

Legislative Council

Wednesday, 29 October 1980

The PRESIDENT (the Hon. Clive Griffiths) took the Chair at 4.30 p.m., and read prayers.

BILLS (6): ASSENT

Message from the Administrator received and read notifying assent to the following Bills—

1. Rural Youth Movement Amendment Bill.
2. Land Tax Assessment Amendment Bill.
3. Metropolitan Region Town Planning Scheme Amendment Bill.
4. Marine Navigational Aids Amendment Bill.
5. Business Franchise (Tobacco) Amendment Bill.
6. Rural and Industries Bank Amendment Bill.

QUESTIONS

Questions were taken at this stage.

HOUSING BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by the Hon. G. E. Masters (Minister for Fisheries and Wildlife), read a first time.

BEE INDUSTRY COMPENSATION AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by the Hon. D. J. Wordsworth (Minister for Lands), read a first time.

Second Reading

THE HON. D. J. WORDSWORTH (South—Minister for Lands) [5.08 p.m.]: I move—

That the Bill be now read a second time.

The Bee Industry Compensation Act provides for the establishment of a fund to compensate beekeepers whose bees or equipment are destroyed or whose equipment requires disinfection in the control of specified diseases.

The fund is financed from licence fees which are currently 25c a colony for each five-year registration period. It is administered by a compensation fund committee appointed by the Minister.

It has become apparent to the committee, after consultation with the industry, that a number of amendments to the Act are desirable. The changes envisaged in the Bill reflect, therefore, the needs of the industry.

Firstly, in relation to the fund, it is proposed to reduce the five-year registration period to two years and in the interests of achieving flexibility in setting an appropriate fee, it is envisaged that each registration period contribution should be set by the Minister on the recommendation of the committee.

This would enable a fee to be set and varied in accord with the needs of the industry with no specific fee being listed in the Act.

Whilst making provision for the appointment of members of the compensation fund committee, the Act fails to provide for the termination of such appointments.

It is now proposed that there be a finite term for such appointments, that the maximum period of office be three years, and that, in order to maintain continuity of the committee's experience, members be retired alternately, one each year. This will apply also to the appointment and retirement of deputies.

The maximum amount that can be held in the compensation fund, under section 11(1), is \$30 000. This amount is no longer relevant in view of inflationary trends and it is considered that reference to a fixed upper amount held in the fund should be removed.

The indiscriminate use of therapeutic substances such as antibiotics for the treatment of bee diseases is not recommended. This is because such drugs mask the symptoms of brood diseases without destroying the disease spores, thereby enabling such diseases to build up and spread through an apiary or even between apiaries before they are recognised.

It is considered necessary that there be control over the use of such therapeutic drugs on bees, and it is proposed that section 12 should include provision to refuse payment for compensation, or to reduce the amount of compensation payable, where the committee is satisfied that an infection which is the subject of compensation has been spread through the apiary due to the beekeeper's neglect or through the use of a prescribed substance—for example, a specified antibiotic drug—when such use has not been approved in writing by an inspector.

Breaches of the Act at present attract a penalty of \$50, which was set in 1950. Such a low penalty is not considered to provide a realistic deterrent,

hence the proposal that section 15(1)(d) be updated to provide a maximum penalty of \$500.

I commend the Bill to the House.

Debate adjourned, on motion by the Hon. R. T. Leeson.

BEEKEEPERS AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by the Hon. D. J. Wordsworth (Minister for Lands), read a first time.

Second Reading

THE HON. D. J. WORDSWORTH (South—Minister for Lands) [5.12 p.m.]: I move—

That the Bill be now read a second time.

The Beekeepers Act is intended to provide for the eradication of diseases and pests among bees as well as for the orderly conduct of the industry.

Following discussions with the industry, it has become evident that the legislation may be better applied to the benefit of the industry with certain amendments.

Currently beekeepers are required to register as such at five-yearly intervals. This requirement was introduced in 1972 and continued in 1977.

Experience has shown that five years is too long a period for records to be meaningful. This is due, at least in part, to the transient nature of the industry. It would seem more appropriate therefore for registration to be required at two-yearly intervals. This change is supported by the industry.

In the Act there is no provision to designate an area in the event of a serious disease outbreak. Some diseases—for example, European brood disease—can be most satisfactorily controlled by having power to declare an area as being an infected area in order to halt all movement of bees or hive products from the area in question.

It is considered essential that provision be made for the Minister to gazette an area to be an infected area in the event of the presence of a serious infectious disease being identified in that area, and the Bill provides accordingly.

The current penalty for a breach of the Act or impersonating an inspector is \$100. At the present value of honey, this is not believed to be a significant deterrent. It is considered that the penalty should be increased to a maximum of \$1 000 for a breach of the Act, and \$500 for impersonating an inspector.

Other amendments which the Bill proposes relate to situations where a nuisance may be

caused to a person following the keeping of bees and to provide that a beekeeper shall not use a prescribed substance—for example, an antibiotic drug—for the treatment of a disease of bees without the prior approval of an inspector.

I commend the Bill to the House.

Debate adjourned, on motion by the Hon. R. T. Leeson.

DAIRY INDUSTRY AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by the Hon. D. J. Wordsworth (Minister for Lands), read a first time.

Second Reading

THE HON. D. J. WORDSWORTH (South—Minister for Lands) [5.16 p.m.]: I move—

That the Bill be now read a second time.

The major source of revenue for the Western Australian dairying industry is the sale of pasteurised milk and any matter which detrimentally affects the consumption of pasteurised milk therefore has a considerable impact on the industry. The level of consumption of milk is dependent on its ready availability in the household. In this regard, the maintenance of an effective household milk delivery service is therefore vital.

For such a service to be maintained, it has to be used by sufficient people to make the operations of the milk round economically attractive for the milk vendor. While many vendors provide an excellent service to their household customers, there are unfortunately a number of vendors who do not provide a satisfactory service.

The Dairy Industry Authority has found itself without the necessary powers under the Dairy Industry Act to deal with this decline in household deliveries. It licenses vendors, but is unable to enforce conditions imposed on licences to ensure effectively that a desired degree of service to householders is provided. The authority finds itself unable to enforce effectively its requirement that vendors deliver milk on at least five days per week. As a consequence, a number of vendors in the metropolitan area deliver only three or four times a week, thus causing inconvenience to the householder in having to store large quantities of milk or visit shops for supplies.

Section 24 of the Act provides the authority with power to insert conditions in licences, but difficulty arises from the lack of corrective action available to the authority under this section.

The Bill provides the authority with power to impose conditions on milk vendor licences and to ensure effectively compliance with those conditions through being able either to suspend the licence for up to three months or to prosecute the vendor for failure to comply with conditions in the licence.

The authority has also encountered difficulties in coping with the need to change the boundaries of milk vending districts as a consequence of changes in the distribution and density of population. The Bill aims to simplify the method whereby the authority may define dairy areas and districts by publishing a description in the *Government Gazette* or, where necessary, by providing a map on which the boundaries of the dairy area or district are shown.

The existing legislation does not permit the authority to invest funds surplus to its immediate requirements by way of deposits with permanent building societies. This denies funds to the housing industry. The Bill enables the authority to invest funds not immediately required for the purposes of the Act in the same manner as trust funds, subject to the approval of the Treasurer.

The Filled Milk Act 1959, was introduced to prohibit the manufacture and sale of filled milk. It was proclaimed on 11 November 1959, but has not subsequently been required. As a result, the advisory committee provided for in the legislation has never been constituted, nor have any regulations been prepared. The essential feature of the legislation is that no person shall manufacture or pack filled milk and no persons shall sell filled milk.

"Filled milk" is defined as "any liquid or powder containing the non-fat solids of milk to which is added any fat other than butterfat, whether described as filled milk or by any other name and whether or not intended as a substitute for milk or for whole milk powder". Such filled milk is still regarded as potentially a threat to the Australian dairy industry and it is desired to retain the essential provisions of the Filled Milk Act, with the role of the advisory committee being taken over by the Dairy Industry Authority. The Bill provides for the repeal of the Filled Milk Act and for the transfer of its effective parts to the Dairy Industry Act, and I commend it to the House.

Debate adjourned, on motion by the Hon. R. T. Leeson.

RURAL INDUSTRIES ASSISTANCE AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by the Hon. D. J. Wordsworth (Minister for Lands), read a first time.

Second Reading

THE HON. D. J. WORDSWORTH (South—Minister for Lands) [5.20 p.m.]: I move—

That the Bill be now read a second time.

The purpose of this Bill is to place beyond doubt the powers of the Rural Adjustment Authority in its administration of the catchment areas compensation and reconstruction scheme.

The Rural Industries Assistance Act in its present form enables the authority to administer schemes of financial assistance. A too literal translation of "financial" could be taken to preclude some of the broader measures agreed to by the Government in pursuing its objectives of restoring the viability prospects of farming enterprises affected by the control of clearing in the catchment areas as near as possible to those prospects which applied prior to the controls coming into force.

Whilst the authority has power to deal in land in a number of ways for specific purposes, for the purpose of the catchment areas compensation and reconstruction scheme it needs the specific power to purchase, hold, subdivide and otherwise deal in farming land, including Crown land; and this power is provided in the proposed amendments.

In addition, the Bill provides that as part of the overall scheme, the Rural Adjustment Authority will make cash compensation payments as provided in the Country Areas Water Supply Act 1947-1979.

I commend the Bill to the House.

Debate adjourned, on motion by the Hon. R. T. Leeson.

BILLS (2): THIRD READING

1. Hire-Purchase Amendment Bill.

Bill read a third time, on motion by the Hon. G. E. Masters (Minister for Fisheries and Wildlife), and passed.

2. Chiropractors Amendment Bill.

Bill read a third time, on motion by the Hon. D. J. Wordsworth (Minister for Lands), and passed.

LIQUEFIED PETROLEUM GAS SUBSIDY BILL

Third Reading

THE HON. I. G. MEDCALF (Metropolitan—
Leader of the House) [5.24 p.m.]: I move—

That the Bill be now read a third time.

I undertook that at the third reading of the Bill I would deliver information to honourable members who had made inquiries during the second reading and the Committee stage of this Bill. I have been supplied with answers to their questions, and I will give this information now.

The Hon. J. M. Berinson asked—

What is the amount of subsidy which is anticipated will flow to Western Australia?

I am informed as follows—

Approximately 15 to 20 000 tonnes per year of LPG supplied in WA is anticipated to be in the category covered by the subsidy proposals. A total amount of approximately \$1.6m could, therefore, be involved.

That is worked out on the basis of 20 000 tonnes at \$80 per tonne subsidy. He then asked—

What is the number of registered distributors?

The answer is as follows—

There are two registered distributors under the reticulated gas section and five in the container and bulk delivery section.

He also asked—

How many authorised officers are there likely to be?

The answer is as follows—

The Commonwealth Bureau of Customs has recommended that three of its officers be nominated as authorising officers. It is anticipated that only one will normally be required whilst the others are available in the event of leave or temporary absences. The appointment of an additional officer for field investigation work is provided for within staffing arrangements approved by the Commonwealth Public Service Board.

He will be a Commonwealth public servant also. There will be no additional State officers involved. The Hon. N. E. Baxter asked—

Who will receive the benefit of the retrospective payments?

Bearing in mind in respect of payments the Bill is back-dated to 28 March 1980, the answer is—

Retrospective payments will only be made where it can be shown that the prices paid by

customers have been adjusted to the extent provided by the subsidy. Distributors will, therefore, have had to make this benefit available to their customers in advance of claim for the subsidy. The actual recipient of the benefit is, therefore, the user with the registered distributor then claiming from the scheme.

Mr Baxter also asked—

Who will receive the money? Will the distributor have to assure the paying authority that the gas has been delivered at a price less the subsidy?

The answer is—

The claims will be made by, and paid to, the distributors only when they have given the assurance that the prices paid by the eligible users were adjusted to the extent provided by the subsidy.

In other words, the subsidy will be paid to the distributors only as a conduit pipe to the users and the distributors will not be able to claim a subsidy until they have been able to show that the users have been credited with the difference.

In general, the scheme is wholly administered and policed by the Federal Government. Funds will be lodged with the State Treasury which will maintain an imprest account. Commonwealth customs officers will submit returns to the Treasury for payments to be made from the account and the Treasury's only function will be to draw cheques for payment which does not involve any additional administrative costs or manpower. The scheme is similar to that in use with the petroleum products transport subsidy scheme.

Question put and passed.

Bill read a third time and passed.

POLICE AMENDMENT BILL

Report

Report of Committee adopted.

ACTS AMENDMENT (MOTOR VEHICLE POOLS) BILL

Second Reading

Debate resumed from 17 September.

THE HON. P. H. WELLS (North Metropolitan) [5.30 p.m.]: I rise to speak on the Bill because I believe it is necessary and I am amazed that we have for so long gone without legalising what is at present illegal. The proposed

legislation will remove effectively that iniquitous situation.

The Transport Act necessitates people having a special licence to operate a vehicle for car-pooling purposes; the Road Traffic Act requires people to have a special driver's licence to drive such a vehicle; and the Taxi-Cars (Co-ordination and Control) Act certainly excludes anyone from operating such a vehicle—in fact, it is illegal for anyone to operate a car pool.

All this means that if a woman decides to cart to school the children of the woman next door to her on the basis that the following week the woman next door will cart her children to school, then, as I understand the situation, those women would be contravening each of the Acts I mentioned, and in particular the hire-and-reward sections of those Acts.

The Acts apply also even to a member of this House or a member of any organisation who receives a refund for the use of his private vehicle; he would receive a hire or a reward. I suspect that no matter who it is, either a member of this House or a receptionist, those Acts would apply. If a receptionist was paid something towards her petrol bill then she would be regarded as operating a car pool or using her vehicle illegally, most certainly, in contravention of the Taxi-Cars (Co-ordination and Control) Act.

The proposed amendment is made necessary by the fact that most comprehensive vehicle insurance policies have a clause which indicates that in the event of the vehicle insured being used for hire or reward it is excluded from cover.

For the first time I was prompted to read in detail my comprehensive vehicle insurance policy with the Royal Automobile Club of Western Australia. Under the heading "Exclusions" the policy states that the insurer is not liable if the vehicle is used for hire or for the carriage of passengers for hire or reward. The RAC would be one of the largest insurers in the field of comprehensive motor vehicle policies in this State.

I went to the State Government Insurance Office and found another list of exclusions in its comprehensive motor vehicle policies. Under section 4(f) of its exclusion clause an insurer is excluded from liability if his vehicle is used for the conveyance of passengers for hire or reward.

I obtained an assurance from those companies and the insurance industry generally that the exclusion clauses would not be invoked. I ascertained that an exchange of letters took place between the RAC and the Public Service in which the RAC stated that members of the Public Service who used their vehicles during the course

of their employment and were refunded for that would not have their comprehensive vehicle insurance policies jeopardised by their actions.

The proposed amendment seeks to legalise the practice of car pooling which has existed for 20 years or longer; perhaps for as long as motor vehicles have existed. Neighbours who car pool, workers who car pool to and from work, community groups which get together to car pool, and people who receive a payment towards the cost of their petrol will be able to do so without committing an illegal act.

It is interesting to note that Victoria legalised car pooling. Prior to that legalisation Victorian motor vehicle registration certificates stated that it was illegal for the driver of any vehicle to receive payment from passengers, even when the payment was for part of the cost of the petrol consumed. It was recognised clearly that a payment towards petrol consumed was a form of hire or reward and therefore an illegal act, yet in that State car pooling was only recently legalised.

The Victorian Legislature also took into account the necessity for an amendment to its legislation so that comprehensive motor vehicle policies no longer excluded car pooling as a proper use of a private vehicle. I am glad the Minister agreed to such a course for Western Australia.

It is proposed to amend section 82 of the Road Traffic Act so that in any contract of insurance a motor vehicle used for private purposes of car pooling shall not be deemed to be used for the carriage of passengers for hire or reward. Previously under the existing legislation to which I have referred, the insurance companies were excluded from liability when motor vehicles were used for hire or reward. Although this proposed exclusion is purely a technical matter the proposed legislation will rectify the situation of people who pool their cars being led into a false sense of security that their vehicle is insured.

At present unless an insured person requests his insurance company to endorse his policy so that he is covered in hire or reward situations, I am told, the technicality applies; he would be operating the vehicle illegally and the company would be excluded from liability.

The leasing of vehicles is another matter which should be studied. Although leasing does not seem to relate readily to this proposed legislation, the leasing industry may be operating car pools illegally. When the industry considered this matter it did not believe it was operating illegally, but when I perused one of the leasing policies issued by Esanda Ltd. I noticed that in its clause (3) it requires that the lessor must comply with all

relevant Acts. I understand that anyone holding that policy would not comply with all relevant Acts if he used his car for car pooling and he would be in breach of the insurance policy.

A question may well be raised in regard to the purpose of car pooling and its legalisation. Regardless of the arguments put forward in the Press about car pooling being fuel and energy efficient, there are other advantages. The efficiency aspect was realised in Victoria and in New Zealand, an aspect which caused the Government in those places to make car pooling legal.

However, I have some doubt as to whether car pooling will make massive inroads in fuel conservation. Apart from that, once we are aware of the fact that a desirable but illegal practice exists in the community, we have a responsibility to ensure that the Acts in question are amended. That is why I believe this Bill with the proposed amendments is desirable.

A number of efforts have been made overseas, in this country, and, in particular, in this State, to allow car pooling to operate successfully.

I am told that the New Zealand Government spent \$70 000 to institute car pooling. It set up a system whereby a car which had been authorised to be in car pooling could pick up people from the side of the road, and people could stand on the side of the road to hail such vehicles. That was how New Zealand intended to match car poolers.

Great efforts were made to encourage car pooling so that fuel would be conserved and a better use would be made of the roads. It was ascertained that if the number of vehicles on the roads could be reduced then there would be more space for each vehicle on the road and therefore there would be a decrease in vehicle fuel consumption to some extent. However, I read a report in one of the New Zealand papers which asked: What went wrong with car pooling in New Zealand? It would appear that despite the price of fuel people want their independence; they do not want to be bothered with having to pick up people and they prefer the freedom of using their own vehicle.

The Hon. H. W. Olney: New Zealand is a smaller country.

The Hon. P. H. WELLS: That may be so.

The Hon. D. K. Dans: There are no people there now; 2 000 people a week leave New Zealand to come to Australia.

The Hon. P. H. WELLS: In New South Wales about 9 500 people were canvassed to encourage them to use car pooling. It is interesting that the

insurance companies gave a letter of undertaking to insure the vehicles used for such purposes, but I think the organisers received something like, as I vaguely remember, only 300 replies. In any case, only about 50 people were matched in car pools. In another instance a similar programme was attempted, but only six car pools were established. I believe a member in another place tried a similar exercise, but received only four applications and was able to match only two people. In another case which used reasonable advertising I believe only a few people were matched eventually.

Car pooling will succeed, but only when people are given incentives such as in a company situation. For instance, I was told by RAC personnel that it has car pooling. One of the RAC workers told me that if he takes three people in his car he is able to obtain parking space. I did not check that statement, but such a system is used in America. For example, if people have other people in their cars they might be able to get a parking space. I noticed in a report in *The West Australian* the other week that the Perth City Council operates such a system although it does not offer any financial incentives.

In a company like the RAC or a Government body like the Metropolitan Water Board or in any building it is possible that people with a common interest might seek to pool their cars because they know each other and know the time they finish work and can work out a way in which they will suffer the least interference and maintain their independence to move between two places.

Car pooling has failed and money has been lost when Governments have decided to become involved in its promotion. In supporting this Bill I suggest that the Government should in no way decide to take on the brunt of trying to promote car pooling because I believe it will meet resistance from the people.

The Bill does not promote car pooling; it merely legalises it and leaves it to people and companies to take advantage of it if they so desire. The people who can take advantage of car pooling are doing so, and as stated by various reports quite certainly are conserving energy by decreasing the consumption of fuel. But we will never force people into car pooling. We may well find that a lot of money can be lost in the promotion of car pooling.

In 1974 a survey was carried out by a Melbourne firm of consultants. The survey considered the attitude of management towards car pooling, and it was reported—

(i) need to have goodwill to succeed.

There would need to be a fair amount of goodwill. The report further stated—

we gained the distinct impression that few if any of the firms we talked to would as yet be prepared to meet the cost of promoting, introducing and operating formal car pool schemes at their establishment.

The commuting and parking problems in Melbourne are just not seen as sufficiently pressing to justify any such expense.

That was the attitude of companies in Melbourne in 1974. When the congestion in that city is related to the traffic in Perth one could not expect any better response from companies in this city. One would not expect them to accept the obligation of promoting car pooling.

The survey in Melbourne provided plusses and minuses. A total of 10 per cent of those interviewed saw car pooling as a means of improving punctuality. I gather they thought that if more people travelled in each car they would arrive at work at the same time.

The Hon. V. J. Ferry: What about flexi-time?

The Hon. P. H. WELLS: I gather that those on flexi-time already use car pooling. Those within the Public Works Department who want car pooling already operate in that way. In organisations such as the Metropolitan Water Board, where there are a large number of employees, car pooling would be ideal. As I said, only 10 per cent of those interviewed in Melbourne saw car pooling as a means of improving punctuality.

A total of 16 per cent of those interviewed saw car pooling as a minus because they thought of multiple unpunctuality. Instead of one being late, all those who travelled in the same car would be late. A total of 10 per cent saw car pooling as an alternative means to an unsatisfactory public transport system. I believe that is reasonable. Many people depend on private cars because public transport does not take them to their place of employment. Sometimes a person has to go a long way around. I am thinking of a person travelling by public transport from Osborne Park to Balga. That person would have to travel into the city, and out to his destination. It is understandable that such people saw car pooling as a plus, especially when working for companies in remote areas.

A total of 6 per cent saw car pooling as a plus because it might help in recruitment programmes. However, as a minus, 20 per cent thought there would be multi-absenteeism. When one driver did not turn up, the people who usually travelled in that vehicle were not likely to attend work. A

total of 10 per cent saw car pooling as a minus because they were concerned about workers' compensation.

Those figures indicate to me that within the area of people who may be asked to promote car pooling there are those who consider it as a plus and those who consider it as a minus.

The Hon. Neil Oliver: What about third-party insurance?

The Hon. P. H. WELLS: It has been indicated that third-party insurance is covered in car pooling. Pooling will have no effect on third-party insurance. In any case, the amendment to section 17 of the Road Traffic Act covers the situation because it states—

(1a) For the purposes of this Act, a motor vehicle shall be deemed not to be used for the purpose of standing or plying for hire or otherwise for the carrying of passengers for reward by reason only by the carriage of passengers or the offer to carry passengers if the carriage or offer is made pursuant to a motor vehicle pooling arrangement.

Only two areas of car pooling are to be legalised by means of this Bill. The first is car sharing, where one person takes his car during the first week, and another person takes his car in the following week. Secondly, there is cost sharing in which case those who travel in the car pay a contribution towards the cost of petrol. Those are the only two areas which will be legalised, and the proposed amendment to section 17 of the Road Traffic Act will take care of comprehensive insurance and third-party insurance.

The Hon. Neil Oliver: If a charge is made for hiring, or if there is a reciprocal arrangement, there would be need for the persons concerned to cover themselves for workers' compensation.

The Hon. P. H. WELLS: It is probable that is a question which should be examined.

In the Victorian survey, there was a minus of 10 per cent because of concern about workers' compensation. I gather that whether one drives one's own vehicle, or travels in a car-pool vehicle, involves a problem of workers' compensation.

The Hon. Neil Oliver: What has the insurance industry to say about the matter?

The Hon. P. H. WELLS: The insurance industry welcomes car pooling on the basis that the fewer cars on the road the less likelihood there will be for accidents. The insurance industry tends to encourage car pooling, and it supports the Bill.

In his second reading speech the Minister, said we were heading towards a rate of something like 1.2 persons per car. Fewer and fewer people are

travelling in each vehicle, and we seem to be approaching the ratio of 1:1. From my reading of studies carried out from time to time, the number of persons in each vehicle coming into the city has gradually decreased since 1960 from around 1.6 down to 1.4 persons per vehicle.

I suggest the decrease in the ratio probably has been brought about by the fact that more and more married women are working these days. The average family quite often has two vehicles where both the husband and the wife travel to work. Usually, they each take a vehicle with the result that during the rush period we have an ever-decreasing ratio of people per car. As more and more married women find it necessary to go to work, the greater will be the decrease in the ratio of people to cars. One has to expect the car occupancy rate to decrease.

A study carried out recently in America showed that if the occupancy of cars could be increased by something like 20 per cent, there would be a decrease of something like 17 per cent in the number of vehicles on the road. That would have the effect of improving the fuel efficiency of the vehicles on the road, and would lead to a substantial saving, not only in energy but also in the resources for road building.

The American study indicated a saving of something like five billion litres of fuel each year. From a study carried out in Western Australia during 1970-74 I have estimated that if we were able to improve our car occupancy rate by about 20 per cent it is probable we would save something like one million litres of fuel each year. That would mean quite large savings to individual car owners. Their vehicles would travel fewer miles each year.

If the trade-in rate of a vehicle is reduced by one year, there is a saving of \$500. That would be in addition to the likely saving in fuel as a result of two, three, or four people travelling in the one vehicle. Those are areas in which individual owners would be able to save in terms of car pooling. There will be incentives for the car owner to use car pooling because there will be less wear and tear on his own vehicle.

I noticed an RAC report on motor vehicles indicated that running costs were approximately 22c per kilometre. If two or three people share the running costs of a vehicle, there will be substantial savings to each of them. I point out that the savings will be to the individuals, and I believe those savings are an incentive for individuals rather than the Government to enter the area of car pooling.

I believe car pooling, as suggested in the Bill now before us, has existed in the community for many years. This type of legislation is long overdue to legalise the situation which presently exists. More importantly, it is essential that we legalise car pooling to cover comprehensive motor vehicle insurance to ensure that we do not encourage car pooling and then find that some people may well be excluded. The Bill will cover this area, and I support it.

THE HON. F. E. McKENZIE (East Metropolitan) [5.57 p.m.]: The Opposition supports this Bill because it will legalise circumstances which have been occurring for some time. In supporting the Bill, we have an opportunity to criticise the Government in respect of matters associated with the legalising of car pooling. We also have an opportunity to raise questions regarding the necessity to legalise something which has been occurring for a long time.

In his second reading speech the Minister said that if the trends of the early 1960s and the early 1970s were projected forward, they would suggest that Perth could end up with a car occupancy rate of 1.2 persons per vehicle, a rate typical of that which applies in Los Angeles. We are aware of the transport problems in that city.

Members should be made aware of the circumstances which transpired in Los Angeles. A number of motor vehicle companies, rubber companies, and petrol companies deprived Los Angeles of a satisfactory transport system. A reading of the Snell report will authenticate that claim, and will indicate what the position was in that city.

Briefly, the companies I have mentioned in collusion bought up all the railway systems and the bus systems, one by one, and then closed them down. In the City of Perth the Government, over a very long time—and of course, there has been only one Labor Government during the last 20 years—seriously has neglected our public transport system to such an extent that in Perth we have the highest ratio of car ownership per person of any city in Australia. Currently, our ratio is 1.8 persons per car.

The Hon. D. J. Wordsworth: That does not necessarily reflect a bad transport system.

The Hon. F. E. McKENZIE: It certainly does because we have the highest ratio of car ownership per person in Australia. I would venture to say we have the worst public transport system. I am not referring to our transport equipment, although the rail system is run down. The Minister is aware of that.

The Hon. D. J. Wordsworth: I am not aware of it, and I do not agree.

Sitting suspended from 6.00 to 7.30 p.m.

The Hon. F. E. McKENZIE: Prior to the tea break I was remarking on the situation in relation to the number of persons using cars in Western Australia. I was referring to the passage in the second reading speech where the Minister said that if the projected trends come into effect, we will have a car occupancy rate of 1.2 persons. That rate is typical of Los Angeles. I said that would be a dreadful situation; but nonetheless, it is one that we have ahead of us because of the lack of attention by Governments in latter years to the public transport system in this State. That applies particularly in the last 25 years.

With the introduction of this Bill, the Government is seeking to legalise something that has been going on for quite some time. The Government should be doing something to improve the public transport system in this State to avoid the necessity to introduce car pooling. When one considers the advantages of car pooling, one finds it certainly does not suit everybody; and it has had mixed success overseas.

In the Minister's second reading speech he said—

It is not envisaged that, with the passage of this legislation, the Government will set out to promote car pooling. Any increase in the use of the practice is expected to come predominantly from existing car users, and public transport is unlikely to be measurably affected.

That is an accurate statement and I go along with it. Of course, that would solve the problems mentioned by the Hon. Peter Wells. He said that the Government should not promote car pooling. He ought to be reassured by what is in the legislation, because the Minister said that the Government will not attempt to promote car pooling.

The Hon. P. H. Wells: It is legalising it.

The Hon. F. E. McKENZIE: That is right. The Hon. Peter Wells' concern about the Government promoting car pooling is dealt within the Bill.

When we think of the looming fuel shortage about which we are constantly being reminded, we do not know what the future holds. However, that is the situation at present; and the Hon. Peter Wells can be reassured by what the Minister said.

The Government ought to be promoting public transport, because many more people benefit from a good public transport system.

The Hon. P. H. Wells: I thought we were promoting public transport.

The F. E. McKENZIE: The Government is not promoting it when it closes railway lines. It is not promoting it when it reduces bus services in certain areas so there are enough buses for the developing parts of the metropolitan area of Perth.

The Hon. P. H. Wells: Perhaps we need more mini buses.

The Hon. F. E. McKENZIE: That might be a good suggestion. Anything! We ought to be doing something to promote the public transport system because there is a need for the future.

I note from the Minister's second reading speech that the Bill allows for the contribution by a passenger to running expenses such as petrol and parking; but it will not permit the car owner to charge for his time. That is a sensible provision. In overseas countries that is not the norm. In America, for instance, the profit concept has developed. I will read an article which appeared in a magazine called *Fortune* of 27 February 1978. The article was headed "Vans: The new fuel saving way to get to work".

The Hon. Neil Oliver: Is not that the magazine the Leader of the Opposition does not read?

The Hon. F. E. McKENZIE: The Leader of the Opposition can answer for that. I do not know what he reads or does not read. Mr Oliver has made that statement; and it is up to the Leader of the Opposition to correct him or support him.

The Hon. D. K. Dans: I did not hear the interjection.

The Hon. F. E. McKENZIE: In that article, the following appears—

The concept was introduced in 1973 by the 3M company when its suburban St. Paul headquarters faced a shortage of parking space. 3M has since expanded its fleet from six vans to nearly 100, enabling the company to avoid building 800 additional parking stalls, for a saving of \$2.75 million.

3M recoups all costs of buying and operating the twelve-passenger, \$8 500 vans, except for minor administrative expenses. The typical rider pays \$30 a month for a daily fifty-mile trip, about one-third of what it would cost to drive his own car. The volunteer drivers, who recruit their own passengers, not only get a free ride and use of the van after working hours, but are also allowed to pocket in ninth, tenth, and eleventh fares as an incentive to keep the vans full.

The profit motive certainly exists in that operation.

The Hon. D. J. Wordsworth: That is a mini bus, to start with, is it not?

The Hon. F. E. McKENZIE: That is quite true. If one looks at the Bill, we find that although we have been referring to the legislation as providing for car pooling—

The Hon. P. H. Wells: That is not what you are saying.

The Hon. F. E. McKENZIE: Why is it not?

The Hon. P. H. Wells: Because you have to have an omnibus licence when you get above a certain number of people.

The Hon. F. E. McKENZIE: I am not sure about that.

The Hon. P. H. Wells: I have checked that point. I raised it with the Minister.

The Hon. F. E. McKENZIE: In the Bill itself there is no reference to "car pooling". It refers to "motor vehicle pooling", which is a far wider ranging area than that of car pooling. We have been referring to the subject as car pooling; but the term in the Bill is "motor vehicle pooling".

The Hon. P. H. Wells: What you are proposing is van pooling, which is in America; but in Australia that would require an omnibus licence.

The Hon. F. E. McKENZIE: I am not proposing that at all. I am simply saying that the American situation has developed to that point. It may have started with the same innocence as is contained in the Bill. When the Bill refers to "motor vehicle pooling" a motor vehicle may include anything from a mini car to a large motor truck.

The Hon. P. H. Wells: That would require an omnibus licence under the Road Traffic Act.

The Hon. F. E. McKENZIE: I am not able to argue that point. I draw the attention of members to the fact that the term "motor vehicle" is used in the Bill. I draw their attention also to the situation which has arisen in America. It is quite true, as the Minister says, that the American situation relates really to a mini bus. The point I make is that the profit motive has been introduced in America.

At the outset, the taxi owners in this State were concerned about the introduction of the legislation. They were concerned until an assurance was given that it was not intended that people would make money out of pooling with their vehicles.

The Hon. P. H. Wells: We are covered, because they cannot take in the wages.

The Hon. F. E. McKENZIE: The Bill is quite specific on that point. Therefore, any fears that the taxi drivers and owners had have been allayed. The same fear does not exist now; and they are quite satisfied with what is contained in the Bill.

The Opposition supports the measure, because it is legalising something that has been going on for quite some time. By the same token, I have taken the opportunity to be critical of the Government's lack of attention to the public transport system which benefits far more people, particularly the elderly, the young, and those who are disadvantaged. In the main, from what I have been able to read of overseas documentation on car pooling, the real benefit has been in transporting people to and from work. In relation to the pleasure side of it, I am not sure that there has been much application in that regard.

Members ought to be aware that a car pooling firm has been set up in the city. I do not know what it has in mind. Probably it is considering some scheme for the future. There must be some money in it somewhere. That is a situation we will have to watch. I do not know what will be the role of that firm.

I urge the Government to do something about the public transport system so it does not fade away altogether, because that would be a tragedy. From the Government's actions in recent years, it would appear it is trying to be absolved of its responsibility for providing an efficient public transport system. I do not mean that in terms of equipment that the authorities are providing; but I mean there has been a drop in the frequency of services and the ability to carry people from point "A" to point "B". As an example of that, if one wishes to travel from the north of Perth to Kewdale or places like that, one could spend in excess of an hour taking a journey that normally would take half of that time, or even less.

We support the Bill, with those comments.

Debate adjourned until a later stage of the sitting, on motion by the Hon. R. G. Pike.

(Continued on page 2734)

THE SALVATION ARMY

Appreciation of Service: Motion

THE HON. P. H. WELLS (North Metropolitan) [7.44 p.m.]: It is rather fitting that an organisation like The Salvation Army which makes such a lasting contribution not only within our State but right across Australia, is recognised in this place on achieving the 100th anniversary of its establishment. I move—

That this Legislative Council recognises and congratulates The Salvation Army on achieving 100 years service in Australia and places on record its appreciation for their dedicated service to the community and people of Western Australia.

On 5 September 1880 when John Gore shouted from the back of a horse and cart the words, "If there is one man here who has not had a meal today, let him come home with me!", not only did he commence in Australia the organisation known as The Salvation Army, but also he began the social work for which that organisation is famous. He was emulating the action taken by the founder of the organisation (Rev. William Booth later to be known as General William Booth) in England in 1878.

The Salvation Army as we know it today emanated from the work of Messrs Gore and Saunders in South Australia. This organisation is respected for the social work in which it is involved and also for the way in which it cares for individuals throughout the country.

The Salvation Army is not a large organisation. In fact, it comprises less than 0.5 per cent of the population of Australia. There are approximately 65 000 members of the Salvation Army in Australia.

I have been a member of that organisation for more than 23 years and, in moving this motion, I intend to point out the recognition of this organisation which has grown gradually within the nation. I wish also to pay a tribute to the excellent work which it has carried out over the years. More specifically, I should like to pay a tribute to the individuals within the organisation and the way in which they have helped the people of Australia.

From its beginning in South Australia in 1880, The Salvation Army moved to Victoria and New South Wales in 1882, to Tasmania in 1883 to Queensland in 1885, to Western Australia in 1891, and to the Northern Territory in 1940.

The Salvation Army in its 100th year has received a letter from the Prime Minister which was printed in the centenary issue of *The War Cry*. If members would like a copy of that magazine I am sure I could make one available. Some members were asking about it earlier this evening.

Under the heading, "You are an integral part of our lifestyle" the Prime Minister made the following statement—

The Salvation Army has traditionally been associated with the ideal of helping others, in itself an integral part of our Australian

lifestyle. It is this tradition of a willingness to work unselfishly and tirelessly for the mutual benefit of all which has made The Salvation Army what it is today—a household name.

Its members seek no public notice or fame for themselves. They have only one concern—which is to assist those less well off in the community. They do what they can to help those people who are less fortunate than most of us. They have done this work in a way which brings enormous credit to The Salvation Army.

I thank The Salvation Army for this opportunity to contribute to their centenary celebrations and offer them my best wishes for the next 100 years.

On behalf of all Australians I congratulate them and thank them for what they have done over the years and for their continuing work into the future.

People throughout this country rightly and proudly say "THANK GOD FOR THE SALVOS".

It is interesting when one looks back over the history of the organisation to see those people who have recognised its work and who have made statements to that effect.

In Sir Paul Hasluck's autobiography *Mucking About*, he refers to his upbringing and recalls that his parents worked with the Salvation Army. Sir Paul said he had a rather privileged upbringing, because he was the child of one of the managers of the social work performed by the Salvation Army.

When referring to his parents, who were managers of a Salvation Army institution Sir Paul Hasluck had this to say—

The dedication and service of my parents and the sort of work they were doing in my boyhood and youth tends to set us apart from other people. It is the fate of those who devote themselves to helping the unfortunate and the needy that they are always in the superior position, even if it is only that they are standing on the high bank pulling others out of the bog.

Yet another notable Australian has recognised the contribution made by his parents and friends who were working for those less fortunate than themselves.

Indeed, if we consider the situation in 1908 we realise that, even in those days, the work of the Salvation Army was recognised. A former Governor General of Australia (Lord Gowrie)

made the following comment about the work of the Salvation Army—

Your organisation has played a noble part during the past decade in its Social Service Work for the good of the whole Commonwealth. The record shows how efficient, how sympathetic, and how entirely successful this labour of brotherly love has been. Such unselfish devotion finds its own reward in the high esteem in which The Salvation Army is held in Australia, as in all other parts of the Empire.

For the benefit of members who may not be aware of the enormous amount of effort which goes into the strictly institutional work, as opposed to the personal, individual work of members of the organisation throughout Australia, I should like to refer to a list which indicates the input of this organisation in social services.

In Australia today, the Salvation Army operates the following institutions—

- 13 children's homes;
- seven family and child-care centres;
- 15 youth hostels;
- 16 marriage counselling and family welfare centres;
- 17 emergency accommodation centres;
- two hostels for the handicapped;
- 12 residential hostels for homeless adults;
- 14 rehabilitation centres for alcoholics and people with other types of addictions;
- 22 senior citizens' residences;
- 12 sheltered housing complexes for senior citizens.

As well, the organisation operates youth centres, holiday homes, centres for disadvantaged people, missing persons' bureaux, court and prison services in all States, and more than 1 200 trained counsellors operate in migrant services. The Salvation Army also has the League of Mercy, members of which visit hospitals.

It is difficult for one to look at cold statistics of that nature and transpose them into the humane, people-orientated work performed by The Salvation Army right across Australia.

I should like to refer briefly to the history of the organisation and the way in which it has grown in this State. Although it is 100 years since its inauguration in Australia, The Salvation Army did not begin its work in this State until 1891. The first meeting of the organisation was held in a skating rink which has now become City Arcade. The skating rink site eventually became the council office of those days. The decision, by the founder of the organisation, to commence

operations in Western Australia in October 1891, was encouraged by the gold boom in the Murchison.

The services provided by The Salvation Army were not available only in the city area, but were also offered to people in the Kalgoorlie region.

As far as I can ascertain from available records, The Salvation Army set up its first refuge home in 1896. That home was established in Summer Street and in 1898 what is known as the "Graceville Refuge Centre" was opened in Lincoln Street. A number of other centres catering for family needs are operated by The Salvation Army today.

Since its inception The Salvation Army has been involved in the provision of refuge centres. In fact, the founder of the organisation in England set out initially to assist women by providing them with accommodation in refuge centres.

However, the point I should like to underline in regard to refuge centres which exist today is that they operate for the good of families. I have spoken to an officer who is responsible for the Graceville Refuge Centre and he has told me a 51 per cent success rate has been achieved in getting families back together. That is a notable achievement. These refuge centres bring families together during a time when frequently other types of centres are the end of the road for people, and families are never reunited.

However, as a result of the work carried out by The Salvation Army in these refuge centres, families have been brought together. Many women have been offered temporary assistance in refuge centres. They have experienced problems in the home or some other difficulty and, after contact with officers of The Salvation Army, they have once again been able to take their positions in society.

In London in 1881 The Salvation Army first became interested in the provision of refuge centres. In those days accommodation was provided specifically for girls who had fallen by the wayside and those who became involved in the prostitution trade.

Approximately five years after the refuge centres opened in London, a woman named Annie Swan came to The Salvation Army dressed in the red garb of a prostitute. She told Brombell Booth, the founder's son, how she had come to the city in answer to an advertisement for a domestic job. She had been caught up in white slavery which, in those days, meant girls were drugged until they submitted to the demands of the madam.

William Booth asked a friend, Mr Stead, who was the editor of the *Pall Mall Gazette*, for

assistance and he carried out investigations and discovered the story of Annie Swan was correct.

Mr Stead ran a number of articles on the subject and succeeded in raising the ire of the population. Indeed, the matter was referred to in Parliament and a Bill was drafted to change the age of consent which, at that time was 13.

It was estimated the prostitution trade netted approximately £8 million a year and that approximately 80 000 girls were involved. I am not sure of the precise figures in this regard.

The Salvation Army became involved in this matter and sought support for the legislation which was designed to raise the age of consent to 16 and to give the police the right to enter premises and carry out investigations. In those days, the police did not have such a right.

The premises of Mr Stead of the *Pall Mall Gazette* were attacked by people with vested interests. The Salvation Army set up meetings throughout the country and presented to the Parliament a petition, in the form of a scroll which was 2½ miles long. That petition contained 393 000 signatures. After a great deal of pressure was exerted by the community and within the Parliament, the Bill was passed. It was effective in stopping the trade which not only involved English girls in prostitution, but also was responsible for the export of girls to other countries. These girls were drugged, put into cases, and sent overseas where they were used for prostitution purposes. That is my information from the available reports.

The history of the involvement of The Salvation Army in refuge centres goes back to the days when prostitution and poverty were rife in London and the organisation fought to achieve higher standards.

The Premier of South Australia said, "The Salvation Army cares." Indeed, the activities of The Salvation Army in regard to refuge centres and in the many other areas in which it is involved demonstrate the way in which it cares for people. In a letter concerning the army's 1980 Centenary celebrations which were held in South Australia he said—

Quietly, unobtrusively, but effectively, this service is given in the true spirit of the Christian faith. We know that The Salvation Army cares, and that its members are unstinting in their efforts to help the less fortunate.

So often, they have given a new meaning to life, and a new sense of purpose and direction.

In 1898 the Western Australian Government provided some land in Collie for a home for children. This was part of a plan William Booth had when he was in England. His original intention was to take in unemployed people in London and provide them with an opportunity to learn farm work so that they could migrate to Canada, Rhodesia, or Australia. When he came to Western Australia he intended to set up the scheme here, but the people of Western Australia protested and said they would end up with the scum of London. So the scheme did not proceed in Western Australia. However, the children's home did eventuate.

In 1918 a boys' home was established at West Subiaco; and a girls' home was established in Cottesloe; the boys' Seaforth Home was established in 1921. The youths were transferred from the Collie industrial town to these city based homes.

When I was in Kellerberrin, the people of that town told me that during the war years—1942 to 1944—the girls from Cottesloe were evacuated from the city and sent there.

The history of The Salvation Army's work in the care of young people indicates that it carried out its operations at a reasonable cost. I have heard people say that one gets better value for one's money from The Salvation Army's work.

A report of the history of The Salvation Army states that in 1952 the Child Welfare Department of the New South Wales Government was running homes for girls. A home with 50 inmates cost £13 182.15s and the cost of running a Salvation Army home for 56 inmates was £2 775.14.8. The two Government homes for boys with a total capacity to accommodate 384, cost £95 811.11.5 to run. The cost of running two Salvation Army homes in the same State for 197 inmates was £10 935.8.9.

If calculations were made of the figures for the first home it would be realised that it would cost the Government approximately £264 per inmate per year whilst The Salvation Army cost was £50 per year per inmate.

A few days ago the Hon. Howard Olney spoke about the need to cater for children in institutions rather than place them in Pentridge. Perhaps the Government may find it would be cheaper to have The Salvation Army look after these people.

During the years 1909 to 1920, the Federal Treasurer (the Rt. Hon. W. A. Watts, P.C., K.C.), said that "The Salvation Army saved the States thousands of pounds per year". He said that "no other institution throughout Australia has such a record of philanthropic, charitable,

educational and social service. The movement, primarily spiritual, is essentially human, warm-blooded, and full of sympathy."

In 1945 the Lord Mayor of Perth (Mr J. Totterdell, MLA), said the army was out to make bad people good and good people better people. He said, "You go out with a little atomic energy to get the population". I like that expression "atomic energy" when we consider the developments of today. However, in 1945 the people who were operating the organisation had the up and go and willingness to go out and do something for those less fortunate than themselves.

A Major Baker had been sent to Western Australia from London—and history books tell us that he was not one of the brightest of the general's officers; in other words, he was not at the top end of the scale. However, he came to Australia in 1886 and the Victorian Government gave the army a grant to help support prison-gate work. That Government became the first Government in the world to give the army such financial recognition. While grateful for the assistance, the army's policy was not to wait for assurances of support from Government bodies before launching out into the work it saw before it.

In 1901 the prison after-care farm was opened in Western Australia at Karrakatta. It is interesting to note that the work commenced by the army was done because the members of the army were people who believed there was a need which had to be fulfilled. They did not ask the Government to pay the costs. History records in *Booth's Drum* written by Barbara Bolton as follows—

Usually, the first thought of those who launch a new charity is: What will the Government give us? And if there be a refusal on the part of the Executive, good work is allowed to lapse. However, The Salvation Army believes that the truly christian plan is to set about the work in the best way possible; and if the work be of God, He will make it prosper and means will be sent along to provide for it. The army believed that the Lord provided, but Salvationists were activists rather than contemplatives. They believed in going out to find the money.

In this day and age it is worth recognising the fact that such an organisation saw a need and set out to meet that need, without first asking where the money would come from.

Members may be aware of the fact that when The Salvation Army commenced its activities in this country it was not accepted. People sniggered at the members of the army and threw things at them. Members were imprisoned because it was an open-air organisation which took its religion to people.

Even in this day and age when The Salvation Army is considered respectable, some people say that the army should not go into the hotels. Whilst the army condemn drink, its members still go into the hotels with *The War Cry*. In answer to that criticism I wish to make the point that there are many people in the community who have problems and they often go to the hotel. Members of The Salvation Army often find in a hotel a person who needs help. The army is often able to help these people with their problems and prevent their homes breaking up.

I believe there are two matters which really turned the tide, and as a result the army was accepted fully. I was not old enough to experience the war days, but often I have heard people speak of the people in The Salvation Army in wartime and the tremendous work they did. Another area of success for the army was in terms of its social work.

A striking example of the army's reputation came at the onset of the economic Depression in 1892, when the Victorian Government, lacking any techniques of its own to cope with mass unemployment, depended on the social wing of the army to provide free meals and to find jobs for the Depression workless.

The success of this practical social work soon overcame the barrage of public persecution which the army originally faced in every colony. As well as setting up a labour exchange, the army was successful in placing people in jobs. It also established places where people could receive meals. There were some strikes in those times too, one strike was by those whom the army was helping. The strikers complained that they were getting the same meal every day, even though previously many of them did not receive a meal at all.

In 1901 The Salvation Army commenced its maternity work in WA. In 1904 the Hopeloun centre was opened in North Fremantle and later at Hillcrest, the funds for which I believe were provided by Mr Pearse of the firm Pearse and Swan.

In this day and age we accept the fact that unmarried mothers keep their children, but The Salvation Army throughout history has made tremendous inroads into the assistance provided

for young people who find themselves pregnant and need somewhere to go where they can be cared for.

History books record the concern felt in the 1800s by officers of the army for unmarried mothers and their babies. This concern led to the development of a chain of maternity hospitals throughout the Commonwealth. The Haven, at North Fitzroy, Victoria, has three sections—pre-natal care, a maternity hospital, and a babies' home for toddlers. When speaking at the opening of additions to the hospital the Rt. Hon. R. G. Menzies, K.C., LL.M., said—

The Salvation Army was asked to undertake this new venture because the Government realised that the Army's sisterhood of Christian women would encourage those who will come here in their misfortune to go forth, not broken in spirit, but determined to rise to better things.

In 1910 The Salvation Army commenced work on a men's hostel. In 1922 Tanderra was established in this State to cater for 70 men. The hostel has a residential annexe in Pier Street which caters for 80 men. There is also a residential annexe at Fremantle which caters for 20 men. Each night, 180 men are accommodated in The Salvation Army men's hostels in this State.

This all came about because one evening in 1887, General Booth was going about London and witnessed an appalling sight: scores of homeless men were huddled in the niches of the bridges. When he was speaking about this the next morning he said to a friend, "Did you know that men slept out all night on the bridges?" He said there and then that he would do something about it and find somewhere for these homeless men to sleep.

So it was really in 1887 that The Salvation Army began caring for homeless men in the City of London. In 1911 The Salvation Army in this State moved into what I believe is the most challenging problem of today; it became involved in large complexes to look after aged people. In Western Australia approximately 651 elderly people are catered for in five centres.

It is interesting that today the Minister for Lands is in this House, because back in 1897 the Hon. G. Throssell, a gentleman who had been a Minister for Lands, was a member in another place. The Hon. G. Throssell, MLA, said—

If I were a young man starting in life, I know of no other organisation in the world to which I would give my life and service more readily than to the Salvation Army.

It may not be quite so well known that The Salvation Army is involved in the finding of missing persons. It was approximately one month ago that, having invited some guests to this House, I was able to help a family who wanted to find a son in Greece and I matched them with the people in the army's missing person's bureau. The Salvation Army has been able to match people right across the world.

The Salvation Army has been interested always in catering for migrants who are without friends in this country. In the early days The Salvation Army chartered the SS *Vedic* to bring young people to Australia. I gather that the young men liked the idea of bringing maidens here!

The Salvation Army accepted the challenge of the times and it maintained the young migrants until they were citizens of the Commonwealth. Of this work, the then Prime Minister, the Rt. Hon. S. M. Bruce, now Viscount Bruce of Melbourne, said—

We in Australia know The Army as the only non-sectarian religious organisation which is helping in the great task of overseas settlement, it is a body which faces individual problems. Its methods are an admirable combination of philanthropy and efficient business dealing. Its after-care of migrants is marked by sympathetic human touch.

In those days Salvation Army officers acted as chaplains on Commonwealth charter vessels. They advised newcomers to the State.

It is quite apparent that the army has been involved in a wide range of work. It would be impossible for me to report its total involvement. Perhaps the best way to express this involvement is to tell the House of the result of research carried out in relation to the 1980 Red Shield Appeal. Every 25 seconds someone somewhere in Australia is helped by The Salvation Army. Many statistics were given in this report, and members will be interested to know that over 6 000 people are catered for in institutions, over 3 000 meals are supplied, and nearly 143 000 beds are made available each year. It is obvious that many individuals right across Australia and in this State are willing to assist in caring for people in need.

On 5 September 1980 The Salvation Army had served for 100 years in this country, and it is still ready to help. I believe that indicates the type of organisation it is. It is my belief that we as a Government and we as members of this House not only want to congratulate The Salvation Army, but also want to ensure that it remains part of our community. Indeed, The Salvation Army has accepted the challenge laid down by its founder

(William Booth) in his last address. This was his cry on that occasion, and a cry upon which The Salvation Army will base its strength as it moves into its second 100 years. This was William Booth's message—

While women weep as they do now, I'll fight; while little children go hungry as they do now, I'll fight; while men go to prison, in and out, in and out, as they do now, I'll fight; while there is a drunkard left, while there is a poor lost girl upon the streets, while there remains one dark soul without the light of God, I'll fight—I'll fight to the very end!

I believe The Salvation Army can be proud of the contribution it has made and is still making to Australia, to our State, and, therefore, I commend the motion to the House.

Members: Hear, Hear!

THE HON. I. G. MEDCALE (Metropolitan—Leader of the House) [8.21 p.m.]: The Hon. Peter Wells who has moved this motion deserves great credit for having drawn to our attention the centenary of The Salvation Army's activities in Australia.

I am sure all members of the House are supporters of the army in one way or another. While I am not an active participant, as the Hon. Peter Wells is, in the work of The Salvation Army, nevertheless I am a very great admirer of the army, and a keen supporter of its activities. I should like to associate the Government with this motion of congratulation and appreciation of the magnificent services provided by The Salvation Army to the underprivileged and others in our community in the last 100 years.

I know that The Salvation Army was in existence more than 100 years ago. Indeed, it was in 1864 that the Reverend Booth, then a Methodist minister, decided he would break away from that church to form a religious movement along the lines with which we are now familiar.

General William Booth was a dedicated man, and he knew that he had to go out amongst the people. He knew it was useless to expect the people to come to him. So it is part of the tenets and creed of the army to go out amongst the people and to use bands and military forms to enthuse the people. That is exactly how the army was established, on military lines with bands, music, uniforms, and terms such as "citadel", "fortress", and so on which had immediate appeal.

The people who supported his movement demonstrated that they were not afraid to do practical things. They did not just sit back and wait.

All members of the House have experienced the work of the army in one way or another. I would like to quote one or two examples from my own knowledge of the work of the army in war and peace. I know other members of the House who served during the war could quote many an example of its work.

At one time during the war I was on a Pacific Island. In the particular brigade with which I was associated there was a very fine representative of The Salvation Army. In common with all other Salvation Army officers posted to army units, he was equipped with a van. Wherever we happened to be, whether on bivouac or manoeuvre, sure enough that van would turn up and there would be cups of coffee and biscuits for the soldiers, and cheery words and bright remarks to help us along.

On one occasion we were in a forward area and late one afternoon I was informed by the adjutant of our battalion that a patrol with some wounded men was returning across a particular river and that two jeeps fitted with stretchers were required to bring in the wounded. We took great precautions to ensure that the jeeps were protected. No lights were used, and of course the roads along which we travelled were pretty rotten—in fact, they were jungle tracks with 18 inches of mud on top of coral.

We travelled with muffled engines, and we arrived at the ford at about the time the patrol was due with the wounded. We had been warned of a possible ambush at this ford, and just as we heard the patrol coming across the river, I heard a noise right behind me. I looked around most apprehensively, and there was The Salvation Army officer with his van all set up to make coffee for the troops. Of course no inquiry was held as to how he got there! That is typical of the work these people did.

As the Hon. Peter Wells said, The Salvation Army attained a fine reputation in wartime—a reputation that it thoroughly deserved. It helped to boost the morale of the soldiers, and the public were made aware of its efforts by the troops on its behalf.

My other example is taken from the peacetime work of the army. Some years ago I received a letter from an English firm of solicitors. It contained a cheque for £50 with the instruction that we deliver this cheque to the Hon. So-and-So. I cannot recall the actual name, but it was a very aristocratic one. Let us call this man the Hon. Montmorency—obviously the youngest son of some youngest son!

We were asked to make sure this gentleman received the cheque and signed a receipt for it. In

the letter to us the solicitor said, "He has a rather peculiar address—it is Pier Street, Perth." I thought it would be very difficult to find the man. I went down to Pier Street, and of course, the first place I saw there, was The Salvation Army premises to which the Hon. Peter Wells referred.

The letter said, "He does not go by the name of the Hon. Montmorency. He is known as 'Bill' ". So I went in and asked for Bill. The Salvation Army officer in charge said, "I am not sure whether he is here now. The men are just having lunch, but I do not think Bill felt like lunch today." He said, "Come in," Sure enough, Bill was not there, but I was told that he had just come from the lockup that morning. He had had a bad night and had not felt like any lunch. The Salvation Army officer said to me, "He is probably in the park. If you give me the form I will get him to sign it and you can pick it up." I said, "Will I return for it this afternoon?" He said, "No, you will not see him this afternoon, but he will be here tomorrow morning when he gets out of the lockup again." And of course, that is what happened.

I gave that example to show that The Salvation Army is prepared to do the work which so many other people are not prepared to do. As members of Parliament we come into contact with situations of this type, and so we know the work The Salvation Army does.

I am aware I am only stating the obvious to other members, but I believe it is important we should be associated with this motion. I have very much pleasure in associating the Government with it, and in congratulating The Salvation Army on 100 years of magnificent service in Australia.

THE HON. D. K. DANS (South Metropolitan—Leader of the Opposition) [8.29 p.m.]: This is one occasion on which I do not intend to oppose the Leader of the House. Like the Hon. Ian Medcalf, I have had a great deal to do with The Salvation Army both in wartime and in peace. Those experiences will remain with me all the days of my life. I believe that in its religious and social work The Salvation Army sets a very fine example to many other religious bodies. It is a practical organisation carrying out the many tasks of which the Hon. Peter Wells has informed us tonight, and I agree with the Hon. Ian Medcalf who said we are all very well aware of its activities.

However, he did not dwell for any time on the pleasure The Salvation Army bands give to people. I really mean that, because the bands

form a significant part of the army, and one which people greatly appreciate.

I do not know that I have ever run across anyone in our community, no matter what his religious belief—if, in fact, he had any religious belief—who has had a bad word for The Salvation Army. Its practical application in taking Christianity down to the masses is one of things that should be emulated by other groups in our community.

Sometimes we overlook the great civilising influence of the various forms of religion. We sometimes get carried away with our own visual image of God. However, The Salvation Army has surmounted all those obstacles and made its religious beliefs and endeavours a living and practical thing.

For those reasons I am happy to associate the Opposition with this unique motion in this place; it is well deserved. I hope that in the fullness of time, a similar motion will be moved by a future member 100 years from today.

THE HON. R. G. PIKE (North Metropolitan) [8.31 p.m.]: It is a privilege and a pleasure to be associated with this motion and to have the opportunity to second it. I am mindful of a point made by the Hon. Peter Wells when he referred to The Salvation Army Home in Collie. It is a matter of historic interest to the House that the late father of Sir Paul Hasluck was one of the very early commanders of this The Salvation Army home in Collie.

The Salvation Army has been built upon the foundation of Christianity. In its beginning, it was subjected to severe trials. It has been and is successful. I associate myself with the motion of congratulations on its 100 years' service to the State of Western Australia. In my opinion, the army's practical application of Christian charity is one that bears more than favourable comparison with any age or any country. It displays an energetic and reinspiring assurance of the inherent power of the Christian truth and also of the ultimate universal triumph of charity, justice, humanity, and freedom.

I know that the past 100 years' contribution will be sustained in the future. I believe The Salvation Army excites admiration, esteem, regard, and reciprocal feelings of friendship, concern, and empathy amongst the peoples of the Commonwealth of Australia. I am sure it is totally evident from the comments of the mover of the motion (the Hon. Peter Wells), the Leader of the Government in this House (the Hon. I. G. Medcalf), and the Leader of the Opposition (the Hon. D. K. Dans) that this Parliament hails the

achievements of this great church, and acknowledges its contribution to the peace and friendship existing in our Commonwealth.

It epitomises and illustrates that great lesson from the New Testament which reads—

Therefore all things whatsoever ye would that men should do to you, do ye even so to them.

I support the motion.

THE HON. V. J. FERRY (South-West) [8.34 p.m.]: I have much pleasure in associating myself with the motion before the House this evening. Like a number of other members, I have had both the good fortune and misfortune in my lifetime of being associated with the work of The Salvation Army and its officers during peacetime and also during the more desperate time of international emergency. I have some understanding of the work with which The Salvation Army is associated. We all know The Salvation Army involves itself in a tremendous range of activities, social work being paramount.

I do not wish to enlarge generally on the work of The Salvation Army. However, I would like to refer to one small segment of its work which affects the province which I have the privilege to represent. I refer to the crisis centre which only recently was established in the City of Bunbury, in the south-west of Western Australia. The origins of this crisis centre are quite interesting, and the example I will endeavour to convey to members tonight is just another facet of the work of The Salvation Army and the way in which it is able to engender support, and gain the co-operation of those around it to carry out its tasks.

In Bunbury, there is an organisation called the Bunbury Volunteer Community Group. As is evident by its very name, it comprises representatives of the various volunteer agencies in the city; some of those agencies include the various churches, youth groups, community welfare agencies, the Police Department, the Medical Department, and so on. This volunteer community group has been meeting for some years now, and has done some excellent work in co-ordinating a number of activities for the benefit of local citizens.

One of the great features of this group is the way its members relate to each other and co-operate in their activities. They support their colleagues when support is needed and arrive at some rationale of assistance to be given to various individuals and groups. This tends to eliminate the overlapping of assistance which sometimes occurs.

This group identified the need for a crisis centre in Bunbury. Having identified that need, the question was raised as to how its members should go about resolving the problem. It was decided that The Salvation Army was best geared to handle this matter, and arrangements were made to support The Salvation Army in its endeavour to establish a crisis centre.

Foremost in this thrust, I must pay tribute to Captain Des Veal who at the time was at the Citadel of Bunbury. Associated with this group was the local member for Bunbury (Mr John Sibson) who has continued to work closely with this body, and other community groups within the Bunbury city.

This group approached other people for support, and the Rotary Club of South Bunbury took up the challenge. The club was the spearhead of the thrust to gather funds and materials, and the general wherewithal to bring the crisis centre into being. So it was that the Rotary Club of South Bunbury adopted the crisis centre as a project. It in turn received colossal support from other organisations, such as the Lions Club and the business and professional women's associations.

It came about that a great deal of money was provided; The Salvation Army itself contributed a substantial sum to the project, with the State Government also making a contribution.

The project was guided by an organising committee headed by an enthusiastic building contractor. Assisting him were a design consultant, an accountant, and a The Salvation Army Rotarian, who acted as liaison officer for the group.

All in all, a great deal of money was raised, materials were donated or made available at cost, or in some other beneficial way, and help was given. During the construction stage the old adage "Many hands make light work" proved only too true, and a great deal of volunteer labour assisted the project.

I wish to pay special tribute to a number of apprentices from the Bunbury Technical College, who gave of their time to pitch the roof. This is just another illustration of people rallying to the cause and helping in this project.

The landscaping of the grounds was handled by a professional gardener, and through his expertise and knowhow, this part of the project has been attended to very adequately.

The crisis centre has been operating now for well over 12 months. It provides facilities for overnight accommodation in a limited form for those in need. From memory, there are four units,

each of which can accommodate three people. The building is constructed in such a way that some of these units are adjoining, and can be turned into suites to cater for families of, say, six or more persons who may arrive at the centre.

Since its establishment the crisis centre has continued to serve a very good purpose. In fact, only this afternoon I was in telephone conversation with Captain Finger, who is in charge of the operations at Bunbury. He is continuing the excellent work being done down there. I was grateful to hear that the crisis centre was not in constant use. However, as he pointed out, it is often the case that the centre receives many calls within a short time, and it is then that the need for this sort of shelter becomes apparent.

The centre caters in the main for families which find themselves in difficult circumstances due to all the factors we know about in our social environment. It is a place to which a mother can bring her children to escape a domestic situation which is causing trauma. They can be cared for and looked after until things sort themselves out—as very often is the case—and the domestic situation returns to an even keel.

In addition, the crisis centre sometimes receives calls from transient people, both male and female who, through no fault of their own, find themselves in difficult circumstances. Very often they are passing through the town and are unemployed. Perhaps things have not gone according to their plans and wishes, and they find themselves in need of some help. The crisis centre is there to provide that help. It also maintains a close liaison with other welfare agencies.

I wholeheartedly support this motion, and I feel the example I have just given is yet another indication of how The Salvation Army is a living organisation. It never stops caring for people. I am grateful for its work and thoroughly support the motion before the House.

THE HON. N. E. BAXTER (Central) [8.43 p.m.]: Like the Leader of the House, I express my appreciation to the Hon. Peter Wells for moving this congratulatory motion. I join with him and other speakers in congratulating The Salvation Army on its 100 years of service in this State. Many thousands of people must have been associated with the work of The Salvation Army over that time. They must have been heartened over the years by the support they have received from the people of Western Australia. I do not know of one person who, when asked to make a contribution to continue the good work being done by The Salvation Army, has not put his hand in his pocket to help out. That is a true indication of

the appreciation of the people of Western Australia of the great service The Salvation Army has given to Western Australia, not to mention the service it has given many other parts of the world since it was established over 100 years ago.

I can recall the days when I was a young boy and we had gas lamps in the street; they were not easy conditions in which The Salvation Army had to work. Things have improved with the advent of electricity; but at the same time the volume of work has grown vastly. Looking after forlorn people found in parks has always been just part of the army's work; it has rescued many people over the years—mostly from themselves.

It is very fitting for this House to express its very deep appreciation of the work done by The Salvation Army over the last 100 years.

THE HON. NEIL OLIVER (West) [8.46 p.m.]: I commend the Hon. Peter Wells for introducing this motion and I reiterate the support given to it by other members. Perhaps I would like to add a further section to the motion with respect to the Red Shield. The motion indicates that we are thankful for The Salvation Army's service to the community and people of Western Australia. I assure members that it is not my intention to move an amendment. Other members have elaborated in respect of the performance of The Salvation Army in England, back almost to the time of the Industrial Revolution. Like the Attorney General, I would like to mention the work The Salvation Army has performed in times of war.

Its first work in this regard was during the Boer War, under the auspices of the Red Shield. It followed through into the dastardly trench warfare of World War I and then on to the Second World War, and the wars in Korea, Malaysia, and Vietnam.

I do not wish to detract from any other religious group, but the Australian digger during war has not been interested greatly in being drawn into religious services. As a commanding officer I often had great difficulty in getting men to attend religious services in the field. With all due respect, I point out a term which was often used, and that was "God botherer". That was a term used during the tensions and agonies of war when men experienced the loss of friends overnight. These were situations when one never knew whether one would rise the next day or whether one would find one's mates alive.

However, diggers have always found that there were no strings attached to the Red Shield; no attempt was ever made to convert a soldier from one particular religious group to The Salvation

Army, or to convert an atheist to religion. That is one of the most commendable things about the Red Shield, especially during times of war.

We should commend the work of The Salvation Army in Australia and overseas. I would like to outline an experience I had similar to that outlined by the Attorney General. My unit was placed about three kilometres from Cambodia on the Ho Chi Minh trail. There were something like 1 200 Australian soldiers and approximately 14 000 North Vietnamese troops. The operation had been in progress for some three months. Our force was outside the normal logistics of the Australian chain of command and we were obliged to live on American rations.

On a particular day a convoy brought in provisions from Vung Tau, through Long Binh and across a Priority 1 road where five journalists had recently been killed, through to the Ho Chi Minh trail. The Australian food supply was welcomed because we were fed up with the chicken on which the Americans seemed to be able to live all the time. The Hon. Graham MacKinnon is laughing; perhaps he has had similar experiences of American food.

The Hon. D. K. Dans: I am sure he did not.

The Hon. H. W. Gayfer: He was in Changi.

The Hon. NEIL OLIVER: The Americans have the ability to eat all sorts of chicken and, of course, their flap jacks with honey.

But late in the afternoon, approximately 1600 hours, the convoy arrived. It had come with a bird dog aircraft but the CO, who was the pilot, had been killed. In fact, he was the only casualty in that reconnaissance flight in the entire Vietnam war. I happened to be duty officer in the task force that night; I had the unusual duty from 2200 hours to 0200 hours. It was always a time when activity could occur. I point out that we had recently lost 19 Australians in three days, so there was a certain amount of fear and quite a number of trigger-happy and tense soldiers. About 0130 hours a signal came through by the network to say that a light had been seen in the vicinity of sector Echo. Being duty officer I turned to the warrant officer and a couple of other diggers who were in the trench to make sure we were not overrun and realised that obviously it was up to me to move out into the darkness and investigate the source of the light".

I did not relish the thought of doing this, but I knew it had to be done. Before doing so I passed through from sectors A to F and indicated I was anticipating that a person would be moving from the command post to sector Echo and that due concern should be given to that fact. When I duly

made the decision to move I went to the top of the trench and got my "night eyes" and passed back the message that I was moving.

What happened was that when I got to the source of the light I found a Red Shield Salvation Army officer checking over his stores which had arrived to ensure they would be ready for the Australian soldiers the next day! Members can imagine my anger at this situation. But there was no way I could vent my anger upon the Red Shield officer.

These people do show a great deal of concern for the Australian digger; it has been a concern with no strings attached. I am delighted to be associated with the motion and to place on record, on behalf of the many serving officers and other ranks in the Australian Army, their gratitude for the work done by The Salvation Army. It has provided a great service during all our wars. Always Australian diggers have been able to turn around and know there would be a Red Shield officer offering help with no strings attached.

THE HON. W. R. WITHERS (North) [8.55 p.m.]: All the previous speakers have carried the title of "honourable". The only reason I join in the debate tonight, besides indicating that no-one could question the sincerity of the contributions so far, is to add these words: On behalf of the other sinners in this world I offer to the Salvation Army my thanks and congratulations.

THE HON. A. A. LEWIS (Lower Central) [8.56 p.m.]: Like all good things in Australia, The Salvation Army came out of South Australia. My first memory of it goes back to around 1933 or 1934, to the days when The Salvation Army band at Glen Osmond had breakfast at our house on Christmas morning. Every Christmas morning, until my mother died in 1968, the band had breakfast in our home; to the best of my knowledge that happened all through those years.

I congratulate the Hon. Peter Wells for introducing this motion. The Hon. Des Dans struck a chord with me when he said the army had always been practical. I think it might be a practical moment, as one of the people who helped raise money during the last Red Shield Appeal, to say to members that in July each year there is always a job for them to do. It may be a good idea if members gave their names a little later to the Hon. Peter Wells and indicate in which area they could help to raise money in the next Red Shield Appeal.

This is a worthy motion which I wholeheartedly support.

Question put and passed.

ACTS AMENDMENT (MOTOR VEHICLE POOLS) BILL

Second Reading

Debate resumed from an earlier stage of the sitting.

THE HON. D. J. WORDSWORTH (South—Minister for Lands) [8.58 p.m.]: I thank members for their support of this legislation. A certain amount of doubt has been raised concerning the benefits the Bill will bring, but I think it is obvious to all members that it is a worthy objective in today's energy-hungry world to conserve all the fuel we can.

It certainly is a mockery to have a situation where it is illegal for people to take passengers in their cars. As has been pointed out, we have a very poor record of car occupancy in this State. Indeed, 60 per cent of families have a second car and so there is little necessity for them to use public transport.

I disagree with the Hon. Fred McKenzie, who used this Bill to criticise the public transport system.

A great deal has been done particularly by the Metropolitan Transport Trust and Mr George Shea to increase the use of the public transport system in the form of buses. As this Bill has received the support of the House, I need say no more.

It is noted that the amendment appearing on the notice paper will cover the question which may have been in doubt; that is, insurance.

I thank members for their support.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (the Hon. V. J. Ferry) in the Chair; the Hon. D. J. Wordsworth (Minister for Lands) in charge of the Bill.

Clauses 1 to 7 put and passed.

New clause 6—

The Hon. D. J. WORDSWORTH: I move—

Page 3—Insert after clause 5 the following new clause to stand as clause 6—

Section
82A
inserted.

6. After section 82 of the principal Act, the following section is inserted—

Motor
Vehicle
pools
and
insurance

82A. (1) For the purposes of any contract of insurance, a motor vehicle shall be deemed not to be used for the carriage of passengers for hire, fare or reward by reason only of the carriage of passengers if the carriage is pursuant to a motor vehicle pooling arrangement.

(2) For the purposes of subsection (1), a carriage of passengers is pursuant to a motor vehicle pooling arrangement if the carriage is—

- (a) incidental to the main purpose of the journey;
- (b) not the result of touting for passengers by the driver or any other person on any road; and
- (c) pursuant to an arrangement for the carriage of the passengers for a consideration limited to—
 - (i) an undertaking by or on behalf of the passenger to carry the driver or a member of the driver's family on a similar journey; or
 - (ii) the payment of an amount which does not contain any element of profit in respect of the operation of the motor vehicle or the motor vehicle pool or any recompense for the time of the driver.

I take this opportunity to compliment the Hon. Peter Wells. I guess we have heard tonight quite a few compliments passed to him. Relentlessly he has pursued this matter of car pools. He obtained copies of other State legislation and he contacted—I will not say pestered—insurance companies to ascertain their attitudes towards insurance for cars involved in car pools. This amendment is as a result of the work he did.

New clause put and passed.

Title put and passed.

Bill reported with an amendment.

DOOR TO DOOR (SALES) AMENDMENT BILL

Second Reading

Debate resumed from 14 October.

THE HON. F. E. MCKENZIE (East Metropolitan) [9.03 p.m.]: The Opposition

supports this Bill, the main section of which relates to a change in hours for door-to-door sales on week days whereby they will be reduced from 8.00 p.m. to 6.00 p.m.

If one looks at the existing legislation as it was introduced some years ago one will see that the latest time a door-to-door salesman could call on a week day was 5.30 p.m. The problem with the legislation then was that it covered so few people—so few classifications. In 1975 substantial amendments to the principal Act roped in quite a number of categories of door-to-door salesmen. Practically all who were involved in door-to-door selling were incorporated into the Act at that time and the time of calling was extended to 8.00 p.m. on week days.

I expect in the light of experience the Government has seen fit to reduce that time to 6.00 p.m. for the number of reasons the Minister quoted in his second reading speech.

He particularly referred to aged and infirm women who live alone and who are afraid to open their doors after nightfall. I see that as the main reason for the proposed amendment.

Some suggestion may be made by people in the door-to-door selling industry that one must bear in mind the fact that there is an army of people involved in door-to-door selling. They may claim that while the time of 6.00 p.m. is fair during the winter months it is not fair during the summer months and that there should be an hour set for winter and a different hour for summer.

Certainly at this time the Opposition neither has an argument against those changes, nor has any opposition to the other amendments proposed in this Bill, including the penalty that is to be applied to people who avoid their obligations under the existing legislation.

THE HON. G. E. MASTERS (West—Minister for Fisheries and Wildlife) [9.05 p.m.]: I thank the Opposition for its support of the Bill before the House. I am sure members of the Opposition recognise the great strengthening in some areas of the regulations covering door-to-door selling which will protect the public. The legislation will be strengthened in areas where in the past it has been opposed to a certain extent.

It is unfortunate that door-to-door salesmen are sometimes much maligned because of the unscrupulous activities of a small minority of this group of salesmen; nonetheless, generally speaking they are genuine people who earn a living the hard way, probably harder than us.

I point out to the honourable member that a proposed amendment is on the notice paper and that he may not have understood its full import.

We intend to delete a clause in the Bill before the House and this will bring back to 8.00 p.m. the time by which door-to-door salesmen must cease their operations. From the comments made by the honourable member I believe he did not notice that proposed change. I draw it to his attention.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (the Hon. V. J. Ferry) in the Chair; the Hon. G. E. Masters (Minister for Fisheries and Wildlife) in charge of the Bill.

Clauses 1 to 2 put and passed.

Clause 3: Section 2 amended—

The Hon. G. E. MASTERS: The Government seeks to delete this clause from the Bill; therefore I ask members to defeat it.

The Hon. F. E. McKENZIE: I did not realise that a proposed amendment had been placed on the notice paper. I should have picked that up earlier, but in the light of the fact that we are to revert to the 8.00 p.m. finishing time for salesmen I would like an explanation from the Minister as to why the Government has changed its attitude.

The finishing time is one of the important parts of this legislation. Certainly, if one reads the second reading speech of the Minister, one will see that emphasis was placed on preventing people from calling late at night. I direct the attention of the Chamber to the second reading speech which in part states—

This will in no way prevent appointments being arranged by salesmen who call outside the permitted hours or prevent advertising leaflet drops to be made which can result in requests from householders for a salesman to call at any time.

The amendment to shorten the evening period during which unsolicited calls can be made should provide added relief to sections of the community which have expressed concern at the present arrangement.

It has been found that there is a real and genuine concern by many sections of the community about unsolicited calls made on a householder at night. This is particularly true in the case of the aged and infirm and women living alone.

I wonder what has occurred to maintain the security of those persons.

When I made a comment during the second reading debate I was referring to the fact that it

may be practical to have a 6.00 p.m. limit during the winter months and an 8.00 p.m. limit during the summer months. If we are to retain the 8.00 p.m. limit I wonder why this matter was raised in the second reading speech because it is true that at 8.00 p.m. during the winter months it is very dark and the people for whom concern has been expressed will be worried that a change is not to occur to the present limit. When the Door to Door (Sales) Act was introduced in 1965 or about that time, the hour for people to stop calling was set at 5.00 p.m.

The Hon. P. H. WELLS: We need to have a proper understanding of this Bill. First of all, at no time did the Door to Door (Sales) Act exclude certain people from calling at a person's door. Without the proposed amendment the Bill before the House does not stop an insurance man, charity people, religious people, and the Bible Society calling after 8.00 p.m. because all those people were excluded by special arrangements.

The Hon. Neil Oliver: And members of Parliament.

The Hon. P. H. WELLS: Yes. So, there is a whole host of people who under the Act were at no stage excluded from calling at a person's door up till and even after 8.00 p.m.

The Hon. G. C. MacKinnon: Is this what the Minister intended to tell us?

The Hon. P. H. WELLS: It is up to the Minister to tell members about the situation. I will not put words into his mouth. I am giving this information from my research of the Bill and as I understand the situation. The Council is a Chamber of Review—surely that is right—and it has reviewed the Bill after receiving a number of complaints.

When one talks about complaints one realises that we receive complaints about almost anything. If people were to be excluded from participation on the basis that they had complained I doubt there would be any honourable member in this Chamber. We happen to be in a situation of receiving most complaints from all sides of the community.

The complaints have to be examined and a judgment made as to whether what we are doing is right. One has to bear in mind all those other people who can come to the door after the prescribed hours. Let us examine how the time of 8.00 p.m. was arrived at.

The Hon. J. M. Berinson: That is when polling closes!

The Hon. P. H. WELLS: That is an interesting observation.

The people involved most directly are those who are members of the Direct Selling Association of Australia. That association carried out a survey and determined what the people would accept as a reasonable time. An organisation of considerable ethics took a direct approach. In this State 9 000 members are involved with direct selling. That organisation had a Roy Morgan survey carried out and came up with an acceptable time of eight o'clock. Another survey has been carried out which confirms the earlier survey.

It has been shown that some people have no worries at all, and that other people do not want callers at any time. It would appear that over 60 per cent are happy to have callers up until 8.00 p.m.

That organisation did something positive; it went out and asked the people. It can be argued how many people were asked, and what questions were asked.

The Hon. J. M. Berinson: Was it a State-based survey?

The Hon. P. H. WELLS: I think it was State-based, but I would have to confirm that. The survey resulted in the time being set at 8.00 p.m.

The information I have shows this is the only State in Australia which regulates the time during which door-to-door salesmen can call. Only Tasmania is considering regulating the hours, and that State is having talks with the direct selling organisations in that State. Some consideration is being given to accepting the Western Australian approach.

Insurance agents and religious people are not affected by the Act, and there is still the telephone.

The Hon. D. K. Dans: That is very important.

The Hon. P. H. WELLS: The Act does not cover telephone sales.

If this amendment is passed something like 2 500 Avon women selling cosmetics will be affected. Surveys have indicated that large numbers of people are absent from home—60 per cent—until 4.30 p.m. When they arrive home at 4.30 p.m. they attend to family needs. I think that most members in this place, from experience of door knocking, would know that 4.30 p.m. is a time when a caller is not welcome.

If we are to legislate to stop door-to-door sales at 6.00 p.m. direct sellers will be forced to call between 4.30 and 6.00 p.m., when people least want to see them. Organisations involved in direct selling are those which like to see the husband and wife together. There was reference to the fear of women that they are likely to be raped, but I

suggest there are more people around after 4.30 p.m. and it would be easier for a crime to be carried out earlier in the day.

I want to stress that the largest number of sellers who will be affected are women. In Western Australia 8 748 women are involved with direct selling organisations, and only 256 men are involved. That is the largest group affected. The estimated earnings of the independent sales people are in excess of \$6 million annually; that is, in Western Australia. Another 52 people are employed full time in the direct selling group. In 1979 there were in excess of 2 500 women representatives of Avon in Western Australia, and they earned a total of over \$1.8 million from their businesses. Those women and their customers stand to lose under the new legislation.

If the amendment now before us is not accepted this committee will discriminate against a large number of women who are fulfilling a need in the home and earning money which helps to raise their families. They are making a contribution to the income and taxes of this country. They are the type of people who are not causing a nuisance at people's doors. In fact, the nuisances totally are outside the area of this Bill.

I believe we should support the amendment which will allow the hour to remain at 8.00 p.m. This Bill will affect small business people. We have encouraged small business men and business women to have a go. To bring their hours back to 6.00 p.m. will, firstly, force their business into the time when people do not want to see them and, secondly, it will discriminate against small business people. I suggest that a check of consumer affairs in each State will reveal that complaints are not against people in the direct selling area. I commend the amendment.

The CHAIRMAN: There is no amendment before the Chair; the question is that the clause stand as printed.

The Hon. G. C. MacKINNON: Mr Chairman, would you be good enough to explain the situation that when the Government wishes to drop a clause it puts an amendment on the notice paper to signal its intention? It is not an amendment in the true sense. We carry the amendment by voting "No" instead of the normal "Yes".

The CHAIRMAN: In answer to the point raised by the Hon. G. C. MacKinnon, the amendment has been placed on the notice paper as a matter of convenience to alert members to the situation. In actual practice, if a member wishes not to support the clause he votes against it. Therefore, there is no need for any

amendment. The question is that the clause stand as printed.

The Hon. P. G. PENDAL: That has clarified the position a little for me. I support the deletion of the clause and in doing so I make it clear I have no desire or intention to go to the aid of the nuisance sector of the door-to-door sales industry.

The Hon. D. K. DAns: They have always been there, and we have coped with them.

The Hon. P. G. PENDAL: That is right, and I think they always will be there despite any legislation.

However, unless the status quo is allowed to remain a reputable section of the door-to-door sales industry will be treated unfairly. I took some interest in this matter after it was introduced in another place, and subsequently I was approached by the State Manager of Electrolux. That representative brought to my attention his concern that the proposed amendment would reduce by two hours the calling hours of people in his industry if the hour is reduced to 6.00 p.m. He made it clear to me he did not doubt the good intention of the Government in seeking to reduce the curfew from 8.00 p.m. to 6.00 p.m. However, he did put some fairly persuasive arguments to me, largely on behalf of the reputable people within the industry. In particular, his arguments were on behalf of those people belonging to the Direct Selling Association of Australia.

There are several aspects to the argument, including convenience and service to consumers, and security to the public. On top of that I might add there is the economic issue canvassed by the Hon. Peter Wells.

It was pointed out to me that the amending Bill would affect adversely the sales volume of this one company at least, and certainly a number of other companies involved in door-to-door sales. In the opinion of the Electrolux company, the sales volume would be affected and would result in retrenchments of sales and servicing staff. Had I been given this information by some fly-by-night organisation, I would have treated it very carefully indeed. However, it came from the representative of a reputable company, and I think the suggestions ought to be taken seriously.

It was pointed out to me that this major company, which is a member of the Direct Selling Association of Australia, currently employs over 65 people, 40 of whom use motor vehicles extensively in their work. The representative was making the point that not only does the Electrolux company employ a reasonably large number of people, but those people in turn contribute to the economic cycle because their work largely entails

the use of motor vehicles which means increased business down the line for other people.

During the last calendar year, 1979, something in the order of 9 000 women—mainly housewives who work to make ends meet and make life a little more comfortable—were employed on a part-time basis in this industry in Western Australia. They were members of the Direct Selling Association of Australia.

Those 9 000 part-timers earn in the vicinity of \$6.672 million—not an unsubstantial amount. Perhaps one of the most telling features of it is that in the same calendar year, something in the order of 2.4 million contracts were signed, none of which resulted in any complaints to the Bureau of Consumer Affairs. So really the point at issue is not so much a question of a salesman selling between the hours of six and eight; rather it concerns—and I believe this is a fair assessment—the fact that there are some people in the community who fear being called upon between the hours of six and eight o'clock. I think that raises an entirely different matter, which I hope I can touch on very briefly in a moment.

The economic consequences of our not deleting this clause in relation to one firm in particular which for its livelihood engages in door-to-door sales are great. The firm is currently arranging for the lease of larger premises at a cost to it of something like \$50 000 a year. The firm has made it quite clear to me, and I now make it clear to the Chamber, that unless this provision is deleted the company would find that leasing agreement untenable and simply would not go ahead with it.

The people involved in the Direct Selling Association of Australia and who are bound by its rules helped draft the original door-to-door sales legislation, and they welcome the other proposals contained in this Bill. They make the point that 75 per cent of their business is repeat business due to the personalised service the company gives people in their own homes. The company is simply saying that a reduction in the curfew may 'cramp its style from an economic point of view.

The Hon. Peter Wells has pointed out, and I certainly support his contention—and it is confirmed in the comments made to me by the Electrolux company—that if reputable door-to-door salesmen are confined to a slot largely between the hours of five and six o'clock each night obviously this will be inconvenient for the people on whom they call. That is the time when people are having their evening meal and, consequently, door-to-door salesman can expect pretty short shrift if they call at that time. People, however, are then apt to say that the salesmen are

not confined to the hour between five and six each night. As I indicated to the Hon. Peter Wells by way of interjection, the fact is that any other hours during the day simply are not amenable to this form of industry. Figures provided to me indicate that 68 per cent of homes are unoccupied by the householder between 8.30 a.m. and 5.00 p.m. for the simple reason outlined by earlier speakers; that is, a large number of women who previously spent their time in the home are now part of the work force. It is, therefore, surely unrealistic to confine the activities of a reputable section of the door-to-door sales industry to the period between five and six o'clock each night.

The third aspect is one of security. I can well appreciate the argument put to members that the curfew ought to be reduced in order to protect people from being called on during the hours after sunset; but again the industry makes the point to me—and I make it on its behalf in this Chamber—that in its view after-hours calls offer greater protection and security to home owners than day-time calls. The industry cites as its evidence that husbands and neighbours are two groups who are more likely to be at home at night. So if a householder is being pestered by unscrupulous door-to-door salesmen, that householder has more chance of calling for assistance by virtue of the fact that husbands and neighbours are home.

The Hon. P. H. Wells: Plus the children are there.

The Hon. P. G. PENDAL: That is so. It is also a valid point to make on behalf of the industry that sales decisions that are shared by husband and wife are surely preferable to those made during the day by a minority of housewives who might accept goods under pressure, only to find the husbands do not go along with them when they arrive home at night. I am aware that we have cooling-off periods, but allowing sales to take place between six and eight o'clock at least allows a housewife, an elderly person, or whoever the sale is directed at, to make a decision in a mature fashion in the company of a husband, an older child, or a neighbour. I think that is a reasonably persuasive argument in favour of retaining the hours of calling up to 8.00 p.m. each day.

I support the deletion of the provision because if it were passed it would restrict to 6.00 p.m. each day the calling of door-to-door salesmen. I reiterate that I do not put my views forward here in any way as succour for disreputable or fly-by-night people; but I do not believe it is fair that we should have legislation that seeks to penalise the many for the sins of the few.

I support the deletion of the clause.

The Hon. G. E. MASTERS: I am sure Mr McKenzie has listened carefully to the comments made by my two colleagues. Let me be frank: the change is being made as a result of representations made quite strongly, sensibly, and with restraint by a number of members in this Chamber who have made it clear that they do not support the provision as it stands in the Bill. They gave very good reasons, which Mr McKenzie has now heard. I was most impressed with the argument when they presented it to me. The surveys involved may or may not support the original move; but it is up to members of this Chamber to make the decision. The Hon. Graham MacKinnon has said on many occasions that members on this side of the Chamber represent a wide and large sector of the community in all spheres. Therefore, the arguments put forward by members are important.

The representations members made to me indicated that it is worth while to withdraw the clause, and for that reason I agreed to do it. That is a fair indication of what can happen in this place when members decide they will not necessarily agree with all that is done in another place. It was my decision and the decision of the Government to withdraw the clause, and I urge members to vote against it.

The Hon. F. E. McKENZIE: In view of the explanation given by the two speakers from the Government, I believe there is certainly a case for voting against the clause. The Opposition has no quarrel with that.

On the other hand, whilst we have received a lengthy explanation from two members opposite, and it is obvious that representations have been made to them, no representations were made to members on this side of the Chamber. Perhaps they were made to members in another place. I have no doubt that had they been made to us our attitude would have been the same as that of members opposite, and for that reason we support the deletion of the clause.

However, what the Minister has not explained is the reason for the proposed reduction in the hours from 8.00 to 6.00 p.m. In his second reading speech he said there is a real and genuine concern on the part of many sections of the community, but he did not say which people expressed it or what organisations are involved. It is possible major retailers might have been trying to cut back small businessmen in an endeavour to get more business in their retail shops. A case has been made on behalf of the Electrolux people and it is a very good one.

Where is the real and genuine concern, and in what quarters was it expressed? We are entitled to know that, because it is the reason that the reduction was being made to six o'clock. When the legislation was introduced we had no quarrel with it. In 1974 amending legislation brought more people under the Act, and the hours were extended to 8.00 p.m. Subsequently legislation was introduced to bring the hours back to 6.00 p.m., and more groups were involved in it.

As a result of that we are entitled to some explanation regarding the need for the legislation to be introduced in the first place. Obviously there is a real and genuine need in the community; we want to know which section of the community is involved.

We support the deletion of the clause.

The Hon. P. H. WELLS: In the survey and research I carried out in my electorate I found that not everyone agreed it should be extended to eight o'clock. Some people expressed concern, and wanted it shortened to six o'clock. In fact, one person said, "I am in full agreement with six o'clock because it will be good for me, and bad for my opposition." However, I suggest that is not the way to approach the matter.

When making a decision one does not base it only on the complaints received; one has to weigh them with the other point of view and make a just decision—a decision which is balanced and is acceptable not only to the people who answer the door, but also to the small businessmen who are affected.

I am glad to hear the Opposition will vote against the clause and retain the present hours. That is the decision I made in my mind when I raised the matter with the Minister and discussed it with my colleagues, and it is the decision which has led me to seek the deletion of the clause here.

Many people were concerned and got in touch with me. In one case I received a telegram in favour of six o'clock; but in the main after I took into consideration the views of people involved in selling Avon products, Rena-Ware products, jewellery, and many other products despite the people who wanted it to be six o'clock, I felt in fairness it should remain at eight o'clock. Therefore, I made representations to that effect. That is why I ask members to vote for the deletion of the clause.

The Hon. G. E. MASTERS: With regard to the Hon. Fred McKenzie's comments, it is fair to say there is genuine concern on both sides. He would recognise that the community is split fairly evenly. I am not saying there is not concern by a number of people about the change to six o'clock;

but it appears from the representations made and the comments made here tonight that eight o'clock is not too bad.

Quite simply it is a Government decision that we would continue with the eight o'clock visiting limitation. That is a decision that has been made as a result of representations by members. The arguments they have put forward tonight are quite clear and concise. It appeared that the majority of our members supported the continuation of the eight o'clock limit.

The Hon. H. W. OLNEY: I did not intend entering this debate, but I have been—

The Hon. G. C. MacKINNON: Why did you spoil a good intention by a bad action?

The Hon. H. W. OLNEY: It is the role of the Opposition to oppose or to probe. Mr McKenzie raised a question which has not really been answered. The Government prepared this legislation, put it through the lower House, and brought it here. The Minister read a second reading speech in which he said, as no doubt was said elsewhere, that there was a genuine concern by many sections of the community about the protection of the householder at night. That was the reason for the proposal to bring the hour back from 8.00 p.m. to 6.00 p.m.

I put to the Minister a series of questions. He may not know the answers but if he does, he can tell me. Was the original philosophy of this Bill based upon the advice of the Bureau of Consumer Affairs? Was that the advice the Government had when it decided to amend the legislation in the way in which it came to this Chamber in the Bill? Is this reversal of the Government's decision a result of pressure by members of the Government parties, and/or has the intention not to press clause 3 been referred back to the Bureau of Consumer Affairs? We are entitled to know what the position is.

The Hon. G. C. MacKINNON: I follow the Hon. Mr Olney in spoiling a good intention by a bad action. Surely all of us have received complaints about various things from the people who have been aggrieved. In relation to door-to-door sales, the people about whom the complaints are made include religious people, political canvassers, and the like. It is not until action is taken that the other side of the coin becomes apparent and one finds that a lot of the people against whom the complaints were levelled are not covered by the Bill. They include the religious people, the next-door neighbour who calls to borrow a cup of sugar, or the people calling for appeals and political organisers, amongst others.

None of those people is covered by the Act, anyway.

It appears that the Minister may have gone overboard on the complaints side. It is an unfortunate fact that the one person who earned his living for many years from door-to-door sales is no longer in Cabinet; and he is not able to give the Cabinet the benefit of his advice!

The Hon. H. W. Gayfer: Who was that?

The Hon. G. C. MacKINNON: I will leave members to guess who that is!

Members may recall that the Minister gave his second reading speech, and intimated that there was a report. I do not know whether that interjection was recorded in *Hansard*.

I did look at the report of the Bureau of Consumer Affairs, and there was nothing in that referring to door-to-door sales. I made one or two inquiries. Nevertheless, it is fair to say that all of us have had complaints about door-to-door salesmen. One year, it may be a particular drive in respect of a product, or the sale of encyclopaedias, or the like.

It is easy to say that the "antis" outweigh the "pros"; but we have enough experience to know that when the Bill hits the table and is distributed, that is when everyone says, "Hey, we didn't really want that at all." As members know, many a piece of legislation has been killed by the weight of a protest march, and the like. Governments have lived to rue the day.

I rose to speak only because I am intensely interested. Practically everyone has hopped on the wagon; and I thought I might have a go on the matter as well. When it comes right down to tors, that is the reason for the change. That is why I have always believed in a bicameral system. One can pass a Bill through the other place, and in the intervening period it can be circulated and one can receive reactions from other people.

The Hon. J. M. Berinson: Would you not serve the same purpose by just having a longer period between the introduction of the Bill and its final reading?

The Hon. G. C. MacKINNON: The Hon. Mr Berinson is going into a totally different argument. It has not really worked in Queensland. I thought after the experience of the Labor Party in Queensland, it would be opposed to any unicameral system.

The Hon. H. W. Gayfer: The Hon. Mr Berinson will have a different attitude to this place in due course.

The Hon. J. M. Berinson: I should live so long!

The Hon. G. C. MacKINNON: The objections I received came minimally from Western Australia, and mostly from the Eastern States. If the clause were passed, we would be the only State with a curfew.

The Hon. D. K. Dans: Would you not agree there has been some pressure from those big establishments to indicate that the clause should be knocked on the head?

The Hon. G. C. MacKINNON: My feeling was that, as legislators, we have allowed businesses to become established; and it seems that we should not knock them on the head. That is what we would have done.

I have had experience of people wanting a course of action to be taken; but when one starts to take the action they say they do not really want it. I think the Americans call those people "the silent majority".

I trust I have been of some assistance to the Chamber.

The Hon. G. E. MASTERS: Yes, the Hon. Graham MacKinnon has been of some assistance. He did make one or two comments which I think I should answer. I will be frank in explaining the reasons we changed our minds.

The Hon. D. K. Dans: You were not frank yesterday.

The Hon. G. E. MASTERS: I am always frank; and Mr Dans knows that. The reason we changed our minds was the pressure from our members, and the arguments they put forward.

The Hon. Howard Olney mentioned the comments of the Bureau of Consumer Affairs. It is possible that the advice from the bureau would be opposite to what we are deciding tonight. I suppose it is the role of any Government department, any bureau, any authority to make comments; but the final decision is in this Chamber and in another place. If the final decision does not conform with the advice given to us by various departments, that is fair enough.

The Hon. H. W. Olney: Have they expressed a view on the matter?

The Hon. G. E. MASTERS: Not that I know of. I have not seen one. I am sure the bureau would not have been asked. If it made the original recommendation, it would have made it to the Minister. However, it is for members to decide in the final result.

The Hon. P. H. WELLS: In research in connection with this Bill, I raised the matter with the Bureau of Consumer Affairs, which has been charged with a fair amount of responsibility. I discovered that in only one case the bureau has

been prepared to lay charges in respect of the original Act; but by the time all the machinery had been gone through, the man had disappeared. Other than that, the bureau has not had the chance to implement anything in that area.

There is a fair number of small business people who had a say in this inquiry. In some cases, they got in touch with their organisation to ask that representations be made on their behalf. I do know the Avon sellers spoke to their supervisors. I cannot remember all the organisations—

The Hon. P. G. Pental: Rawleighs.

The Hon. P. H. WELLS: Yes, Rawleighs; and there is Rena-Ware. A number of them spoke to their managers, who had their association of direct sellers make representations on their behalf. As the Hon. Mr McKenzie has said, that is the case we had presented to us in terms of the research.

The discussions I had with the Bureau of Consumer Affairs have not indicated any complaints about the eight o'clock time limit; and there is no reason to change from eight o'clock to six o'clock. Members of the Parliament had representations made to them by people who did not like the eight o'clock limit, and they were seeking a change to six o'clock.

The Hon. H. W. Olney: I am not arguing with that. If you could do that research, why could not the Government do it before it introduced the Bill?

Clause put and negatived.

Clauses 4 to 7 put and passed.

Title put and passed.

Bill reported with an amendment.

APPROPRIATION BILL (CONSOLIDATED REVENUE FUND)

Consideration of Tabled Paper

Debate resumed from 22 October.

THE HON. W. M. PIESSE (Lower Central) [9.58 p.m.]: I support this Bill—the Budget. There are a few remarks I would like to make concerning it.

It behoves all of us to congratulate the Government on its bringing forward a balanced Budget once again. That is an indication that the Government has cut its coat to suit the cloth it has.

Naturally, I am pleased with the allocations of finance that have been made to areas in the Lower Central Province.

I am particularly pleased about the allocation of \$150 000 for additions and improvements to the Donnybrook High School. I am even more pleased about the allocation of \$878 000 towards the building of the new Donnybrook Hospital. I am sure members will be pleased also because they are unlikely to have to listen to further complaints about the Donnybrook Hospital for a long time. I hope the hospital in the electorate of the Hon. Norman Moore is also well on the way to construction.

The Hon. N. F. Moore: I can assure you it is.

The Hon. W. M. PIESSE: Members may recall the walls of the Donnybrook Hospital were still of the original corrugated iron. Naturally we are very pleased to know these improvements are to be carried out. I should like to mention another matter in relation to allocations for improvements in Lower Central Province. I am disappointed there is no sign as yet of an allocation for the construction of a new house for the principal or deputy principal of the Northcliffe School. It is some years since the Northcliffe School was promised a building in which to house its pre-primary centre. Certainly there was some anxiety on the part of parents in regard to this matter. Approximately 12 to 18 months ago I received information to the effect that a new house would be built soon for the headmaster or his deputy and the pre-primary centre in Northcliffe would be able to move into the old house occupied previously by the principal. It was indicated that house would be renovated to a suitable standard. However, I see no sign of that in the Budget and I am a little disappointed about it.

Before I comment in detail on the Budget papers, I should like to draw attention, Sir, to an item which appears in today's edition of *The West Australian*. It referred to a pile-up of vehicles which occurred on the Albany Highway.

It is approximately two years since I drew the attention of this Chamber to the conditions of some country roads. Generally speaking, in Western Australia country roads are superior to those in other States, especially Victoria. However, in this State we are using our roads to an ever increasing extent for large haulage vehicles.

This is a very serious matter, because the rail system is being scaled down in some areas. As a result, the tonnage and proportions of haulage vehicles on our country roads is increasing. These roads must be used also by domestic traffic.

I spoke on this matter previously after a child had been killed in a vehicle accident on a gravel road. A car collided with a large timber haulage

vehicle. Neither driver was at fault; the fault lay in the width and condition of the road which was used by both domestic and heavy haulage vehicles.

The article to which I have referred concerns an accident which took place on Albany Highway. We can only be thankful the heading reads "10 people injured in a pile-up" rather than "10 people killed in a pile-up". It could very easily be that next time a similar accident occurs 10 or more people may be killed.

I am familiar with the stretch of road on which this accident took place and I am sure other members who travel up and down Albany Highway frequently are familiar with it also. This area has given trouble for many years. The road crosses a river, and back in the years when it rained in the winter, the bridge over the river was washed away frequently. Indeed, in the very early days a farm house was situated in close proximity to the bridge. The farmer would not go to bed unless his horse was harnessed in the stable, because if it rained it was almost certain he would be called out in the middle of the night to tow somebody out of the river.

Since then the road has been built up to avoid the bridge being washed away. If the road is looked at from the point of view of a domestic or general highway it is quite suitable; but it is not suitable at this place for the very heavy haulage vehicles which travel on it. This factor will become more and more apparent as the amount of heavy haulage carried on our highways increases.

In case members have not read the article to which I refer, I should like to set out the situation. A vehicle towing a silo was approaching the bridge.

The Hon. I. G. Medcalf: From which end was it approaching—from the south?

The Hon. W. M. PIESSE: No, as I understand it, the vehicle towing the silo was approaching from Perth, travelling towards Albany. The collision occurred approximately 10 miles from Arthur River. In fact, it happened between Tarwonga and Arthur River.

There is a sharp bend in the road and the vehicle towing the silo came down the hill and around the sharp bend leading to the bridge, which is suitable for ordinary traffic. However, when the vehicle towing the silo came around the corner the driver perceived that a three-decker sheep truck was approaching. It was clear there was not room on the bridge for a vehicle towing an overwidth silo and a three-decker sheep truck.

The driver of the vehicle towing the silo took the right action. He pulled towards the side of the

road as far as he could, bearing in mind he was towing an overwidth silo, and waited for the sheep truck to cross the bridge. Four cars were following the utility—they included two Holdens and a Toyota car. These vehicles stopped and waited behind the silo for the sheep truck to cross the bridge. As members are aware when one is driving behind an overwidth vehicle it is frequently difficult to pass and one must wait for a suitable opportunity to occur. Therefore, on occasions a number of vehicles may find themselves in a queue behind such a vehicle.

When the two Holdens and the Toyota car stopped behind the vehicle towing the silo, they would have been lined up almost to the bend in the road. Along came another three-decker sheep truck travelling from Perth. This truck could not pull out and pass the line of vehicles, because the other sheep truck was approaching it. There is a steep incline on both sides of the road, because it has been built up to stop the bridge being washed away, if we ever have a large amount of rain again.

The driver of the second three-decker sheep truck had nowhere to go. It was not his fault. He was not a drunken driver, nor was he speeding. The people in front of this vehicle were not being obstructive or discourteous. Everyone was doing the right thing. The fault lay with the road, because it was not suitable to carry this kind of heavy traffic.

What are we going to do about the situation? Shall we transport the heavy haulage freight by rail? In fact, there is no way in which we can transport live sheep by rail, because we do not have the crates in which to carry them. It would be extremely difficult, perhaps not impossible, to transport silos by rail. We do not have the right kind of flat-topped carriers to do so.

Furthermore, I should be interested to discover exactly what happens in a case like this where a number of vehicles are badly damaged and 10 people injured. Everyone has done the right thing and the fault lies in the type of road on which they were travelling. In this State we do not have a no-fault third-party motor vehicle insurance. As far as I can make out in this case—being familiar with the road on which the accident occurred—I would say as far as the drivers of the vehicles were concerned, they were not at fault.

I am wondering how this statistic will appear in the road traffic accident figures. If 10 people had been killed, it would be a very significant statistic. This is why we cannot ascertain the district's statistics and what they prove. If 10 people had been killed something would have been done

urgently to prevent this terrible situation occurring again. We would have said that we would have to correct the road; and I am hopeful that we do not have to wait until 10 people are killed before something else is done about that road in that area.

One or two people have been killed at that section of the road in the past four years, but that was under different circumstances and I do not wish to go into that matter at the moment. It is a very significant article and I had hoped that all those people who are involved in the organisation of our road works and in the transport situation generally, would take heed of this fact because there will be a next time, and it may not be only 10 people injured.

I wish to refer to the Budget papers, and here again we must congratulate the Government on its returning a balanced Budget. However, I feel there is room for a change in the application of our finances in some areas.

I agree with the Hon. Phil Pandal when he says that perhaps we are spending too much money on the administration of youth, sport, and recreation. It appears that in 1978-79 we spent approximately \$2.1 million or a little more, in this area. Two years later, we are spending over \$3.5 million. Over half that amount is spent on administration.

The Department for Youth, Sport and Recreation must be rather top-heavy administratively if it requires that sum to be spent annually. We must correct the administration of that department and make better arrangements so that local organisations can deal with the administration. The finance could be allocated to the various local government authorities in order to keep down overhead costs.

I am not saying the people involved have not done their best; I just think we need to organise our financing much better than we have in the past.

Many years ago when I was a member of local government—I think it was during the Whitlam era—sums of money were made available by the Federal Government for sport and recreation. We had a number of tennis courts which required resurfacing and this matter was discussed at several meetings. The council was unable to obtain an allocation or grant to resurface the tennis courts, but it would have been possible to employ someone to tell us how to run our sport and recreational activities. We could not obtain a grant to resurface our tennis courts, but we could obtain a grant to pay someone to tell us we needed it done.

The Hon. P. G. Pandal: That sounds right.

The Hon. W. M. PIESSE: I think we are bordering on the same sort of problem again. With the development of the Tone River camp site and the old Woodman area camp site, I think we have enough camp sites for the time being and if we can effect some saving in this area, then I would like some consideration to be given to the generation of money for the tourist industry, perhaps through local government.

The Department of Tourism should receive an extra allocation. Unlike sport and recreation, which "plays" itself, I think the Department of Tourism really requires heavy administration. Of course, that is somewhat costly, but I think once we develop our tourist industry—and it is just waiting to be developed, particularly in the south-west of this State—it would not require larger and larger allocations once it started moving.

Approximately \$3.9 million has been allocated to the tourist industry and the estimated revenue from the tourist industry is expected to be approximately \$0.97 million. So, one could say that our tourist industry is expected to cost us less than \$3 million in 1980-81. Added to that \$0.97 million we can expect to recoup a possible spin-off for small businesses, therefore the income from tourism will be much greater than \$0.97 million.

The Hon. Neil Oliver: Are you speaking of payroll tax and other taxes?

The Hon. W. M. PIESSE: If the member cares to look at the Budget papers and the Estimates he will understand what I am talking about with regard to tourism.

When people speak of tourism, they often think of the international type of hotels; they throw up their hands in horror and say, "Of course, we have hardly anything in the way of international hotels".

I have travelled in many countries and I have noticed it is not the millionaires who spend the tourist dollar; it is the middle income people who spend, and these are the people we must attract. We must attract our own touring public and people from overseas.

It has been my observation that the middle income bracket tourists require two things. The first is reasonably priced, fair quality bed and breakfast accommodation. As many members are aware, in many overseas countries, bed and breakfast accommodation is available in private homes. It may be that we do not have very many people in our south-west who wish to open up this industry. Maybe this proposition has not been placed before them.

We do have good accommodation in most areas, although it is perhaps insufficient to attract the middle income tourist. The tourists also require information which is easily obtained in the localities in which they find themselves and about the locality to which they intend to travel.

In many countries I have visited, I have found that the tourist offices are operated on a voluntary basis. I do not think we have exploited that area as much as we could in the south-west. We need people who have a good knowledge of the localities and people who can offer cheerful information to whoever may require it. Once we establish our tourist industry, particularly in the south-west, it would be self-generating and almost self-supporting.

Another matter I would like to mention in relation to the Budget papers is that of grants to charitable organisations and bodies. I have some disquiet about the manner in which the money is allocated. I note the CWA emergency housekeeping scheme has received an extra \$2 000 this year. Previously, that organisation received \$3 000. I am pleased about the increase, but I am very disappointed that is all that has been allocated for country emergency housekeeping services. The Perth emergency housekeeping scheme received an allocation of \$45 000 and I understand that organisation also received a matching amount of money from the Federal Government making a total grant of \$90 000 for the year.

This money can be spent only on emergency housekeeping services within the metropolitan area. None of that money can be spent in country areas, so \$90 000 is available for emergency housekeeping services in the metropolitan area and a sum of \$5 000—plus some \$4 000 from the Lotteries Commission making a total of \$9 000—can be spent on housekeeping services in country areas. Incidentally, the metropolitan emergency housekeeping service receives an additional \$15 000 from the Lotteries Commission. Therefore a total of \$105 000 can be spent in the metropolitan area on emergency housekeeping services, while the country emergency housekeeping service receives \$9 000 to be spent over the whole of the rest of the State.

Please do not misunderstand me; in no way do I consider that any money should be taken from the metropolitan emergency housekeeping service. Rather, I would like to see a greater allocation to the CWA emergency housekeeping service. It could be said that the CWA is a private charitable organisation, and I suppose that is right. However, it is also true that it is the only organisation which provides an emergency

housekeeping service outside the metropolitan area. In fact, the CWA first started this service because of the great need in country areas. If, for instance, a woman has to go away for childbirth, and she has other small children at home on an isolated farm, and she has no relatives to call on to mind the rest of the family, she is able to apply to the CWA emergency housekeeping service for assistance.

The emergency service is available for the number of days the woman is in hospital. It is a real emergency service, and the housekeeper can stay for only up to four weeks. In extenuating circumstances, perhaps the stay can be a little longer but it is distinctly for emergency only.

I will give some indication of the field the emergency housekeepers cover. I have already mentioned childbirth. They also cover terminal illnesses where a patient is dying of cancer, or where a patient has cancer and is so debilitated she has to have someone in the house. Naturally, a woman in that condition wants to stay home as long as possible. Very often there is no way to make other arrangements in the case of a sudden illness, so an emergency housekeeper can go to that situation until other arrangements can be made. In the case of acute illness, an application can be made either from the country or the metropolitan area. In the case of a sudden death—where a mother suddenly dies—and nobody is available to look after the children, an application can be made for emergency housekeeping service. Neighbours are usually very good, but they cannot stay for 24 hours a day for three or four weeks.

I am relating these details to show how very serious the situation is, and how very necessary it is to obtain additional funds. If we are able to spend a sum of \$3 million on sport, we ought to be able to spend more in areas of real need, such as the emergency housekeeping service.

The Hon. N. E. Baxter: The Cat Welfare Society is to receive a sum of \$20 000.

The Hon. W. M. PIESSE: I did notice that allocation, and for that reason I am not the least bit embarrassed about bringing this matter to the notice of the House.

The people who carry out this emergency housekeeping service in country areas are usually older women—grandmothers, retired people, and pensioners. Younger women can be employed in the metropolitan area where they can be paid on an hourly basis. In the metropolitan area, when there is an emergency a housekeeper is able to stay for an hour or so, and then return home. However, if a housekeeper is to be sent 30 miles

from Port Hedland there is no way she can stay for a matter of hours. She has to stay for a number of weeks.

Because of the greater sum of money allocated in the metropolitan area, it is possible—and I am glad to say this—for somebody to look at the home where emergency assistance is requested, to make sure it is an emergency situation and, also, to see whether it is a suitable place to send a housekeeper. In the case of an emergency in the country, this cannot be done and the housekeeper just has to take pot luck. It often happens that when one of the older women has been sent to an emergency situation, miles from anywhere, she has had to manage in a half-constructed shed because the home has not yet been built. In that situation the housekeeper might have to carry water, and do that sort of work. People are still doing that sort of thing, but we are still able to persuade some older women to fill this service.

There is another problem in relation to older women carrying out this service; it is because they are mostly pensioners. It is a fact that pensioners are not allowed to earn above a certain sum of money without their pensions being affected. They lose their fringe benefits, and if they earn above a certain amount, they lose their pensions. This is a real danger to those people; they are very much afraid of losing their pensions.

As a consequence of the pension situation, during the first half of the year it is fairly easy to cope with the number of calls received by both services. However, in the second half of the year most women pensioners have earned as much as they are allowed to with the result, of course, that they are afraid to earn any more money. Pensioners do not want to put their fringe benefits or their pensions in jeopardy.

Approaches have been made to the Federal Minister for Social Security in an effort to have some redress given in this area, at least until we can find some system of acquiring emergency housekeepers. I do stress the word "emergency".

The CWA was the first and only organisation to begin this scheme. I might also give the CWA another plug and point out that last year it received the Gold Swan Award for being the organisation which does most for the community. It comprises dedicated people. It is true that it asked for only \$2 000 extra for this year, because it was very short of funds. I hope the matter will be looked at next year and a more reasonable allocation will be made. Again, I do not want anything taken from the metropolitan emergency service.

It is true also that on more than one occasion the CWA has had to make up the finance required for the emergency housekeeping service. The money allocated by the State Government, and the grant from the Lotteries Commission, has not been sufficient to cover expenses.

It sometimes happens that people who require housekeeping assistance are not able to pay. In that case, of course, somebody has to pay at least the expenses involved, and that is one reason the funds run out. I must mention that the State Government does provide free rail passes for the emergency housekeepers to travel to country areas. I am very pleased about that, and it has been the case for some time. It is fair to mention also that in some instances the Cancer Council of WA has paid for emergency housekeepers where an emergency service has been necessary for a terminally ill cancer patient.

The Motor Vehicle Insurance Trust will make payments directly to the Perth emergency service where the victim of a motor accident is involved, and where a small child is left with no-one to care for it. I believe these things are worth mentioning.

Another area of finance I am rather mystified about is the increase in administration costs of the Keep Australia Beautiful Council. Last year the council became a recognised body and it was allocated \$38 000. I see in the 1980-81 Budget it is allocated \$167 000 for administration. I am puzzled about this, because the statement at the bottom of page 26 of the *Financial Statement* states—

The proposed allocation for the administration costs of the Keep Australia Beautiful Council has been substantially increased to \$167 000. Following proclamation of the Litter Act, the Council is confident that the voluntary levy on manufacturers of articles with litter potential will generate sufficient funds for effective litter abatement programs.

And yet we are to allocate a very large sum of money for administration. That is very hard to understand, and I hope I will be given some explanation of it.

A matter I am very pleased about is the allocation of funds to set up an organisation to inquire into the sexual abuse of children. I cannot find the actual amount of the allocation, but no doubt other members have examined the papers and are also glad that this organisation is to be set up. This kind of child abuse is not limited to what is commonly called the lower socio-economic group. Unfortunately such instances can occur in any family. I am very pleased to see steps are

being taken to investigate this matter, to try to determine the cause, and perhaps to discover some treatment for people who abuse children in this way.

Some two years ago we set up a similar committee to investigate neonatal fatalities. Unfortunately I have not heard of a report brought down by that committee. No doubt it has made a report, and I will be very interested in its findings.

Finally, I would like to refer to Westrail. Recently I read the Australian Railways journal *Network* of October 1980 in which it is stated that Westrail had a record year. It says—

Despite four years of drought in some areas, the haulage of grain topped 3.5 million tonnes almost reaching the record 3.8 million tonnes of 1976.

It was apparently an all-time record in 1976. In spite of this very successful year, it has come to my notice that Westrail no longer intends to accept the responsibility for the preparation and clearing of firebreaks on Westrail land reserves. I and many local councillors are very upset, disappointed, and anxious about this situation. It seems to me that Westrail is letting down the very people who support it the most.

I cannot uphold the argument of Westrail that the diesel trains it is now using are not likely to start fires. In extreme weather conditions the friction of steel on steel can create a bushfire in next to no time. Members will recall that in extreme weather conditions the movement of any vehicle in field or paddock is prohibited because of the grave danger. This so-called economy of Westrail may in fact prove to be a terrible expense. In no way can we prohibit trains from running in extreme weather conditions, and nor should we. However, we should take every precaution to ensure we have done everything man can do to prevent an outbreak of fire. I hope that on this issue the Minister will lend his weight to the implementation of known safety precautions rather than theoretical supposition.

I support the motion.

THE HON. V. J. FERRY (South-West) [10.36 p.m.]: I support the motion, and doing so gives me an opportunity to touch on several items which are of interest to me and which I hope will be of interest to others here as well as to people outside the Chamber.

Firstly I would like to refer to item No. 4 in "Miscellaneous Services" which appear on page 51 of the Consolidated Revenue Fund Estimates of Revenue and Expenditure for the year ending 30 June 1981. This item refers to the Association

for the Blind of WA. Once again provision is made for a grant of \$39 000 to this organisation—a sum equal to the grant for the previous year.

I want to refer to the work of the Association for the Blind of WA. This association performs very important work in our community. I have been negotiating with the organisation for more than two years to extend its field of work to assist a number of people with impaired vision in the south-west part of the State.

As I mentioned, I made my first approach over two years ago, and several months ago we held a pilot meeting in Bunbury of representatives of the association, the Regional Administration Office, medical services, and other interested persons in Bunbury to establish the need or otherwise for extended services of the association to people with impaired vision in the south-west region. That particular meeting was quite successful, and it established that there appeared to be a need for further work in this corner of the State.

Subsequent to the meeting further discussions were held with a number of people, and as a result, I am pleased to say the Association for the Blind of WA has commenced a workshop programme in a number of towns in the south-west. A programme has commenced in Harvey as well as in Bunbury and a number of other places including Busselton and Collie. These workshops have been set up for a number of reasons, and perhaps I could spell them out in this way: In the first place, the workshops are to educate the public, and I will read the following programme so that it is set out succinctly—

1. Public Education—

- (a) To explain the types of services offered by the Association for the Blind.
 - (b) To offer help and suggestions to local medical and paramedical staff and others dealing with blind and visually-impaired people.
 - (c) To show aids and methods used in helping a visually-impaired person gain independence skills.
 - (d) To give an understanding of the functional aspects of low vision.
2. Assess the needs of the known population of visually-impaired people in the districts, and offer training and/or assistance if needed.
 3. To locate those people who are not known to the association and could benefit from its services.

That in a nutshell is really what the programme is all about. A number of people in the south-west are known to be blind or to suffer seriously impaired vision. Quite obviously there must be even more people with various degrees of impaired vision who need assistance. This applies, of course, to people of all ages. Here I want to express my thanks to the teaching fraternity for their assistance, to the medical clinics for their vigilance in detecting possible problems, and to the medical profession and others, generally.

The association is well geared to assist many people with impaired vision, if only their needs can be identified and made known. Therefore, the purpose of the workshop is to educate the general populace regarding what the association can offer, and I assure members it can offer a great deal.

Our citizens must understand just what it means to a person to have impaired vision; and if they have that understanding they can help many people. That is just one small aspect which I mention. It is a direct result of the Budget, that this association, in company with many other worth-while organisations, is receiving recognition for its services and some financial assistance.

I now turn to a few other matters. I note that the rate of increase in the population in Western Australia continues to be greater than that of all the other States of Australia. In the year 1979 the population growth in Western Australia was 2 per cent, against a national average of 1.3 per cent. In my view those percentages are far too low, and I would like to see a more vigorous programme of immigration implemented in Australia, generally, and certainly in Western Australia to meet the needs of our special situation.

As you would realise, Sir, Western Australia has natural growth, immigration from overseas, and it benefits from the natural migration of people from other States. It is interesting to observe that in 1979 the net interstate migration to Western Australia reached 30 per cent of the total immigration from all sources. So we do attract people from the other States to Western Australia, for a number of reasons.

That leads me to another point. We attract people from other Australian States to Western Australia because of our programme of development of our natural resources. Our natural resources take many forms, and firstly I want to refer to the resource of forests.

Since the time of white settlement in Western Australia we have been endowed with natural forests of indigenous hardwoods, of which we have taken advantage to support the population. Originally this timber was used for domestic and

other needs and, in fact, probably it was the first export produce to leave our shores.

So it has continued; but our indigenous hardwoods have been over-exploited, and I use that word gently because the exploitation has been of a controlled nature to meet the needs of man. It is well known that the over-cutting of hardwoods has for some years been under review, and it is being scaled down. This scaling down of activity means that some well established mills—particularly the smaller private ones—have had to go out of existence or to curtail their operations to a large extent. This is a difficulty of changing times and circumstances, and if the natural resource is being restricted, obviously the output must be restricted if we are to maintain in any form our forests in perpetuity.

Having regard for all of that, through the agency of the Forests Department, backed up by Governments of the day, an increase has been made in the pine planting programme in this State; and for several years the programme has been stepped up. I can indicate to the House that in 1966-67 some 1 100 hectares were planted to pines, whereas in the year 1979-80, 2 400 hectares were planted. It is expected that ultimately some 3 000 hectares of pines will be planted each year in Western Australia.

This is being done to meet changing times and modern technology. Softwoods are coming into greater prominence in this country. Of necessity, softwood mills are highly technical, and the new technology enables us to use our timber to greater advantage than hitherto has been possible. So we have an ongoing programme which employs people. It is well known that the Wesply factory at Dardanup is utilising pine timber to make building materials, and this is an industry which will increase as the resource continues to build up in pine plantations.

That is one resource, and it leads me to another resource which affects in particular the south-west part of Western Australia.

For a number of years now the Forests Department and, indeed, many other people, including myself, have been concerned about the use of land on which forests stand. There is tremendous pressure in respect of land use throughout the south-west corner of the State, bearing in mind that the area has, by world standards, a very reliable rainfall and an excellent climate. Therefore tremendous pressure is being applied to this area for all sorts of reasons, not the least of which is that people like to live there or to spend vacations there during the eight or nine months of the year when the weather is warmer.

The area has a tremendous coastline with many attractions not only for people from overseas and interstate, but also for Western Australians.

In addition there is a diversity of industry right throughout the area, and with the great demand we have today for more urbanisation, even greater pressure is placed on the land. Therefore, the forest country finds itself under stress because land is needed for a number of reasons. We have the situation of the alumina industry which is, by agreement, mining land in State forests; and it is mining also on Crown land. This is understood and accepted, but it does deplete the area available for the growing of trees.

The mineral sands industry is another industry in the south-west which places stress on land use; but we must recognise, of course, that the mineral sands industry usually affects land which contains light vegetation rather than heavy, commercial timber. Mining for mineral sands also affects land which hitherto probably has been used for agricultural purposes; it changes the nature of the land.

Having regard for the stress placed upon it by the various uses and demands of mining, the Forests Department I am glad to say has been compensated a little in its funding in this year's Estimates. The Government has decided to allocate the total production of the review of the royalty rates under the chipwood agreement for departmental purposes. It is expected sufficient funds will be generated for the appointment of 50 additional staff and 24 trainees in this financial year.

The Government's acknowledgment that our State forests and particularly the Forests Department are under stress from the demands of land use, be it for mining or residential subdivisions, in my view represents quite a breakthrough. When I refer to residential subdivisions, I have in mind mining areas surrounding the town of Collie, where land for residential areas has been at a premium. After negotiations with the Government and the local authority, the Forests Department has made available areas for the construction of new homes. There are other demands for roads and conveyor belts, and the need for mining concessions. I am glad this has been acknowledged by the Government.

This leads me to refer back to what I said a moment ago about attracting people to Western Australia. We know, of course, that the alumina industry is geared to employ a lot of people in this State, and will employ many more in the future. I refer, of course, to the operations of Alcoa not

only at Kwinana and Pinjarra, but also at Wagerup. I refer also to the Worsley alumina company, which recently commenced development operations at Worsley, near Collie.

In their establishment and formative days, these projects employ a lot of people, and once they are established they will employ many permanent staff.

The climate of Western Australia tends to attract people here to work. Towns such as Waroona, Harvey, Brunswick, Australind, Bunbury, and Mandurah are feeling the benefit of this influx of people to take advantage of the work and career opportunities afforded through this sort of development of the natural resources of the area.

From time to time, various criticisms have been levelled at the alumina industry. I do not mind criticism, provided it is well founded and constructive. I do my share of criticising from time to time, and I hope I am constructive as well. It is good sense that the alumina industry should be developed and geared up to cater for the obvious markets which will be available to us as Australians on the world scene in the years ahead. Australia belongs to the International Bauxite Association. This body originally was formed with seven members, comprising Australia, Guinea, Guyana, Jamaica, Sierra Leone, Surinam, and Yugoslavia. Since that group was formed, the association has been joined by four new members; namely, the Dominican Republic, Haiti, Ghana, and Indonesia. This association of countries has the benefit of some 80 per cent of the world production of bauxite outside China and the Soviet bloc, so its influence on world trade is considerable.

We need to take advantage of the world scene. In 1979 there was a world shortfall of aluminium of 540 000 tonnes. It is expected that in 1980-81 there will be a small world surplus. Beyond that, the predicted growth and demand will create opportunities to expand world production, and this is where we come in. The demand for aluminium could grow at 5 per cent per annum and, notwithstanding that sort of growth in percentage terms, it is expected Australia will continue to win a good share of the world market.

We need to take advantage of this increasing world market. Investigations currently are under way to establish an alumina smelter somewhere in Western Australia and that "somewhere" is most likely to be in the south-west corner of this State. With the possible establishment of an alumina smelter in the south-west of this State, we need to have regard for the factors I have already

mentioned; namely, a diversity of industry throughout the area. The attractiveness of the whole area must be maintained, because when industry is thrust upon an area it tends to change the nature of the country.

Members no doubt have heard me on previous occasions talking about what happened in the 1960s. During that period, when I was also privileged to represent the south-west of Western Australia, tremendous mineral development was taking place, particularly in the Pilbara region. As a member of Parliament representing the south-west of our State, I was constantly reminded that while everything seemed to be happening in the north-west of the State, nothing seemed to be happening in the south-west. I knew that this was not completely correct; however, the attitude held by many people in the south-west was that the Government was concentrating on developing the north-west and tending to neglect the south-west. I did not hold with that view, and I still do not hold with it.

Today it is a different story. Whereas it is acceptable to develop mining projects in the northern half of this State, or perhaps in the goldfields where, back through history, mining pursuits have been a tradition, people in the south-west are having second thoughts about mining projects developing in their area.

It is rather ironic—although I understand their feelings—that not many years ago, people in the south-west who complained bitterly that they were not getting a slice of the action are finding themselves today with the prospect of getting increasing action, particularly with the development of natural resources; they are complaining now about too much development taking place.

Lest anyone has a mistaken idea, I say I do not hold completely with complaints by people in the south-west. I say to them that the planning of these developments is done in such a way that the least disruptive methods are used at all times. It is well known that the alumina plants established by Alcoa at Pinjarra and Wagerup have disrupted land that was previously agricultural land. The land has changed its nature from agriculture, especially dairying, to industrial land. Notwithstanding that, Alcoa purchased farming properties as a buffer zone around their plants. On these buffer zones they are running beef cattle, in the main. Those zones are still agricultural land; but the use is different from dairying, so there has been a change.

In the case of mineral sands, I mentioned that very often the nature of the land is changed from

agricultural to mining. There has been a lot of interest in recent times by mining companies and individuals pegging for any number of mineral claims in the south-west. I refer to mineral sands, gold, coal, and others. All this pegging has tended to upset some of the community in the south-west, particularly in the last 12 months. In my view, there has been a campaign by some to misrepresent the situation in regard to the existing mining provisions, and also in regard to the 1978 Mining Bill which passed through this place.

I remind the House that the Mining Act under which we operate is what is commonly known as the 1904 Mining Act. The 1978 Bill has yet to be proclaimed. I suppose the 1978 Bill will be proclaimed in the reasonably near future. Since 1978, the Government and the Mines Department have been receiving submissions from people as to how the regulations should be formulated. That process is still continuing. While it is continuing, there is a degree of uncertainty in the minds of a number of landowners in the south-west.

I have attended some public meetings; I have spoken to a number of individuals and small groups on this matter; and I have made representations to the Government. I have had discussions with officers of the Mines Department, and others, in an endeavour to convey what I believe are desirable provisions to be contained in the regulations to serve the new Mining Act when it is proclaimed. I say to the landowners who continue to be apprehensive about the provisions of the new mining regulations that the Government is sensitive to the points of view put forward by the private landowners, especially the agriculturists. I am reasonably confident that when the regulations are formulated and adopted finally, the agriculturists will have a reasonable amount of protection under the provisions contained therein. I say that with all sincerity and honesty. I do not wish to give the impression that I am trying to dodge the issue, because that is not my nature.

As I said, I have personally attended gatherings on this matter over recent months. I am quite certain that my representations on this matter are understood by most people. Notwithstanding that, there are still a few people who feel that the wrong thing may be done. I will continue with my representations, to try to ensure that the final draft of the regulations is reasonable, especially in relation to the private landowners.

In continuing my comments relating to mining activities, I am aware that there is a move to establish a titanium plant in Australia; and we are trying to attract that project to Western

Australia. It is not without reason to suggest that the plant should be established in the south-west area, near the deposits of mineral sands. The mineral sands industry in this State has had a chequered career since it was established many years ago; but in more recent years it has been fairly buoyant.

My considered guess—and it is a guess—is that if we can attract the titanium plant to Western Australia, it will probably go somewhere in the vicinity of Boyanup. It is known that recently there was the purchase of a considerable area of land, the purpose of which has not yet been made clear. I suggest that if it can be proved that the titanium plant should be established in Western Australia, it will go into that general area.

Here again I refer to the apprehensions of a number of people in the vicinity. We have to have regard for the nature and the diversity of interests in the Boyanup-Donnybrook area. In that area we have fruit growing, dairy farming, beef cattle raising, potato growing, urban subdivisions, and so on. There is pressure on that part of the world. Climatically, it is a delightful area. If another mining establishment is to go into the area, it will create further stress.

I can understand people being a little apprehensive about having industry thrust upon that very pleasant part of the world. Notwithstanding that, I am conscious also of the fact that a number of landowners are only too happy to sell their land if people make generous offers to them. It is their right to sell the land to anyone, if they are prepared to accept their money. However, there are others who would prefer to sit on the existing properties and continue doing what they want to do. Once again, that is their choice.

It may be that some of the landowners may be placed in a situation in which they are disadvantaged by having mining interests adjoining their properties. I make this observation, because it is a very real one and it has affected a lot of people in the community. One has to remember that when a mining treatment plant is established, it certainly makes a difference to the area. One has to have a reasonable buffer zone around it; and service facilities have to be provided. Not the least of the facilities would be roads, and possibly rail services.

While speaking about establishments associated with mining, I want to refer to an aluminium smelter which is under consideration in the south-west. A number of sites are under consideration; and the people of Brunswick-Australind are

somewhat concerned that some land which was purchased by Alcoa a few years ago may be the site for the aluminium smelter. The site comprises land which, in itself, is fairly poor by way of agricultural requirements. Nevertheless, it is near fertile dairy farms. It is near waterway recreational areas; and it is near residential subdivisions.

So there is concern in that area for this sort of development. My own view—and it is a guess—is that this site may well prove to be unsuitable for an alumina smelter. I am very much aware that there are one or two districts in the south-west which are doing all they can to attract this development. They are doing so for good reason: They want the development and the population which go with it.

Again, I would guess that the development may go to an area where there is a great deal of forest country. I am purely speculating as I am not privy to any negotiations which may be going on. I do know strenuous efforts are being made to encourage the development into one or two areas where there are large tracts of forest. Here again, if this be the case, I refer to my earlier remarks when I said this would place further stress on timber country.

Notwithstanding all that, I come back to the point with respect to the population of this State. We do have the opportunity, again, to lead the nation in providing the opportunity for people to better themselves, to provide careers, homes, and a better way of life for any number of people. I make no apology for saying that. It is a tremendous challenge for us to take advantage of this sort of development to show the nation we are a very important part of Australia.

It is one thing to have a State such as ours; it is another thing to develop it in a sensible way so as to make it a better place in which to live. It should not stay as a wilderness; there must be a balanced type of development at all times; there must be give and take by all authorities, private companies, the Government, and the people generally. Whatever decision is made—and it is ever thus in the world—we will not be able to satisfy everyone. We have a tremendous future in Western Australia, especially the south-west, and I look forward to this continuing.

Debate adjourned, on motion by the Hon. F. E. McKenzie.

House adjourned at 11.12 p.m.

QUESTIONS ON NOTICE

CULTURAL AFFAIRS

State Library Board

336. The Hon. W. M. PIESSE, to the Minister representing the Minister for Cultural Affairs:

I refer to the report of the State Library Board—

- (1) What is the current cost of bulk postage on books from—
 - (a) Britain; and
 - (b) America?
- (2) What is the current cost on small parcels such as magazines and books issued monthly, from—
 - (a) Britain; and
 - (b) America?
- (3) What is the price of comparable types of books from—
 - (a) Britain; and
 - (b) America?

The Hon. D. J. WORDSWORTH replied:

I am advised as follows—

- (1) and (2) The postage component in the cost of library materials ordered from overseas sources is of greatest importance in the serial titles which are vital reference books in the State Reference Library. The postage component is not shown directly, but is a major part of individual subscriptions to serial titles. The cost of these subscriptions for the Library Board has risen by 25 per cent in the past year, without any significant increase in the quantity of titles received. By far the greatest part of this increase has been in postage, from both Britain and America. As an example, the journal *Applied Energy* cost US \$155.41 for 1980, while we have been invoiced for US \$385.98 for 1981.

95 per cent of books purchased by the board from overseas suppliers arrive by bulk post. This adds an average 5.7 per cent to the cost of the book or 55c per volume.

On the 171 000 volumes to be purchased for public libraries in WA this year, the added cost is \$94 050.

The statement in the board's annual report for 1979-80 that "postage rates on material received from Britain are likely to increase by 50 per cent on bulk post and 160 per cent on small parcels such as packaged serial items" refers to a much-publicised warning from the British postal authorities some months ago that such an increase was under consideration. If activated, such an increase would make a heavy impact on the costs referred to above.

- (3) Following are actual recent examples of the published price—converted to Australian dollars—of books which are available from both Britain and USA. In each case the board is endeavouring to obtain the US editions.

	1	2	3	4	5
British price.....	\$21.00	\$18.80	\$31.50	\$20.37	\$15.75
US price.....	\$12.86	\$12.86	\$21.50	12.86	\$10.75

In a year when the board estimated for the purchase of 238 000 books for the State public libraries, but received funds sufficient for the purchase of only 171 000 books, it is compelled to buy at the best possible price.

337. *This question was postponed.*

HORTICULTURIST

Kimberley

338. The Hon. W. R. WITHERS, to the Minister representing the Minister for Agriculture:

- (1) Further to question 317 on Wednesday, 22 October 1980, why was not a horticulturist with extensive tropical training sought through advertisement in Australia?
- (2) As Australia has no training institutes for tropical horticulturists, why was the advertisement not placed in foreign newspapers?

- (3) Where in the United States did the appointed officer receive training in the tropics, bearing in mind that the Hawaiian Islands are the only lands with statehood which are within the tropics of the USA?
- (4) Is the advice received to the effect that the horticultural officer hosted or guided a Queensland fruit grower between 14 October and 16 October 1980 in Kununurra, and that the visitor was interested in obtaining 300 acres for growing mangoes, correct?

The Hon. D. J. WORDSWORTH replied:

- (1) I am advised that the Department of Agriculture considered the need was for both horticultural and marketing experience as well as market awareness.
- (2) Knowledge of the Australian market was considered of prime importance and recruitment from overseas was therefore seen as less desirable. Experience has shown that in the interests of stability staff should be recruited from within Australia where possible.
- (3) The officer visited Florida and while there attended an International Citriculture Congress.
- (4) The Minister for Agriculture has previously advised that the horticulturalist did not host a Queensland grower at that time. He did, however, at that growers request show him some land suitable for mango production.

ELECTORAL

Enrolment Forms: Witnesses

339. The Hon. H. W. OLNEY, to the Minister representing the Chief Secretary:

- (1) As a matter of administrative practice, does the electoral office check the credentials of witnesses to State electoral claim forms when they are received?
- (2) In the case of a claim witnessed by a person who is merely qualified to be enrolled as an elector of the Commonwealth or State Parliament, what steps are taken to ensure that the witness is in fact so qualified?

- (3) In the case of a witness whose signature is indecipherable, what steps are taken to establish the identity of the witness?
- (4) In the case of a witness who claims to be an electoral officer, justice of the peace, clerk of courts or police officer, what steps are taken—
 - (a) to check the identity of the witness;
 - (b) to establish that the signature on the card is that of the person whose name it purports to be; and
 - (c) to ascertain whether the witness holds the qualification he or she claims to have?
- (5) If a witness fails to insert his or her place of residence in the space provided on the claim card, does the electoral office accept or reject the claim?
- (6) If the answer to (5) is that the claim is rejected, by what statutory or other authority is this done?

The Hon. G. E. MASTERS replied:

The Chief Secretary advises as follows—

- (1) A check is made to ascertain if the capacity in which the witness signed the claim form is one which qualifies him to witness the claim under the provisions of section 42 of the Electoral Act.
- (2) to (4) It is not practical to make the checks which are inquired about in these questions. The department assumes, as it is entitled to do, that a witness to a claim who certifies that he has a certain capacity has that capacity. It is, of course, an offence for a person to make a false statement on an enrolment claim form. In this case, as in many other cases of legal proceedings and government administration, compliance with the law on pain of penalty for non-compliance and on the basis of a specific claim of status is assumed in the absence of evidence to the contrary.
- (5) The claim is accepted.
- (6) Not applicable.

HOSPITAL

Broome

340. The Hon. PETER DOWDING, to the Minister representing the Minister for Health:

What is the salary, and what are the other benefits, allowances, and emoluments of Dr Peter Reid, a medical officer with the Broome Hospital?

The Hon. D. J. WORDSWORTH replied:

- (1) Annual salary—Level 3 \$42 644.00 per annum.
- (2) District allowance—\$1 830.00 per annum.
- (3) Subsidised rental—\$31.50 per week.
- (4) With few exceptions, Public Service conditions of service.
- (5) Annual leave—six weeks per annum.
- (6) Long service Leave every seven years.
- (7) A gratuity of one month's salary for every year of completed service after three years continuous service.
- (8) Provision of motor vehicle with operating costs borne by the hospital.
- (9) Water and power charges incurred met by the department.
- (10) Entitled to join the subsidised insurance scheme.

FISHERIES

Rock Lobster

341. The Hon. TOM McNEIL, to the Minister for Fisheries and Wildlife:

- (1) What is the total amount of rock lobsters caught in the northern coastal area—Zone B—from 15 November to 15 March for each year since 1976 by boats with—
 - (a) B licence;
 - (b) A and B licences?
- (2) What is the total amount of rock lobsters caught in the same area during season 15 March to the end of June for each year since 1976 by boats with—
 - (a) B licence;
 - (b) A and B licences?
- (3) What is the total amount of rock lobsters caught in—Zone A—from 15 March to the end of June for each of the years since 1976?

The Hon. G. E. MASTERS replied:

- (1) to (3) The information requested is not readily available and will take some time to collate in the form of the question. I will forward the information direct to the member as soon as it is available.

POLICE

CIB: Overtime

342. The Hon. H. W. OLNEY, to the Minister representing the Minister for Police and Traffic:

In each of the last three financial years, what is the total amount paid by way of overtime to—

- (a) members of the drug squad, of and above the rank of detective-sergeant;
- (b) other members of the drug squad below that rank;
- (c) other members of the CIB of and above the rank of detective-sergeant; and
- (d) other members of the CIB below that rank?

The Hon. G. E. MASTERS replied:

	1977-78	1978-79	1979-80
	\$	\$	\$
(a)	12 017	19 411	18 789
(b)	23 652	40 651	42 776
(c)	176 794	214 334	238 864
(d)	286 788	315 539	357 767

TRANSPORT

Advisory Council

343. The Hon. F. E. McKENZIE, to the Minister representing the Minister for Transport:

- (1) In each of the years 1977-78, 1978-79 and 1979-80, how many times has the Transport Advisory Council met?
- (2) On how many occasions has it met since 1 July 1980?

The Hon. D. J. WORDSWORTH replied:

- (1) Once in each year.
- (2) Nil.

HOUSING

Country: Regional Tender Preferences

344. The Hon. H. W. Gayfer (for the Hon. TOM McNEIL), to the Minister representing the Minister for Housing:

- (1) With reference to the regional tender preferences, will the Minister explain why clause 6 of that policy expressly excludes State Housing Commission contracts?

- (2) Will the Minister give consideration to removing clause 6 from the regional tender preferences to facilitate decentralisation?
- (3) How many country building contracts have been awarded to metropolitan building contractors for each of the years from 1975 to 1979?
- (4) How many official complaints of illegal tendering have been levelled against metropolitan building contractors operating in country areas?
- (5) Is the Minister satisfied that where metropolitan contractors have tendered successfully for country work, that accepted business principles have been adhered to in the following areas—
 - (a) award wages;
 - (b) accommodation provided; and
 - (c) that no materials have been transported illegally?
- (6) Should clause 6 continue to apply, will the Minister ensure all successful tenderers strictly adhere to tender and award conditions?

The Hon. G. E. MASTERS replied:

- (1) The State Housing Commission is expressly excluded from the regional tender preference policy, so that it may take full advantage of the market place in arranging houses at the most economical price for low income earners.
- (2) The commission's position in regard to this policy was recently reviewed and in view of the minimal gain likely to be gained for country contractors and in the absence of any specific complaints about the existing policy it was agreed that the exclusion should continue.
In addition, as the commission's country housing programmes are specifically designed in medium and small contracts, they assist local contractors to tender more competitively.
- (3) 1975—31
1976—28
1977—45
1978—48
1979—110.
- (4) This question is not applicable as the State Housing Commission is excluded from the regional tender preference policy.
- (5) Yes.

- (6) Contractors are required to comply with the tender condition. Concerning award conditions, employees have recourse to normal remedial avenues.

TRAFFIC: DRIVERS

Drink-driving Offences

345. The Hon. H. W. OLNEY, to the Minister representing the Minister for Police and Traffic:

- (1) In view of the Minister's answer to question 312 on 21 October 1980, can the Minister explain why on occasions alleged offenders charged with drink-driving offences are proceeded against by way of summons and not by arrest?
- (2) What are the criteria used by the police to determine whether to arrest or summon such an offender?

The Hon. G. E. MASTERS replied:

- (1) If an alleged offender was summoned and not arrested, the police officer would be exercising his lawful discretion. The action, however, would be against normal practice.
- (2) Answered by (1).

TRANSPORT

Users Board

346. The Hon. F. E. McKENZIE, to the Minister representing the Minister for Transport:

- (1) On how many occasions during each of the years 1977-78, 1978-79 and 1979-80, has the Transport Users Board met?
- (2) On how many occasions has it met since 1 July 1980?
- (3) Who are the current members of this board?

The Hon. D. J. WORDSWORTH replied:

- (1) Nil.
- (2) Nil.
- (3) The terms of appointment of the original members of the Transport Users Board expired in 1971.
No re-appointments or new appointments have been made since then.

CRIMINAL INJURIES (COMPENSATION) ACT

Australian Law Reform Commission Report

347. The Hon. H. W. OLNEY, to the Attorney General:

In view of the answer to question 304 on 21 October 1980, will the Attorney General consider raising the question of the introduction of a uniform scheme of criminal injuries compensations based on the recommendations of the 15th report of the Australian Law Reform Commission at the next meeting of the Standing Committee of Attorneys General?

The Hon. I. G. MEDCALF replied:

Whilst a case can be made out for uniformity in this area from the point of view of welfare consistency, there are a number of practical difficulties arising out of the present differing approaches and funding problems.

This matter is not on the agenda for the next meeting, but if the opportunity presents itself I shall make some unofficial inquiries as to whether the subject is likely to be one which the Attorneys General would be prepared to consider.

RAILWAYS

Consignments: Piggyback Systems

348. The Hon. H. W. Gayfer (for the Hon. TOM McNEIL), to the Minister representing the Minister for Transport:

As Westrail advertise they will piggyback a laden semitrailer containing 23 tonnes of goods to Geraldton for \$425, will the Minister explain—

- (1) Why does it cost more if the cargo is groceries?
- (2) Why does the same 23 tonnes cost \$1 173 if the cargo is beer?
- (3) Can the Minister give reasons that would justify this discriminatory practice?

The Hon. D. J. WORDSWORTH replied:

- (1) and (2) The piggyback movements referred to are based on special rates and conditions introduced with the aim of attracting certain commodities to rail such as roofing tiles, earthenware pipes, other building materials, etc., where there is an advantage in avoiding double handling.
Groceries and beer are not included in the incentive scheme, although they may be accepted by piggyback or in Westrail wagons provided the normal gazetted rates to Geraldton are paid.
- (3) Traditionally railway freight rates have been on a commodity basis. Freight rates provide a system of cross-subsidisation within the network. With the implementation of the new land freight transport policy it can be expected that freight rates will ultimately reflect the cost of providing services for the particular commodity.

COURTS

Local and Petty Sessions: Derby

349. The Hon. H. W. OLNEY, to the Attorney General:

- (1) Which—
 - (a) Local Courts; and
 - (b) Courts of Petty Sessions;
 will the new magistrate at Derby service?
- (2) What number of—
 - (a) Local Court Plaints; and
 - (b) Petty Sessional complaints;
 were issued, out of each of those courts, in each of the years—
 - (i) 1977;
 - (ii) 1978; and
 - (iii) 1979?
- (3) During each of those years, on how many occasions did a magistrate visit each of the centres mentioned in question (1)?
- (4) What arrangements have applied with respect to the provision of magistrates in those courts over the last three years?
- (5) Will the work load of the magistrates at Broome and Port Hedland be affected by the new appointment?
- (6) If "Yes", to what extent?

The Hon. I. G. MEDCALF replied:

- (1) (a) Derby
Halls Creek
Kununurra
Wyndham;
(b) Those in (a) plus
Fitzroy Crossing
Koolan Island.
- (2) (a) Local court complaints

	1977	1978	1979
Derby.....	102	69	89
Halls Creek.....	65	68	53
Kununurra.....	41	94	83
Wyndham.....	110	39	39

- (b) Petty sessions complaints

	1977	1978	1979
Derby.....	1 313	1 086	1 799
Fitzroy Crossing.....	828	992	1 645
Koolan Island.....	12	23	4
Halls Creek.....	1 151	949	1 125
Kununurra.....	323	510	680
Wyndham.....	452	500	449

- (3) That information is not readily available and to ascertain details would involve considerable research by staff at each of the courts in the area.
- (4) Since July 1977 when the then stipendiary magistrate at Broome (Mr T. Syddall) was appointed to undertake the work of investigating Aborigines and the law, a magistrate has been assigned from the Beaufort Street court to assist with work at those courts.
- (5) The work load of the magistrate at Broome will be affected and possibly that of the magistrate at Port Hedland.
- (6) The magistrate at Broome will be relieved of the present necessity to visit the Fitzroy Crossing and Halls Creek courts on four days in each month. This will allow him to devote more attention to the implementation of the Aboriginal Communities Act.

GOVERNMENT DEPARTMENTS AND INSTRUMENTALITIES

Wage and Salary Earners

350. The Hon. J. M. BERINSON, to the Minister representing the Premier:

In respect of the change between 30 June 1976 and 30 June 1980 in the number of State wage and salary earners employed other than in State business undertakings—

- (1) Which departments and/or non-departmental bodies increased their staffs by 100 or more workers, and what was the increase in each case?

- (2) Which departments and/or non-departmental bodies decreased their staffs by 50 or more workers, and what was the decrease in each case?

The Hon. I. G. MEDCALF replied:

- (1) and (2) The information requested is being collated and the member will be advised at the earliest possible date.

COURT

Petty Sessions: Perth

351. The Hon. H. W. OLNEY, to the Attorney General:

In view of the answer to paragraph (f)(ii) of question 308 on 21 October 1980—

- (1) Does the Government have any plans for reducing the time taken for cases to come to trial in the Court of Petty Sessions in Perth?
- (2) If "Yes", what are those plans, and when will they become effective?
- (3) If not, does the Government regard a 15-week delay as satisfactory?

The Hon. I. G. MEDCALF replied:

- (1) Yes.
- (2) It is proposed to appoint a magistrate to replace Mr Boys, SM, in December and this is expected to improve the position.
- (3) Not applicable.

EDUCATION: NON-GOVERNMENT SCHOOLS

Government Assistance

352. The Hon. J. M. BERINSON, to the Minister representing the Minister for Education:

In respect of assistance to private schools from State funds, what is the proposed *per capita* payment to—

- (a) primary; and
- (b) secondary;

schools in 1980-81, and in each case what percentage does the payment represent of anticipated costs in the same year in the comparable State school sector?

The Hon. D. J. WORDSWORTH replied:

I am advised that *per capita* grants for 1980, already paid to schools are—

- (a) Primary, \$204;
- (b) Secondary, \$365.

An adjustment will be made before the end of 1980, for the period 1 July to 31 December, following a calculation of the average costs of students in Government primary and secondary schools.

The payments represent 26 per cent of those average costs.

COURTS

District and Supreme: Sentences

353. The Hon. H. W. OLNEY, to the Attorney General:

Further to the answer to question 310 on 21 October 1980—

- (1) Is the Minister aware that in some circles, especially in the legal profession, there is a general perception that some District Court judges have a somewhat harsher approach to sentencing offenders than others?
- (2) Would it not be desirable, in the interests of consistency, for statistical information to be kept to provide a comparative assessment of the performance of individual judges?
- (3) Is there any reason of policy why judges should not be accountable to the public for their performances in the same way as other public servants?

The Hon. I. G. MEDCALF replied:

- (1) A question which reflects on the decisions of a court is out of order.
- (2) It would also be quite out of order and would certainly be misconstrued if the Executive branch of Government were to keep a statistical check on the sentencing performance of individual judges.
- (3) Judges are not public servants and are only answerable to the public through the constitutional processes of Parliament.

COURTS

Petty Sessions: Confessional Statements

354. The Hon. J. M. BERINSON, to the Minister representing the Minister for Police and Traffic:

- (1) Has the Minister's attention been drawn to the consistent refusal by the Commissioner of Police to make available to accused persons in petty sessions their own confessional statements?
- (2) Will the Minister act to ensure the availability to defendants and their counsel of such statements?
- (3) If so, when?
- (4) If not, why not?

The Hon. G. E. MASTERS replied:

- (1) No.
- (2) There is no legal requirement to supply such statements.
The Minister will not attempt to impose on the Commissioner of Police anything other than his legal obligations under law.
- (3) and (4) Answered by (2).

COMMUNITY WELFARE

Crisis Services

355. The Hon. H. W. OLNEY, to the Minister representing the Minister for Community Welfare:

- (1) To what extent has the Department for Community Welfare's planning for the establishment of a crisis care centre progressed?
- (2) Has the proposal been costed, and if so, what is the estimated cost of—
(a) establishment; and
(b) recurring expenses?
- (3) When is it likely the centre will be established?

The Hon. D. J. WORDSWORTH replied:

- (1) The Department for Community Welfare is continuing to explore the possibilities of establishing a crisis care intervention service which includes discussions with officers from the South Australian Department for Community Welfare.

- (2) There has been not recent detailed costing of the proposal and it was not included in this year's departmental budget.
- (3) It is not known when the service will be established as it will need to be considered with other priorities.

FUEL AND ENERGY: ELECTRICITY

Power Station: Muja

356. The Hon. J. M. BERINSON, to the Minister representing the Minister for Fuel and Energy:

- (1) Has the provision of precipitators to the extension of Muja power station been required by environmental or health authorities and, if so, what was the attitude of the relevant authority when the earlier stages of the station were constructed?
- (2) Given the distance of Muja power station from any concentrated centre of population, why are precipitators at the station considered necessary?
- (3) What additional costs or savings in the operation of the station will arise from the installation of precipitators?

The Hon. I. G. MEDCALF replied:

- (1) The provision of precipitators was a decision made by the State Energy Commission with the knowledge and agreement of the Government. Earlier stages of the station were constructed in the early 1960s and no dust collection plant was required to be installed at that time.
- (2) The capacity of the power station will be increased from 240 MW to 1 040 MW and the greater volume of dust emission involved requires the addition of precipitators on the 800 MW of new plant.
- (3) The operation of the station will be largely unaffected by the installation of the precipitator plant, except for some additional operations and maintenance costs.

WORKERS' COMPENSATION BOARD

Listing Arrangements

357. The Hon. H. W. OLNEY, to the Minister representing the Minister for Labour and Industry:

- (1) Is it the case that since Judge D. J. O'Dea was appointed President of the Industrial Commission, only one Workers' Compensation Board has been operating?
- (2) Has this meant that many applications have had to be rescheduled for hearing, in some cases a further three or four months in advance?
- (3) Does the system of listing applications in the Workers' Compensation Board mean that the board members have little or no work to do on some days, whereas on others two and three defended cases have to be heard?
- (4) In view of the criticisms of the listing arrangements contained in the Dunn report, why has nothing been done in the period since the report was issued to relieve the injustices of the present system pending the enactment of the much heralded but as yet inconspicuous amendments to the Workers' Compensation Act?

The Hon. G. E. MASTERS replied:

- (1) Yes.
- (2) Approximately 56 applications were taken off the list. Of these, 37 were relisted for hearing in December 1980 and the balance fitted into listings through to February 1981.
- (3) So far as the lay members of the supplementary board are concerned, yes. So far as the lay members of the Workers' Compensation Board are concerned, there are additional duties of an administrative nature which render them more occupied.
- (4) Draft rules have been prepared and are awaiting new legislation.

QUESTIONS WITHOUT NOTICE

STATUTORY AUTHORITIES

Membership

105. The Hon. PETER DOWDING, to the Minister for Fisheries and Wildlife:

I preface my question by saying that the Minister has been reported in the Press

as having said that his policy as Minister was to introduce continually new blood to such authorities when appointees' terms were due to expire, and that his policy was not confined to the Swan River Management Authority. What other authorities are within the jurisdiction of the Minister in respect of which he has used this policy?

The Hon. G. E. MASTERS replied:

The member's comments are quite correct. One of those authorities where new blood—if one likes to put it that way—has been introduced is the Peel Inlet Management Authority. I do not think the Leschenault Management Authority has had any management replacement so far. That is all I can recall; however, if the member wishes, I will investigate the matter and give him a list.

RIVER: SWAN

Management Authority: Mr Peter Overman

106. The Hon. PETER DOWDING, to the Minister for Fisheries and Wildlife:

Referring to a similar matter, it was reported in the *Daily News* that a Mr Overman, who was appointed to a position on the Swan River Management Authority, said that he was interested in the environment, "but not in the Labor fashion". Is the Minister aware of what is meant by those views, and does he regard it as appropriate for a non-political appointee to utter such comments?

The Hon. G. E. MASTERS replied:

Mr Overman was appointed to the position on the Swan River Management Authority because I considered him to be a very suitable person to carry out those duties. I do not wish to comment on his alleged statements, because I have not read them. I do not understand the second expression the honourable member used. As far as I was concerned, Mr Overman was a suitable person to be appointed to the authority. When his name as well as a number of others came before me, I considered all aspects. I think it is fair

and reasonable that the Minister should direct which people should sit on such authorities and committees.

RIVER: SWAN

Management Authority: Mr Peter Overman

107. The Hon. PETER DOWDING, to the Minister for Fisheries and Wildlife:

What were the qualities, experience, or expertise which made Mr Overman fit to be appointed to the Swan River Management Authority?

The Hon. G. E. MASTERS replied:

He was a person who, as far as I was concerned, had suitable qualifications; I believed he would carry out in an adequate manner the duties set for him.

RIVER: SWAN

Management Authority: Mr Peter Overman

108. The Hon. PETER DOWDING, to the Minister for Fisheries and Wildlife:

What were the qualifications which the Minister believed made Mr Overman a suitable appointee?

The Hon. G. E. MASTERS replied:

I will answer the question once more, after which I do not think it should be necessary for me to be cross-examined any further. If the member wishes to ask further questions on the matter, he can place them on notice. I considered all the names which were submitted to me. I believed Mr Overman would be a suitable appointee for a number of reasons. He has shown interest in areas of the Swan River, and in town planning, and the like. I cannot go into the matter in any greater detail than that, nor do I think it should be necessary for me to do so.

RIVER: SWAN

Management Authority: Mr Peter Overman

109. The Hon. PETER DOWDING, to the Minister for Fisheries and Wildlife:

Mr Overman is reported in tonight's *Daily News* as saying that he believed the river and its surrounds should be

managed for people—not for cars, and not primarily for frogs.

Does the Minister believe that is a proper expression for a person who has been appointed as a conservationist on the Swan River Management Authority, and, when searching for a replacement, will he seek people holding similar views?

The Hon. G. E. MASTERS replied:

Any other questions on this gentleman or any other person in a similar vein will be requested by me to be placed on notice, to enable me to provide a considered answer.

The Hon. Peter Dowding: Don't you know your own portfolio?
