: I am not going to give the member that answer tonight, because the opposition's motion refers to the budget. The budget process is going on, so I cannot answer the member's question tonight.

As I said before, I have taken on this matter, which is being dealt with across agencies, because I believe in it. The Department of Sport and Recreation is very proactive in it and I have taken it on to progress it. I understand the criticism that it has taken too long to implement; it is fair criticism. But, as I said, I do not want to be back in this place in three years because there were huge problems and the implementation had been rushed; there are some areas of concern that we do have to look at.

I will not go through the whole process, but there was widespread community consultation in developing the strategy. More than 1 400 people from both the general community and trail bike riding groups responded to the initial survey that informed the strategy. There has also been a lot of consultation with the member for Darling Range. The report on the state trail bike strategy in the end outlines six key result areas covered by the 30 recommendations. A lot of these have been covered tonight, but I will highlight them. They are insurance liability and risk management, trails planning, managing for sustainability, changing behaviours, registration and licensing—which I will talk more about in a moment—and funding models.

As members can see, even looking across those recommendations, many of those issues are quite complex. That is why when I went back to government we looked at this and thought that we needed some more information. We went back to the member for Darling Range who went out and undertook extra consultation and work to make sure we got it right. We also got the department to come back and confirm that some of the stuff that was done earlier still stood so that we could make sure we were in a position —

Mr M.P. Whitely: This is just drivel.

Mr T.K. WALDRON: Okay.

Mr M.P. Whitely: You've gone on for 40 minutes of drivel and not said what you are going to do and when you are going to do it.

Mr T.K. WALDRON: Okay. I sat here for two and a half hours listening to the member for Mandurah's speech, which was complete —

Several members interjected.

The ACTING SPEAKER (Ms A.R. Mitchell): Members!

Mr M.P. Whitely: You're the minister!

Mr T.K. WALDRON: That is right; very good.

The ACTING SPEAKER: Member for Bassendean!

Mr T.K. WALDRON: I just want to pay tribute to the member for Warnbro who was originally going to head up this strategy and then the government changed. Then the member for Darling Range came in to head up the

strategy. However, I want to acknowledge the member for Warnbro's input. Obviously he had a real key interest in this matter.

I want to talk about the member for Darling Range and the work he has done with the joint agency implementation committee and the agencies that comprise that committee that I talked about: the Department of Sport and Recreation, the Department of Environment and Conservation, the Department of Planning, the Department of Local Government and the Department of Regional Development and Lands.

Mr M.P. Whitely: This is the Academy Awards.

Mr T.K. WALDRON: I want to get through this and get to the end of it.

I personally congratulate the member for Darling Range for the work he has done. He has been fantastic working with the Department of Sport and Recreation, other departments, other ministers and me. I know the frustrations that he feels, too, as he wants to progress this strategy as well.

Mr R.H. Cook: That's why he amended it into the never-never.

Mr T.K. WALDRON: No. There is a budget process taking place. The member would understand that, although he has never been through one. I am not going to come in here tonight and commit on the budget process that is taking place. The JAIC determined 11 core foundations that were fundamental to the success of implementing the strategy. These are pretty important when we talk about some of the reasons that have resulted in the strategy taking a fair amount of time. They were a suitable governance structure; compulsory off-road vehicle registration; redevelopment of existing off-road vehicle areas; rider education and information materials; a standard matrix to evaluate areas and trails; an off-road vehicle trust; the endorsement of designated trail systems; master risk management planning; and a trails plan and design signage. No-one mentioned signage.

Could I please have an extension?

The ACTING SPEAKER: Extension granted.

I am sorry. Excuse me, Minister for Sport and Recreation, you cannot have an extension on the amendment.

Mr T.K. WALDRON: I am sorry?

Mr R.F. Johnson: You can't get an extension on an amendment.

The ACTING SPEAKER: The minister cannot have an extension on the amendment.

Mr T.K. WALDRON: Okay. I had better be quick then. I did not realise that; I was not thinking.

I want to comment on some of the speeches made, as most of the speeches were excellent. Most of the speakers made some very good points. I want to comment on the member for Mandurah. He is a great bloke and I get on well with him. He is very humorous and I enjoyed his speech. But, as for all other members, this is a serious issue, and for one minute of the 20-odd minutes he took up, he made three really good points. The member for Bassendean can talk about me drivelling, but give me a fair suck of the sauce bottle!

Mr M.P. Whitely: You're the minister!

Mr T.K. WALDRON: I know I am the minister. The member for Bassendean does not have to tell me that.

Several members interjected.

Mr P.B. Watson: You can't be a nice guy forever.

Mr T.K. WALDRON: The member for Albany always says this!

Mr P.B. Watson: That's what they say at the election: the nice guy gets nothing done!

The ACTING SPEAKER: Members, quiet please.

Mr T.K. WALDRON: I will come to the end. I want to talk more because I want to praise the members for Nollamara, Kwinana and Warnbro who made some really good comments, as did members on this side. I would like to refer to all the comments but I do not have time. The member for Kwinana was correct when he said this is an important issue that government has responsibility to deal with. We accept that responsibility. There is no doubt about that. I want to point out that it is a responsibility for government collectively—not just for one or two agencies or just for me as the Minister for Sport and Recreation. It has not yet been decided who will ultimately take carriage of this matter. However, I have taken carriage of it to the stage we are at now. If the government commits to this stage, that decision will be made and away we will go.

I want to emphasise my concern that accidents and injuries continue to be associated with off-road activities, but as I have said, and I stress it again, we really do need to get this right. I obviously support the amendment to the motion that was moved. As I said, the motion that was moved seeking the government to commit to funding this strategy in the 2011–12 budget is not real. The government will not support that motion in this place when that

process is still taking place. However, we confirm that we support the Back on Track state trail bike strategy and that we have a will to address these problems.

Amendment put and passed.

Motion, as Amended

Question put and passed.

**ECONOMICS AND INDUSTRY STANDING COMMITTEE
EDUCATION AND HEALTH STANDING COMMITTEE**

Membership Change — Notice of Motion

Mr R.F. Johnson (Leader of the House) gave notice that at the next sitting of the house he would move —

- (1) That the member for Scarborough and the member for South Perth be discharged from the Economics and Industry Standing Committee and the member for Kingsley and the member for Geraldton be appointed in their places; and
- (2) That the member for Geraldton be discharged from the Education and Health Standing Committee and the member for Eyre be appointed in his place.

House adjourned at 6.50 pm
