

see the representation of women on the portion of the Probation and Parole Board dealing with male offenders.

Quite frankly, I do not know what the Hon. Grace Vaughan means when she said that we should dispense with the sexist approach. It is not a question of a sexist approach at all. That view is contained within the honourable member's own mind and I fail to see why she should be completely preoccupied with it.

If we had brought in a provision which said "Seven people shall be appointed", I have no doubts that one of the first reactions would have been, "We think you ought to have specified that there be women on the board."

Clause put and passed.

Clauses 31 to 38 put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

FORESTS ACT AMENDMENT BILL

Second Reading

Debate resumed from the 25th August.

THE HON. R. F. CLAUGHTON (North Metropolitan) [4.23 p.m.]: This Bill makes a number of alterations to the Forests Act and the Opposition supports them. They include a broadened role for the department to allow it to operate over a number of different activities for which forests are now used. It seems that the new in-phrase is "multiple use" which takes over from the old "in" word "infrastructure".

This Bill indicates that a forest is not just for timber but also for wood chipping, tourism, recreation and so on. It is necessary that the department be able to take an active part in each of these different uses. The Bill provides for changes in funding arrangements but it will remain to be seen how much benefit they will have in respect of the actual income to the department which now will be paid straight into Consolidated Revenue.

There is provision for the department to raise loans itself and a further amendment provides that qualifications of departmental officers may be other than those in forestry. This is a most desirable amendment in view of the complex nature of forest management. We have only to think of the tremendous problems involved with the control of dieback to understand the need to allow other sorts of expertise into the department.

The Labor Party supports these amendments and trusts that they will increase the efficacy of the Forests Department.

Debate adjourned, on motion by the Hon. V. J. Ferry.

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. N. McNEILL (Lower West—Minister for Justice) [4.26 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 7th September, 1976.

Question put and passed.

House adjourned at 4.27 p.m.

Legislative Assembly

Thursday, the 26th August, 1976

The **SPEAKER** (Mr Hutchinson) took the Chair at 2.15 p.m., and read prayers.

QUESTIONS ON NOTICE

Postponement, and Closing Time

THE SPEAKER (Mr Hutchinson): I have to advise that I propose to take questions at a later stage of the sitting, and that questions on notice for Tuesday, the 7th September, will be accepted until 12.00 noon on Friday, the 3rd September.

BILLS (2): INTRODUCTION AND FIRST READING

1. **Parliamentary Commissioner Act Amendment Bill.**

Bill introduced, on motion by Sir Charles Court (Premier), and read a first time.

2. **Security Agents Bill.**

Bill introduced, on motion by Mr O'Connor (Minister for Police), and read a first time.

CRIMINAL CODE AMENDMENT BILL (No. 2)

Second Reading

MR O'NEIL (East Melville—Minister for Works) [2.20 p.m.]: I move—

That the Bill be now read a second time.

An amendment to section 688 of the Criminal Code has been found necessary following a ruling given in a case heard before the Court of Criminal Appeal last April, when it was acknowledged that the right of appeal against sentence given in a superior court, after committal for sentence on complaint from a court of summary jurisdiction, was nonexistent.

It has previously been thought that the right of appeal had always been available, and it now appears that where the Court of Criminal Appeal has dealt with such cases in the past, it has proceeded without jurisdiction. In such cases where it has ordered any variation in the sentence appealed against, its orders were invalid, and of no legal effect.

This is so because section 688 of the Code limits the right of appeal against sentence to those "convicted on indictment" and those committed for sentence after conviction in courts of summary jurisdiction are convicted on complaint, not on indictment.

The prisoner in whose appeal this defect was revealed has not been able to proceed, and his appeal has remained unheard. This may well apply to others who, at the relevant time, had appeals against sentence waiting to be heard, or might have been about to institute such appeals.

This Bill seeks to correct the situations which have arisen in the following manner—

By creating the right of appeal which has always been thought to exist;

enabling the prisoner mentioned, and any others who had instituted appeals at the time of the court's ruling, to proceed and to have their appeals heard without further leave of the court;

enabling those who were contemplating appeal at the time of the prisoner's decision to appeal, with their appeals subject to the leave of the court, and the granting by it of any necessary extension of time; and

validating all proceedings hitherto conducted by the Court of Criminal Appeal in the mistaken belief that it had jurisdiction, so as to ensure that any orders made in the course of those proceedings are given effect to and that their invalidity is not made the cause of further application to the court.

I commend the measure to the House.

Debate adjourned, on motion by Mr Bertram.

MOTOR VEHICLE DEALERS ACT AMENDMENT BILL

Second Reading

MR GRAYDEN (South Perth—Minister for Labour and Industry) [2.24 p.m.]: I move—

That the Bill be now read a second time.

This is a short Bill simply to correct a position in respect of "demonstration vehicles" being excluded from the definition of "second hand vehicles" in section 5 subsection (1a) of the Motor Vehicle Dealers Act.

It is argued that the current interpretation requires a vehicle to be sold by the manufacturer to the dealer for the purposes of demonstration before it can be regarded as a demonstration model in the terms of the Act. This however was not intended. In this industry the vehicles are acquired by a dealer from a manufacturer

and at the former's discretion can be used as a demonstration model vehicle prior to sale. At the time of being offered for sale provided the vehicle has been used only as a demonstration vehicle and has a warranty better than that for a second hand vehicle under the Act, the vehicle will be regarded as still in the category of a new vehicle.

The amendment therefore will clarify and place the position in proper perspective. The further minor amendment is to replace the word "council"—which word has been used inadvertently with the word "Board" as it is the Motor Vehicle Dealers Board which is referred to.

I commend the Bill to the House.

Debate adjourned, on motion by Mr Harman.

CHILD WELFARE ACT AMENDMENT BILL (No. 2)

Second Reading

MR RIDGE (Kimberley—Minister for Lands) [2.27 p.m.]: I move—

That the Bill be now read a second time.

The Bill before the House seeks extensive amendments to the Child Welfare Act, 1947-1976, involving major modifications to existing legislation; the introduction of several new proposals; a series of less significant but nonetheless important amendments and variations in procedural matters as well as up-dating some of the terminology.

It represents the culmination of several years' work involving not only its detailed preparation but also a study of practices in other States of Australia and overseas. Comment on the proposals was invited from other departments and organisations, particularly in respect of those areas where they would be involved.

Following comment from departments such as Police, Education, Health and Crown Law and observations by the Law Society further consultation took place and in many cases either modification to some of the original proposals was made or in other instances, new suggestions were taken up and incorporated in the Bill that is now before the House.

As a consequence of informed contributions, many disciplines, wide inquiry, consultation and critical scrutiny, I believe the Bill we are now asked to consider incorporates an up to date and informed approach to child welfare. It quite properly is concerned first and foremost with the welfare and interests of children but at the same time it seeks to give appropriate regard to the responsibility of parents and the interests of the community as a whole.

I now propose to outline several of the major proposals in the Bill. Significant proposed amendments to existing legislation allow for juvenile offenders to be

placed by the courts as one option under the control of the Department for Community Welfare in lieu of the present arrangement whereby they may be made wards of the department with the consequential shifting of guardianship rights from the parents to the director.

While the director still will have virtually the same control over an offending child under the new proposal it will have the very important effect of demonstrating that parents still are basically responsible for their children and allow for greater co-operation between parents and the department involving them more and more in the destiny of their child. It will decrease the likelihood that some parents may opt out completely and view the responsibility for the child as completely that of the department.

Concern has been expressed by both departmental officers and parents alike, that the expectation of continued acceptance of responsibility by the parents in relation to an offending child and their continuing interest is negated by the fact that their rights as parents under existing legislation is taken away from them completely and guardianship vested in the Director of the Department for Community Welfare.

Wardship under the new proposals would mostly be applicable to destitute and neglected children as is the case at present. This category of "innocent children" will in terms of the suggested amendments be referred to as children in need of care and protection.

The uncontrolled child is envisaged as a "grey area" bridging offenders and innocent children inasmuch as the older child who is out of control leans towards the provisions for offenders while the younger child is seen more appropriately as being in need of care and protection. Accordingly it is intended that in relation to an uncontrolled application the court can either make the child a ward of the department or place the child under the control of the department depending on the circumstances of each particular case.

Another major proposal relates to the children's (suspended action) panel. This involves a new provision which seeks to give legislative backing to an existing function and broadens its scope. Currently children who are first offenders under 16 years of age and who meet certain other criteria are dealt with, for minor offences, by a juvenile panel and do not appear in a Children's Court unless they commit a further offence within six months of their panel appearance.

This arrangement has been in operation since 1964 and has proved to be extremely successful in that a very high percentage of the children appearing before the panel

do not offend again and maintain an unblemished record as a successful panel appearance is not regarded as a conviction against the child.

I might point out that the practice of dealing with offending children by some type of panel arrangement rather than by the formal court structure is used in many socially advanced countries with considerable success. A trend is that court appearance is seen as a subsequent course of action for the most serious and persistent offenders and not the first port of call.

In this State we have had a great deal of experience and the present successful operation of the juvenile panel has been the result of a gradual build-up over a substantial period of time.

It is now appropriate to give legislative backing to the juvenile panel and while the amendments seek to broaden the scope of the range of offences that may be dealt with by the panel it is not proposed at this stage to increase the age limit beyond 15-year-old children. Adequate safeguards are proposed in that those offences which cannot be dealt with by the panel are scheduled and flexibility in the provisions allows the panel to refer a child to the Children's Court where it is considered necessary.

A further important and new provision concerns the apprehension of children in danger, misbehaving or truanting, and is both a protective and controlling measure in the interests and welfare of children.

It seeks to allow a police officer or an officer of the Department for Community Welfare authorised by the Minister, to apprehend any child in physical or moral danger, misbehaving or truanting from school, and return the child to school or parents or place the child in a suitable situation until the parents can be contacted.

While some of these functions are carried out at present the scope and regularity is not all it should be. In addition, of course, some apprehension is no doubt felt both by police officers and officers of the Department for Community Welfare as to whether they can act without laying a charge or making an application for neglect to a Children's Court. In many cases of course such an action could be extreme and quite unnecessary.

In terms of this proposal an approach could still be made to a court where appropriate but the matter could also rest on the child being returned home. Parents could be required to pay any cost of upkeep involved where the child has to be held until the parents can be contacted.

This provision arose largely from an expression of community concern and would have application to a wide range of situations including children left in

cars on hot days or in unlit areas or where they were unattended for long periods. It would also have application to children in danger at sporting events and those misbehaving in public.

A significant extension in the legislation is proposed in relation to drug offences. Current legislation allows for a child involved with drugs to be dealt with as a neglected child or in terms of the Police Act. In practice a child is generally charged under the Police Act.

Amendments propose that the old neglect situation—or care and protection as it is now to be known—will have application more to the situation where a child in arms or a child of tender years is found in a situation where those caring for the child are involved with drugs.

Older children who are charged could be dealt with either by the panel—as a first offender but not in relation to trafficking—or by the court in a variety of ways but with particular emphasis on treatment.

A major change is sought regarding the imprisonment of children. Existing legislation provides that no child under 14 years of age may be imprisoned, with a limit in a Children's Court of three months for a child under 16 years of age and a limit of six months for a young person over 16 years. However, there is provision for a child over 14 years to be referred by a Children's Court to the Supreme or District Courts where the child may be sentenced without such restrictions.

Imprisonment of children is an extreme measure and should be resorted to, if it should be resorted to at all, only after a full appreciation of all the facts and implications and only then by those most competent to do so.

It is likely that the younger the child the more damaging the prison experience will be. Ideally, prison is no place for children; however, the realities require that some young people need to be detained in such a manner.

Accordingly the proposal in this Bill seeks to increase the age from 14 to 16 years of age before a Children's Court can sentence a child to imprisonment and that the sentence be limited to three months for those young people over 16 years.

It needs to be pointed out that other options are available in that any child may be detained in a departmental institution and the provision will remain enabling the Supreme or District Courts to deal with children over 14 years of age committed for trial or sentence by a Children's Court and apply any penalties in their wisdom in relation to such children applicable to persons over 18 years of age.

An important intention inherent in the Bill is that more responsibility is placed on parents for the management of their children. I have referred to two such implications previously when dealing with the question of wardship and the apprehension of children in danger, misbehaving or truanting.

I would like however to mention that there is another provision which deals with the attendance of parents at a Children's Court when their child is the subject of a complaint. It gives the court wider powers in relation to the attendance of parents at the hearing.

Having outlined the major proposals in the Bill I will now turn to other less significant amendments and attempt to outline them.

Some extension in the range of alternatives available to the Children's Court in dealing with juvenile offenders is proposed. There is clarification of some maintenance issues in different circumstances. Modification to the legislation dealing with children engaged in street trading is sought.

It is proposed to extend the circumstances where ministerial committal of a child is allowable—that is, where a child has been offered for adoption by one parent and the view of the other parent is not available—allow for a child to be detained in a hospital for a limited period where abuse is suspected but where further assessment and inquiry is necessary; legislate against tattooing of children on a commercial scale; clarify the admissibility of some evidence relating to children in need of care and protection and provide for a concept of rehabilitating offenders where a successful period of probation has been completed—as is the case with adults—or in cases where the offending child has cleared his commitment and not offended for several years.

Variations in procedural matters include the jurisdiction of magisterial districts; custody of juveniles following arrest; payments of fines and the issuing and serving of warrants.

Amendments relating to terminology seek to dispense with outdated and undesirable references which frequently carry some stigma. Other variations in terminology attempt to clarify areas where some confusion has been experienced.

Proposals are made regarding the deletion of obsolete sections and an increase in the various penalties for offences against the Act. Right of appeal has been included in more situations than previously existed.

Debate adjourned, on motion by Mr Bateman.

GOLD BUYERS ACT REPEAL BILL*Second Reading*

MR MENSAROS (Floreat—Minister for Mines) [2.40 p.m.]: I move—

That the Bill be now read a second time.

The Bill provides for the repeal of the Gold Buyers Act, 1921, which is legislation for the control of dealings in gold and gold matter.

The Act provides that no person in this State may lawfully buy, smelt, assay, or deal in gold or gold matter unless he is the holder of an appropriate licence under the Act.

The restrictions do not apply to gold coin, wrought gold, or gold required for manufacturing purposes. However, with the decline of the goldmining industry the needs for the controls mentioned have considerably diminished, and therefore it is considered the Act is no longer necessary.

The repeal of the Act will be in keeping with the Commonwealth Government's action in January, 1976, of suspending part IV of the Commonwealth Banking Act.

Members will know that the suspension of part IV of the Banking Act removed the Commonwealth legislative restrictions on the private ownership of gold, and so with the repeal of the Gold Buyers Act there will be complete freedom for persons in Western Australia to own, buy, and sell gold. This is a fairly universal state of affairs today.

It follows of course that the repeal of the Act will also clear the way for tourist projects to include gold panning in their attractions.

Other Australian States, except Victoria, do not have, or have repealed legislation comparable to the Gold Buyers Act. Victoria is presently reviewing its legislation in the light of the changed circumstances.

I commend the Bill to the House.

Debate adjourned, on motion by Mr Moiler.

WESTERN AUSTRALIAN MEAT INDUSTRY AUTHORITY BILL*Second Reading*

MR OLD (Katanning—Minister for Agriculture) [2.43 p.m.]: I move—

That the Bill be now read a second time.

Members may recollect that the 1971 Towns and Austen report on abattoirs in Western Australia recommended that a meat industry authority be established to determine the need for and capacity of new abattoirs and the location of such works.

A Meat Industry Advisory Committee was subsequently formed to carry out this function and to provide a mechanism for

resolving problems within the industry. The committee has, however, no statutory authority in this respect.

A major involvement of the committee, especially during its first two years of existence, was its assessment of proposals submitted to the Government for the construction of export-standard abattoirs. These proposals were invariably on the basis of State guarantees.

The emphasis on export-standard abattoirs reflects the marked growth of the State's livestock industries and the consequent increased dependence on export markets. In recent years Western Australia has exported approximately one-half of its beef production, and approximately two-thirds of its mutton production, and with the development of markets in the Middle East, exports of lamb have increased substantially accounting for 50 per cent of production in 1975-76.

The value of the State's meat exports was \$74 million in 1973-74, \$56 million in 1974-75, which was a year of low export prices, and \$59 million for the first nine months of 1975-76. Exports of all meats increased from 71 000 tonnes in 1973-74 to 108 000 tonnes in 1975-76.

Feasibility studies on the basis of State financial assistance were received and assessed by the committee for sites at Pinjarra, Wanneroo, Boyup Brook, Geraldton, Northam, Carnarvon and Esperance. Requests concerning abattoir construction not backed by detailed feasibility studies were also received for sites at Collie, Toodyay, Gingin and Port Hedland.

The committee supported the construction of an export abattoir at Esperance by 1976, and in this decision gave due regard to the isolation of Esperance from existing export facilities.

In assessing general abattoir needs the committee has stressed that the site at Baldyris reserved by the Government for a future meat industry complex be given due consideration when additional capacity is required.

The MIAC in my view fully justified its role during this period by its critical assessment of these projects. One submission for example sought guarantees to the extent of \$23 million for three works and associated cold store facilities at ports. In retrospect the committee's judgement has been shown to have been very sound.

The increase in export abattoir capacity has coincided with increasingly stringent standards of construction and procedures imposed by importing countries. The construction of an export abattoir demands large capital outlay and careful planning to achieve an efficient level of operation. Under-utilisation of installed capacity results in high operating costs and dislocation of the work force. A rational approach to overall planning is therefore required if full benefit to the industry and the community is to be achieved.

Nonexport abattoirs have provided increased competition for export establishments since the latter were required to undertake substantial upgrading to comply with the specifications of major importing countries. Because of lower capitalisation and lower operation costs, stock can be processed at nonexport abattoirs, for the domestic market, at a lower cost than at export establishments, and some nonexport abattoirs have increased their scale of operations significantly because of this differential.

At present, there are no controls over the establishment of abattoirs outside the metropolitan area, provided that the site has been approved by the shire concerned and, in the case of export establishments, by the Commonwealth Department of Agriculture.

Since the prosperity of the meat industry in Western Australia now depends significantly on export markets, the long-term viability of export abattoirs is of prime concern to the Government.

Members will also recollect that the committee was requested by the Government on the 6th December, 1974, to report to it by the 28th February, 1975, on the following aspects of the Western Australian meat industry—

- Livestock production potential;
- Abattoir and other processing needs;
- Organisation of meat inspection;
- Market opportunities;
- Organisation of marketing;
- Meat classification; and
- Distribution system and costs at the domestic market level.

I feel sure members will agree that the report which was received from the committee was an extremely useful one both to industry and to Parliament.

The Bill before the House has therefore as its objective the establishment of a statutory meat industry authority to ensure the orderly development of further killing facilities throughout the State, and to advise the Minister generally on abattoir and meat industry matters.

The Bill also provides for the repeal of the Meat Industry (Treatment Works) Licensing Act. This particular Act requires the licensing of all abattoirs where meat is processed for export but has no relevance at this time since the same matters are legislated for in the Commonwealth Export (Meat) Regulations. The Act has therefore no legal effect in practice.

Legislation of a similar nature to the Bill is provided in other States by the Meat Industry Authority Act (N.S.W.), the Meat Industry Act (Queensland), and the Abattoir and Meat Inspection Act (Victoria).

It is proposed that the authority will have a composition similar to that of the present committee; and honourable members will note the presence of a representative of the persons directly employed in the processing of meat at abattoirs. I fully support this on the basis that with continuing dialogue with the union on an authority such as this, areas of conflict involving union members may be averted.

I commend the Bill to the House.

Mr Jamieson: Another good piece of socialism!

Mr OLD: Hardly.

Debate adjourned, on motion by Mr H. D. Evans.

CITY OF PERTH PARKING FACILITIES ACT AMENDMENT BILL

Second Reading

Debate resumed from the 19th August.

MR McIVER (Avon) [2.50 p.m.]: The measure before us is to amend the City of Perth Parking Facilities Act and it contains two types of amendments; some requested by the Perth City Council and some submitted by the Government.

The Bill sets out to give the Perth City Council additional powers in regard to the construction of overways and to facilitate pedestrian traffic generally.

We have some reservations about the Bill, and as well as the amendments submitted by the Perth City Council and the Government, it contains a great deal of verbiage in relation to the city business district. It is a typical Government Bill—one of words and very little positive action. This Government has been in office for 2½ years, and during that period it has made no endeavour to tackle the very complex problem facing our city. The people of Western Australia have been crying out for some considerable time for some action but nothing has been done to endeavour to divert traffic from our main city district. I feel the Government should stand condemned on this point.

Sooner or later we must face up to the fact that it is not possible for everyone to bring cars into Perth. The sooner we realise that and get away from the selfish attitude we have adopted, the better it will be for all concerned. We have all seen the advantages of the Hay Street Mall, and I suppose Government members will say that it was a Government of their political persuasion which introduced it. We would like to see this type of concept expanded. It is no good Government members resting on their laurels forever and saying, "We built the mall and that is it." It does not get the traffic away from the city business district.

One has only to read through the Bill to realise that it was formulated by the Director-General of Transport. When

asked for some tangible suggestions in regard to transport generally, we always hear the same thing from the Director-General. If ever a State is going backwards in regard to transport it is this State. This Government has been in power for nearly three years and it is up to it to look at the situation.

We frequently hear the word "policy" used by Government members, but what policy does the Government have on transport? It has no policy whatever. In fact, it has suggested nothing tangible except for a few little lines in the "penny dreadful" that was printed prior to the last election.

One has only to consider all facets of transport in this State—the State Shipping Service, Westrail, and the Metropolitan Transport Trust—to realise they are in a deplorable and dilapidated condition. The measure before us sounds all right but it will not be the be-all and end-all of the matter. It will give certain powers to the Perth City Council in relation to parking, but surely it is time we stopped establishing large parking areas for cars. We have become so obsessed with motorcars that they are almost a type of religion.

Mr Laurance: When did you last walk?

Mr McIVER: It is time we attempted to get people out of their cars and walking. Anyone who wishes to travel from point A to point B within the city area should be prepared to walk or, alternatively, to use public transport. Naturally such an idea is not acceptable to business people who wish to drive their cars from door to door. Perth is expanding at a tremendous rate and we cannot have the best of two worlds. Either we must further utilise public transport or we must charge sufficient fees at parking facilities to offset the losses on public transport. Every facet of transport is running at a loss. The sooner we realise this the sooner we can formulate some positive policy aimed at getting the cars away from the CBD, as referred to by the Director-General of Transport.

Mr Mensaros: What is your policy?

Mr McIVER: We have a very good policy on transport.

Mr Mensaros: Well, I am very interested.

Mr McIVER: I realise you will not allow me to speak on that matter, Mr Speaker, as it is not contained in the Bill. After our State conference is held next week and our transport policy ratified we will be able to announce our policy. I assure members that evidence will be brought forward about the Government's lack of action over the last 2½ years. We have the transport situation today because nothing has been done.

To answer the interjection of the Minister for Industrial Development, the only action we have seen taken by this Government has been related to closures. The

Minister revealed in answer to a question I asked last week that the Fremantle-Perth railway line is to be closed down. We are also faced with the possible closure of the suburban rail service. The Government has said this service will be retained but we have not been told of any increased funds to cover this. We have heard nothing about electrification of the railway service. All we have heard is a barrage of words from the Government side of the House.

Mr Nanovich: Ho, ho!

Mr McIVER: That sounded rather like a T-model Ford, and at least a T-model Ford is in harmony with the policies of this Government in regard to transport.

Although the Bill sets out to divert the traffic from the city block, I cannot see how this result will be achieved because really we have been told nothing about it.

As the City of Perth is to be given more powers in relation to parking, I ask the Minister to consider my suggestion of using council parking attendants on city crosswalks. If one looks around our city block in peak hours, one can usually see a dozen or so policemen controlling the crosswalks. If these crosswalks were controlled by Perth City Council officers, these police officers would be freed to do the job for which they are trained and for which they are paid; that is, to prevent crime and to protect the public generally of this State.

I ask the Minister to give earnest consideration to this proposal so that policemen could be relieved of the tedious duty of controlling traffic at crosswalks. Crosswalks in suburban areas are usually controlled by pensioners or other people appointed by the local authority. I see no reason why such a course could not work equally well in the city area.

Mr Nanovich: In a sense what you are trying to say is to hand traffic control back to local authorities.

Mr McIVER: I did not say that at all. Without wasting too much time on the interjector, I referred to crosswalks in the city block which are controlled by police officers.

Mr Nanovich: But by your statement that is what you are saying.

Mr Jamieson: That is a ridiculous summary of his statement.

Mr Harman: Go back to the T-model Ford!

Mr McIVER: I would like the Minister to elaborate on the advantages which will flow to the Perth City Council from this measure. As the Minister said, some of the amendments put forward by the Government are unpalatable but I would like to know the objections to these amendments as well as the reason for them. The Minister did not give these in his second reading speech. I would like him to elaborate further.

I wish to talk about other aspects of the Bill in the Committee stage. My own personal view is that we must find suitable sites for parking outside the perimeter of the city from which travellers can commute with the CBD by public transport.

Our central railway station is unfortunately situated, and this does not assist to bring the main flow of business to the CBD. This has been one of the major problems. Our population is growing, and as every youngster reaches 17 years of age the first thing he wants to do is to purchase a motorcar. We must also bear in mind that transport is the greatest industry in this country. Directly and indirectly this industry is a great boost to the economy of this State. That is a very important aspect, and certainly must be considered when we study the overall planning.

On the surface this appears to be a simple Bill, but I feel it is a most important one which gives the Government an opportunity to do something positive in respect of lessening the amount of traffic which uses the CBD purely for convenience. If we are sincere in respect of preventing the pollution of our environment—a matter we often hear raised in this House—then we have to get traffic out of the CBD and keep it out, even if it means directing it to an area which perhaps is not so convenient for motorists. If we do not do that we will congest our streets to the same extent as other countries which are now paying the price.

People often say that we should put in another ring road or a mono-rail system, but because we have a small population it is difficult to raise the finance for such projects. No doubt in years to come that is what our planners will eventually decide to do; I suppose if we cannot travel along the roads we will have to travel above them. The motor vehicle is not the only method of travel.

Mr Jamieson: We might learn to levitate.

Mr McIVER: I will question the Minister further in the Committee stage, but I leave it at that now to give my colleagues an opportunity to support my remarks.

DR DADOUR (Subiaco) [3.02 p.m.]: My remarks will be brief, and they relate to the Bill in so far as there are surplus moneys in the parking fund. In the Minister's introductory speech, it was said that the amendments in this Bill will enable the Perth City Council to utilise surplus moneys in the parking fund to subsidise or establish transport services.

I feel this surplus money could well be utilised by the Government to subsidise free transport for pensioners. I do not agree with the reintroduction of bus fares for pensioners, because in my opinion free transport for pensioners was one of our election promises. I believe this iniquitous

charge against pensioners could be offset by utilising the surplus money in the parking fund.

When we consider the amount of money that will be gained by the reintroduction of charges for public transport for pensioners, we find that it is only a fraction of the \$28 million that will be lost on the metropolitan transport system this year. It is for that reason I am speaking now. I feel very strongly about this; it is a matter of principle to me, and I have always stood by my principles just as most people do. I am afraid that if I do not speak at some time or other about this matter, I shall destroy myself.

When I read in the newspaper on the 22nd June that pensioner fares would be reintroduced, I found the announcement very hard to take. I did not think for one moment it would ever happen. However, it has happened, and I am trying to find a way to offset it. I suggest to Cabinet that the money in the Perth City Council parking fund be used, because that money is for public transport not only in the inner city, but in the total metropolitan area, as one cannot separate the inner city from the metropolitan area. I impress upon the Government that by this method far more money could be gained than will be received as a result of the introduction of this charge on pensioners.

If this could be done, there is no doubt whatsoever that it would be consistent with that part of the policy speech which promised free travel to pensioners. I believe the Cabinet has made a blunder, and I hope its members have the fortitude to reverse their decision and get me on side again.

MR T. H. JONES (Collie) [3.06 p.m.]: As the member for Avon indicated, this Bill does a number of things. Firstly, it introduces seven amendments requested by the Perth City Council, and it also introduces new methods in respect of transport which have been initiated by the Government.

I was interested to hear the views expressed by the member for Subiaco. I know public transport concessions for pensioners is not a matter included in the Bill, but as the member raised the question, I feel I can comment on it. We on this side have been raising this question for some time. You will recall, Sir, that the Government appointed a committee to inquire into the needs of pensioners in Western Australia, and we have been asking when the recommendations of that committee will be brought to Parliament.

Mr Bertram: Probably on the eve of the next general election.

MR T. H. JONES: That could be a good time. The member for Subiaco would do an excellent job if in the party room he

urged the Government to bring down the recommendations of the committee, which will bring relief to pensioners not only in respect of transport, but also in respect of the payment of rates, etc. I was pleased to hear the views of the member for Subiaco, and I hope the Government will implement the recommendations of that committee.

The amendments in the Bill before us permit the Perth City Council to establish, from its parking fund, facilities for pedestrian traffic and the movement of luggage in the city; they also enable the council to establish new parking centres on a permanent or temporary basis. The Bill provides that new parking facilities may be constructed with the approval of the Minister, and also that at sporting events temporary car parking facilities may be made available.

I notice that in his speech the Minister said it will be quite obvious to members that the parking policy for the central business district, administered by the Perth City Council, must be in harmony with transport policy, if benefits to the CBD are to be realised from Government expenditure on the transport system. I would like to hear the Minister tell us what this transport policy is. Is there a transport policy for this State?

I notice, too, that the Director-General of Transport (Mr Knox) will be travelling overseas to study transport systems in Britain, the United States, and Europe; so I would ask the Minister what his transport policy is. It seems to me the policy is changed from day to day, and this worries us. First we heard the Minister say this Bill is in line with the transport policy of the Government, and later on in his speech he said the Government is now looking into transport, that some officers have already been overseas to study transport problems, and that the Director-General of Transport is about to leave the State for the same purpose.

Mr O'Connor: Who did you say went to Singapore to study transport there?

Mr T. H. JONES: Some of the officers, according to the Minister's second reading speech. No doubt the Minister cannot recall his second reading speech. I shall draw the passage to his attention. The Minister said—

Members may be interested to know that two members of the Director-General's staff recently visited Singapore to observe what is being done in that city and that the Director-General himself will be visiting a number of cities, generally similar in size to Perth, in Europe, the United Kingdom, and North America during September for the same general purpose.

Mr O'Connor: I had a look at it myself.

Mr T. H. JONES: I can only quote what the Minister said in his second reading speech. I did not make the second reading speech; nor did I frame it.

Mr Skidmore: It might have been better if you had.

Mr T. H. JONES: Quite obviously the Minister does not know what he said in his second reading speech or he would not have made the interjection.

Mr O'Connor: I asked who you said went there. Of course, I have been there myself as well.

Mr T. H. JONES: I said to the Minister that members of the department have been there.

Mr O'Connor: Not members of the Department of Transport. They were from the Director-General's office.

Mr T. H. JONES: But two officers have been.

Mr O'Connor: But not from the Department of Transport.

Mr T. H. JONES: I did not say that.

Mr O'Connor: You just said you did.

Mr T. H. JONES: The Minister asked me who had been to Singapore. Quite obviously the Minister did not know what he said in his second reading speech, but I shall let him off the hook because he makes many second reading speeches in the Parliament.

To get back to my point, the Opposition would be interested to learn of the transport policy. Another change is now envisaged by this process to allow the Perth City Council to establish new parking areas within the city area. I do not think the Minister would deny that.

On my study tour overseas I looked at the transport system in Nottingham which I understand leads the world in this respect. I understand that Mr Knox will have a look at it. The policy there is to keep cars out of the city altogether. I understand that one of the reasons Mr Knox is going overseas is to have a look at this very question. In my opinion it would be far better for the Government to wait and see what the ideas of Mr Knox are following his investigations overseas before it makes a decision on this matter. That would be a better proposition than bringing this piece of legislation to the House at this time.

Mr Harman: You would wait too long. You would wait about three years.

Mr T. H. JONES: The member for Maylands may be right.

Mr O'Connor: I am glad that at least he agrees we will still be here in three years' time.

Mr T. H. JONES: What is the point of sending Mr Knox overseas to study transport problems when the Minister has introduced this new measure? The Minister will probably say that it will not

interfere with the recommendations of Mr Knox, but I do not go along with that.

Mr May: The Transport portfolio has sent more men overseas than any other.

Mr O'Connor: They didn't do as many trips as you did when you were in Government.

Mr T. H. JONES: What the member for Clontarf has said is right. The Minister cannot deny it because the Minister has been away to have a look at transport.

Mr O'Connor: Of course I have.

Mr T. H. JONES: The Minister went to Sweden, America and other parts of the world. I wonder what recommendations he has implemented following his trips overseas.

Mr O'Connor: A number.

Mr T. H. JONES: Will the Minister name them?

Mr O'Connor: When I speak I shall.

Mr T. H. JONES: I shall be very pleased to hear them. Rather than extending parking facilities for cars we should be looking at ways of keeping cars out of the city. Cars should go into the city only on urgent business or when it is necessary for invalids and such other persons to do so.

The policy being implemented not only in Britain but also in other parts of the world, including Melbourne is to keep cars out of the city. Public parking facilities are provided outside the city blocks and then commuter services bring shoppers into the city and take them back to the parking areas when they have completed their shopping.

In his second reading speech the Minister said that the Government was concerned about the flow of pedestrian traffic within the city area. He indicated that the city is for people and not for cars. If this policy were to be considered the provisions of this legislation could easily be designed to meet the situation which is obviously exercising the minds of members of the Government.

In the Bill provision is made for an appeal by an operator against a decision of the council. But nowhere can I find provision for an appeal by the council against a decision of the Minister. This matter is probably more appropriate for the Committee stage, but I draw the attention of the Minister to clause 6 of the Bill which makes provision for appeal; and another clause makes provision for appeals by an individual against the Minister's decision. But I cannot find any provision for an appeal by the council.

Mr O'Connor: To whom do you think the council should appeal?

Mr T. H. JONES: I think there should be some provisions for an appeal. Generally in Bills which are brought to this

House there are provisions for appeals. As parking is a very important facet of the city's transport system I think some avenues of appeal should be made available to the council. I should like to hear the Minister on that point when he gives his reply.

In his second reading speech the Minister said—

The effect of these amendments—which I am well aware are unpalatable to the Perth City Council . . .

The Minister did not give any reasons why they were unpalatable and why the council did not go along with the provisions in the Bill. I wonder whether the Minister would outline where the dissension occurs and which provisions are unpalatable to the Perth City Council. I ask this because in the main the Bill introduces measures which were requested by the Perth City Council to assist the flow of pedestrians and to assist sporting and recreation facilities in a number of ways.

I notice that it is the intention of the Bill also to allow research officers to investigate traffic policies being introduced in other parts of the world. This is a good move; there should be more of it. I think departmental officers should make regular visits overseas so that they can see what is happening in Sweden. Any members who have been to Sweden will know that in that country one of the malls extends for more than a mile and off it runs another mall which extends for three-quarters of a mile. It is only by visits of this nature that officers of the department will be made aware of the processes being introduced in other parts of the world.

Mr Skidmore: The member for Collie is not critical of overseas visits?

Mr T. H. JONES: I am not critical of overseas visits. It is good to see departmental officers going overseas so that they can keep up with the trends in transport.

Mr O'Connor: I believe this is essential.

Mr T. H. JONES: The Minister referred to city bypasses and I wonder whether the Government has studied this possibility. I know the Manager of the MTT has referred to giving buses a freer run than cars. Such a system is working effectively in Nottingham where anyone travelling on public transport has a much quicker journey into the city than have those travelling in private vehicles, because special laneways are provided with green lights which operate more regularly for the buses than for private transport. If such a policy could be adopted in Western Australia it would certainly be an advantage to the public transport travellers and would be a deterrent to those who at present use their own cars which they park in the city. Perhaps the Minister could indicate whether the Government is considering such a system for buses.

The Minister referred to the provisions being in line with transport policy. Under the Bill consideration is being given to an extension of the parking provisions of the City of Perth, but I wonder whether any consideration is being given to providing for a freer run of traffic in and out of the city because this is certainly one of the problems we experience at present. At peak periods the cars using the freeway are bumper to bumper. Does the Government have any policy in regard to this problem? Will Mr Knox be studying the problem when he is overseas? Essentially this is a matter which requires more attention than does the subject of the Bill before us.

Mr May: That is right.

Mr T. H. JONES: The Minister said that under the Bill a great move was being made, but the main problem in our traffic system today is the inability of motorists to travel quickly in and out of the city, especially during peak periods. It is more essential to introduce a Bill to overcome this problem than to make provision for an extension of the parking powers of the City of Perth.

The Bill provides new measures which will allow the money available to be utilised in a different direction. I only hope that as a result of another overseas visit by Mr Knox, some positive action will be taken by the Government which has been doing too much talking about the transport system when, as the member for Avon stated, action is what is essential. No progressive policy is being adopted and the number of vehicles using our roads today is ever increasing.

With those few remarks I support the Bill, but I would like to hear the Minister's opinion on the points raised.

MR O'CONNOR (Mt. Lawley—Minister for Transport) [3.23 p.m.]: I thank members for their general support of the Bill. The member for Avon said that the Government has taken no positive steps to improve the Perth traffic system. I think the shadow Minister has spent too much time in the sun because quite frankly he could not have been looking at what has been done and the proposals which have been publicised in the Press.

Mr McIver: All we hear about are proposals. Nothing positive is being done.

Mr O'CONNOR: The member for Avon can say that if he likes. If the honourable member would consider the background of the problem he would realise that his Government was responsible for some of the lack of action—and I say that sincerely. We do not have to look too far back in history to realise the frustrations and delays concerning the Kwinana Freeway extensions as a result of Labor Party representations. Quite frankly, that was one of the causes of a 12-month delay concerning that proposition and it will cost

the taxpayers many millions of dollars more than would have been required initially.

Mr McIver: Are you saying that all your members were in agreement with that extension?

Mr O'CONNOR: I did not say that at all. I said it was the action of the Federal and State Labor Governments which caused the frustrations and delays.

Mr McIver: It was not the State Labor Government.

Mr O'CONNOR: Does the honourable member deny that the member for Morley was the person responsible for making arrangements—

Mr T. H. Jones: He was not in the Labor Government.

Mr O'CONNOR: —for representations to be made to the Federal Minister in an effort to frustrate the progress of the steps being taken to overcome the problems connected with traffic flow? The member for Morley made an announcement to members after speaking to the Press, instead of consulting the State Minister. That was one of the worst things which has been done to a Minister in Australia.

Mr Bertram: You cannot talk about delay.

Mr O'CONNOR: I just did. The member for Mt. Hawthorn is a full bottle on nothing, but is now a specialist on traffic.

Mr Bertram: You are following the Premier with a mouthful of abuse. Can't you do better than that?

Mr O'CONNOR: We are used to listening to the snide remarks made by the member for Mt. Hawthorn. If the honourable member is prepared to listen I will continue.

Mr H. D. Evans: You are particularly obnoxious this afternoon.

Mr O'CONNOR: I was a little concerned when the member for Avon used his usual verbiage to comment about the Director-General of Transport. I consider him to be a good officer.

Mr McIver: I did not speak of his ability as an officer. If you read the Bill you will find it contains pages of words with no positive policy.

Mr O'CONNOR: The Bill was drawn up by the Parliamentary Draftsman.

Mr McIver: I am talking about your second reading speech.

Mr O'CONNOR: The member for Avon referred to the Bill, and that was drawn up by the Parliamentary Draftsman. Surely the Director-General of Transport has something to do with the policies concerning traffic in the centre of the city. I

had disagreements with the director-general on certain provisions in the Bill and I did not go along with him wholeheartedly. However, I consider him to be a good officer and to be doing the best he can, sometimes under difficult circumstances.

Mr McIver: No-one denies that.

Mr O'CONNOR: The honourable member said that the transport system in the metropolitan area was dilapidated. I deny this because I believe our system is the best in Australia.

Mr McIver: That is not the only facet of transport.

Mr O'CONNOR: I have not finished.

Mr T. H. Jones: We are a mile behind the times.

Mr O'CONNOR: The MTT caters for the majority of travellers in the metropolitan area and therefore, when the honourable member referred to the transport system being dilapidated, he must have included the MTT as it is responsible for the biggest proportion of public transport. Yet, the buses are very good as are the drivers and the policies.

Mr McIver: There is still room for improvement which would be possible with support from the Government.

Mr O'CONNOR: The member for Avon did not make any suggestions for improvement except those which have already been made.

Mr McIver: I could not do so because the Bill does not allow me to elaborate. You will hear some transport policies in due course.

Mr O'CONNOR: I am quite sure if the honourable member had had any criticism to make he would have made it. If he has any positive suggestions, I would appreciate them because I want to improve the transport system and do the best I can to help people to move around the town. When members criticise the system, surely they should also offer some suggestions for improvement. I appreciate that the member for Collie did so and I will refer to his suggestions later.

Some time ago the member for Avon stated that our railways were run down and that the collectors were dirty. I think he was probably sorry for having said that because the unions—

Mr McIver: I was misquoted in the Press.

Mr O'CONNOR: If that were so the member for Avon should have said so at the time because the remark reflects unfairly on certain people. We have had a lot of this sort of thing, especially in connection with the RTA.

Mr McIver: I did not say it. I was misquoted in the Press where it was highlighted.

Mr O'CONNOR: Channel 9 did not agree with the member for Avon when he said that the railway system was run down. If members would think for a moment they would realise that we have tried and do try to improve the system.

Mr McIver: You do not—

Mr O'CONNOR: Let me continue.

Mr McIver: Well don't bring that rubbish in.

Mr O'CONNOR: What rubbish?

Mr McIver: About the collectors being dirty.

Mr O'CONNOR: The member for Avon was quoted as having said that.

Mr McIver: It was not a fact.

Mr O'CONNOR: If that is the case I take back my criticism of the honourable member. I do not want to say anything unfair against him.

Mr T. H. Jones: It sounds like you do from the way you are carrying on.

Mr O'CONNOR: I was quoting the remarks he made today and others he made elsewhere, as members opposite do. However, do they apologise when they are told they are wrong? I have shown that courtesy, which members opposite do not.

If members had studied what is being implemented in the transport system they would know that we have already submitted a case to the Federal Government for the electrification of the railway line. A study of the whole transport system was carried out by Wilbur Smith, following which we submitted our case to the Commonwealth.

Mr T. H. Jones: Which you scrapped.

Mr O'CONNOR: Which we did not scrap. If the honourable member will wait, I will give him the score. I hope he will now apologise to me, as I did to the member for Avon, for saying something which was incorrect.

Mr T. H. Jones: I would like to hear more about it.

Mr O'CONNOR: The State put a proposition to the Commonwealth in connection with the electrification of the line, bearing in mind it was the Commonwealth's original intention that it would pay two-thirds of the cost while the State paid one-third. With a programme which will cost something like \$45 million, it will be realised the State cannot proceed alone. I had negotiations in this matter with the Commonwealth last week, and we are still negotiating. How foolish it would be to buy new diesel carriages now and find in about 12 months' time we will be able to go ahead with electrification! It would be stupid to go ahead in that way and waste public money, as I think the honourable member will agree.

Mr McIver: You will have to make a decision soon, otherwise everything will fall to pieces and come to a standstill.

Mr O'CONNOR: I would like to make a decision today but other people control the purse strings.

Mr T. H. Jones: The Whitlam Government has gone.

Mr O'CONNOR: The Whitlam Government bankrupted the country and we are trying to get something moving again.

Several members interjected.

Mr O'CONNOR: The honourable member asks why we do not hand the railways over to the Commonwealth. The reason is that we can run them much better. The Westrail staff and the commissioner have done a remarkable job in getting the best figures in Australia.

Mr McIver: That is all the more reason why a decision should be made now so that they can plan ahead.

Mr O'CONNOR: Is the honourable member suggesting I should go ahead and buy diesel carriages if in 12 months' time we can proceed with electrification?

Mr McIver: We have a workshop.

Mr O'CONNOR: If we buy diesel carriages and then reach agreement on electrification, what will we do? Sell them off at half price? The honourable member would have been a good Treasurer in the Whitlam Government.

Mr McIver: How long will this decision take? This is the crux of the matter.

Mr O'CONNOR: How can I tell?

Mr McIver: The situation will become worse. It must be a quick decision one way or the other.

Mr O'CONNOR: The honourable member has already made his speech and I heard him through without interjecting at all. It is remarkable to see members of the Opposition always trying to howl down members of the Government. We have it again today.

Mr Jamieson: It is nothing in comparison with what you used to do.

Mr O'CONNOR: When we look at the interjections in *Hansard*, we will see members of the Opposition do not like to let the Government put forward its policy. They try to howl us down so that Ministers cannot get a story over.

Mr T. H. Jones: Tell us about the transport policy.

Mr O'CONNOR: If the honourable member will be quiet, I will continue.

Mr T. H. Jones: He has lost his train of thought.

Mr O'CONNOR: We have before the Commonwealth a proposition for electrification of the system. We are negotiating and I hope we will reach some finalisation

in the near future so that we can get on with the job of trying to modernise and upgrade the whole of the railway commuter transport system.

The member for Avon mentioned cross-walk attendants and asked why we needed to have police doing this kind of work. The point is quite valid and we have given consideration to this matter. It must be realised it is necessary to have police on beat in the city as much as possible, both day and night; and we will be duplicating some of the work at this stage. I think this is a job which women could probably do in the future.

Mr May: They are doing it now.

Mr O'CONNOR: The member for Avon was referring to the central business district.

Both the member for Avon and the member for Collie commented on objections from the Perth City Council. Most of the suggestions in connection with this Bill which were put forward by the Perth City Council were accepted. The aspect which the council did not like was ministerial control.

I think all Governments in the future must have some control over the transport system operating in the city. If a council wanted to build a large number of car parks in the city centre to bring in more cars—and I am not suggesting the Perth City Council has such an intention—it is desirable that the Government be able to prevent it. At the moment the Government does not have this total control, but we have given the Perth City Council some powers in relation to private car parks and so on which it did not have previously. I think it is necessary for the Government to have some control in this matter so that if it considers some disadvantage is being caused through use of the powers it can step in and give a direction or make a request to the council.

In the contact I have had with the Perth City Council, we have got around the table for discussion and I have found the council very co-operative.

Mr May: The Lord Mayor does not seem to share that view. He said it would be better if the Government were occasionally to converse with the council.

Mr O'CONNOR: I can say quite frankly that we do. Whenever the parking committee or anyone else from the council has wanted to come to see me, I have never refused such a request.

Mr May: He made a public statement in this regard.

Mr O'CONNOR: I conferred with the council last week before bringing the Bill to the House. I have conferred with Councillor Frame, who is in charge of the parking committee, and Mr Brookhouse, the Chief Parking Inspector; and they are not the first members of the council I have

seen this year. I have had several discussions with the council in connection with the central business district and the total transport system.

Mr T. H. Jones: It is a pity you did not tell us that in your second reading speech.

Mr O'CONNOR: The member for Subiaco and other members mentioned the extension of the city clipper service and free travel for pensioners. One of the matters about which the council and I have had discussions is the setting up of parking areas out of the city, which operate extremely well. The Bill will allow us to extend the free clipper service to the parking areas around the city. This is a good way in which to overcome many of the problems in the centre of the city. I discussed this matter with the parking committee last week and I am anxious to help with it.

Mr McIver: Is the Government giving any consideration to an extra mall in Forrest Place, Hay Street east, or anywhere else?

Mr O'CONNOR: I do not know of any such proposal other than that for Forrest Place. This is a town planning matter. To my knowledge there is no other proposal in this regard, but I am not 100 per cent sure about it. The Town Planning Department may have some such plans of which I am unaware at this stage.

The member for Collie asked what extensions had been made since the overseas trip last year. I saw many of the things the member for Collie saw. Apart from the proposals in relation to the transport system, we have introduced an armed holdup squad in this State.

Mr T. H. Jones: I am talking about transport.

Mr Jamieson: That is the problem: there is a holdup in transport.

Mr O'CONNOR: In regard to busways, we have provided a lane, for buses only, on the new extension of the Mitchell Freeway going out towards Scarborough, in order to facilitate the movement of buses through to the metropolitan area and give people travelling on that route a quicker run, to try to encourage them into that form of transport.

I had a look at this form of transport while I was overseas. In some places not only were busways made available for buses but cars containing four or more people also used those lanes. I think it is a very good idea, and it is the Government's policy to introduce these busways onto the Freeway in the first instance and then perhaps extend the facility into other areas.

Mr Jamieson: I will never agree with you on that; busways always fail.

Mr O'CONNOR: I cannot agree with that comment.

Mr Jamieson: It has been proved.

Mr O'CONNOR: I have seen this working in Toronto, as has the honourable member, and I have also seen it working in Seattle.

Mr Jamieson: There are not many busways in Toronto.

Mr O'CONNOR: These busways are working particularly well in Seattle—and I think the buses are called the Blue Sky buses. I visited one of the parking areas and I found that in the busy period they were operating very well and are endeavouring to encourage people to return to the use of public transport.

As I have said we will try this initially on the Mitchell Freeway and if it proves successful we will extend it to other areas.

I have already mentioned parking areas being established outside the city, and the member for Collie will know we are endeavouring to move in this direction.

Mr T. H. Jones: Will the parking areas be free?

Mr O'CONNOR: I do not know; that will be for the Perth City Council to decide. I do know, however, that one of the areas being considered is south of the Causeway near the racecourse.

I did say that some of the clauses might be unpalatable, particularly those which refer to ministerial control. These provisions, however, are essential from the Government's point of view, no matter which Government is in office. I am sure the member for Collie will agree with me on that point.

Mr T. H. Jones: Unfortunately it is not possible to pick this up from the Bill.

Mr O'CONNOR: I think I have answered all the questions that were asked, but if I have not done so I will endeavour to answer any further questions that may be asked in the Committee stage or during the third reading.

I thank members for their support of the Bill which, I believe, is in the interest of traffic generally. I commend the Bill to the House.

Question put and passed.

Bill read a second time.

(Continued on page 2213.)

Sitting suspended from 3.45 to 4.03 p.m.

QUESTIONS (17): ON NOTICE

1. SEWERAGE

Main at Alfred Cove: Cost

Mr TAYLOR, to the Minister for Water Supplies:

- (1) What was the approximate cost of construction, per metre, of the nine inch gravity feed sewerage main from its junction at its western end with the 12 inch main running along Lentona Road,

Alfred Cove, to its eastern extremity, opposite the junction of North Lake Road and Canning Highway where it joins a six inch rising main?

- (2) Is this section of the main considered to have surplus capacity and, if so, for approximately what number of units?

Mr O'NEIL replied:

- (1) Approximately \$120 per metre (in 1969).
- (2) Under the present operating strategy there is an available capacity for a further 30 units approximately.

2. SWAN BREWERY *Canning Vale Site*

Mr BATEMAN, to the Minister for Industrial Development:

With reference to my question 8 of Tuesday, 24th August, 1976, will he further state fully what is the development obligation of the Swan Brewery to the Industrial Lands Development Authority regarding its agreement of sale with the authority?

Mr MENSAROS replied:

Under the terms of the agreement the company was obliged to commence construction of a brewery by no later than the 1st June, 1976 and having done so and having paid the purchase price, must now show that it has spent in excess of \$40 million on the project (allowable expenditures being defined in the agreement) before title to the land may be transferred.

3. THORNLIE HIGH SCHOOL *Library: Ventilation*

Mr BATEMAN, to the Minister representing the Minister for Education:

- (1) Is the Minister aware of the lack of ventilation in the Thornlie High School library?
- (2) If "Yes", will the Minister take immediate steps to have this problem rectified; if not, why not?

Mr GRAYDEN replied:

- (1) Yes.
- (2) The Public Works Department has advised that the matter of ventilation in the library is listed for attention during the 1976-77 financial year, pending the availability of funds.

4. SCHOOLS AND HIGH SCHOOLS *Collie Electorate: Repairs*

Mr T. H. JONES, to the Minister representing the Minister for Education:

Will the Minister please advise the amounts spent by the Government on repairs and renovations at the undermentioned schools since the Government took office—

- (a) Collie High School;
- (b) Amaroo School;
- (c) Fairview School;
- (d) Wilson Park School;
- (e) Allanson School?

Mr GRAYDEN replied:

No. The research required is considered to be too extensive.

5. EDUCATION *Trinity Remedial Clinic*

Mr BRYCE, to the Minister representing the Minister for Education:

- (1) Has the State Government received requests for assistance from the Trinity Remedial Clinic?
- (2) If so, will the Minister indicate how the Government proposes to assist this centre to remain open and continue its excellent work?
- (3) How many—
 - (a) Government schools;
 - (b) non-Government school students,
 use the clinic?

Mr GRAYDEN replied:

- (1) There is no record of any request to the Education Department.
- (2) Not applicable.
- (3) This information is not recorded at the Education Department.

6. EDUCATION *Remedial Teachers: Appointment and Funding*

Mr BRYCE, to the Minister representing the Minister for Education:

- (1) How many remedial teachers (including those employed on a part-time basis) were employed in Western Australian—
 - (a) primary schools;
 - (b) secondary schools,
 for each of the years since and including 1970?
- (2) What level of Federal Government funding was available to Western Australia for each year since 1970 for the training, retraining and employment of remedial teachers?
- (3) What level of Federal Government funding is available for the training, retraining and employment of remedial teachers in 1977?

- (4) How many remedial teachers (including those employed on a part-time basis) will be employed in primary and secondary schools in Western Australia in 1977?

Mr GRAYDEN replied:

- (1) (a) Primary schools:
Figures are not available for 1970, 1971, 1972 and 1973.
1974—56
1975—40
1976—54
- (b) Secondary schools:
Figures are not available for 1970, 1971 and 1972.
1973—34
1974—46
1975—47
1976—53
- (2) and (3) Federal funds for this purpose were not available prior to 1974. From 1974 Commonwealth Government grants were made for the special education of handicapped children but no grants were made specifically for the training and employment of remedial teachers in primary and secondary schools.
- (4) Not known at this stage as planning for the staffing of schools in 1977 is not completed.

7.

EDUCATION

Remedial Teachers: Training

Mr BRYCE, to the Minister representing the Minister for Education:

- (1) How many in-service courses were conducted by the Education Department in 1974 and 1975 to assist with the retraining of teachers for remedial education?
- (2) What was the normal duration of such courses?
- (3) How many teachers were involved in the courses?
- (4) Which teachers' colleges, if any, conduct special training courses in remedial teaching techniques?
- (5) How many teachers graduating from Western Australian teachers' colleges in 1974 and 1975 had received training in remedial teaching techniques?

Mr GRAYDEN replied:

- (1) In the years 1974 and 1975 a total of 55 courses in remedial education were conducted.
- (2) 36 of the courses were for 2 days and 19 for 5 days.
- (3) The total number of teachers involved in 1974 and 1975 was 2 433.
- (4) All colleges include an introduction to diagnosis and remediation in the courses offered.

Mt Lawley College has a post-graduate, 12 months' course in special education which has a large remedial component.

- (5) The number of students who specialised in remedial teaching techniques is not recorded.

SCHOOLS

Libraries: Building Programme

Mr BRYCE, to the Minister representing the Minister for Education:

- (1) What was the financial allocation for the Western Australian primary school library building programme in the years 1973 to 1976 inclusive?
- (2) What is the estimated allocation for 1977?

Mr GRAYDEN replied:

- (1) and (2) As many primary school libraries are included in contracts for full cluster additions to schools, it is not possible to separate allocations for libraries. An estimate of funds spent on primary libraries for the years concerned is as follows:

1973—\$195 000
1974—\$3 240 000
1975—\$1 150 000
1976—\$1 436 000

(includes estimates to June, 1977).

SCHOOLS

Libraries: Foundation Book Issue

Mr BRYCE, to the Minister representing the Minister for Education:

- (1) As at December 1975, what was the normal foundation book issue for a new primary school library in Western Australia?
- (2) What is the current foundation book issue?
- (3) What will be the foundation book issue in 1977?

Mr GRAYDEN replied:

- (1) Books to the retail value of \$1 750.
- (2) Books to the retail value of \$1 750.
- (3) The allocations of various grants will be dependent upon the Budget to be announced.

SCHOOLS

Library-resource Centres: Provision

Mr BRYCE, to the Minister representing the Minister for Education:

- (1) How many primary school library resource centres were built in Western Australia during the years 1973 to 1975 inclusive?
- (2) How many such libraries are expected to be built in Western Australia in 1976 and 1977?

- (3) What funding was made available for the employment and training of teacher/librarians in Western Australian primary schools in the years 1973 to 1976 inclusive?
- (4) What is the estimated figure for 1977?

Mr GRAYDEN replied:

- (1) 1973—5
1974—66
1975—19.
- (2) 1976—26.
- (3)
- | | Primary | Secondary | Total |
|------|-----------|-----------|-----------|
| 1973 | N/A | — | N/A |
| 1974 | 344 777 | — | 344 777 |
| 1975 | 1 309 284 | 18 623 | 1 327 907 |
| 1976 | 1 186 403 | 68 062 | 1 254 465 |
- (4) With funding recently confirmed the amount will be similar to 1976.

11. *This question was postponed.*

12. HOUSING

Swan Electorate: Rental Homes

Mr SKIDMORE, to the Minister for Housing:

Would he provide the following information regarding rental accommodation in the Swan electorate—

- (1) How many applicants are at present on file with the commission for single person accommodation?
- (2) Of the applicants referred to in (1), how many of them have indicated a preference for either Guildford, Bassendean or Midland?
- (3) How many of the above applicants have filed doctors' certificates substantiating their urgent need to secure such accommodation?
- (4) How many single person flats, duplexes or the like are available in the Swan electorate?
- (5) Where are the units referred to in (4) located and what are their addresses, and how many of same are at present vacant?
- (6) If there is vacant accommodation for single persons in the Swan electorate, how long have these units been vacant and for what reasons?

Mr P. V. JONES replied:

- (1) 540 single pensioner housing units.
- (2)

Bassendean	10 applications on hand.
Guildford	1 application on hand.
Midland	18 applications on hand.
Lockridge	16 applications on hand.

TOTAL: 45

- (3) Bassendean 2 medical certificates.
Guildford Nil.
Midland 5 medical certificates.
Lockridge 6 medical certificates.

TOTAL: 13

- (4) Total number of units—82.

- (5) (a) Bassendean area:

Total number of units—16.

Lots 225-227 (Flats 1-16
Lukin Street, Bassendean).

Midland area:

Total number of units—8.

Lot 23 (Flats 9-16 Midvale
Place, "Yullawa" Midvale).

Lockridge:

Total number of units—58.

Lot 66—(Flats 1-24 Bradley
Way)

Lot 348—(Flats 2-3 Bates
Place)

Lot 76—(Flats 1-16 Kerwin
Way)

Lot 186—(Flats 6-7, 10, 11,
14, 15 Rocher Place)

Lot E—(Flats 136-144
"Clare Court" Braithwaite Road)

- (b) Vacancies:

Lockridge—1 unit only.

Other areas—Nil.

- (6) Apartment 22, "Adelong" Lockridge—vacated 20th August, 1976; currently undergoing maintenance prior to re-letting. Normal tenant vacation.

13. MEAT COMMISSION

Specialised and Dried Meat Products

Mr GREWAR, to the Minister for Agriculture:

- (1) Is it within the powers of the W.A. Meat Commission, which has as its overriding mandate the long term interests of the meat industry, to investigate the more specialised meat products supplied or which could be supplied from Western Australia?
- (2) If not, why not?
- (3) If "Yes" then could this organisation be commissioned to fully study the potential of the dried meat trade and make recommendations to the industry?
- (4) Are there any other meat products which are required in overseas markets that have not been fully investigated; if so, could the commission similarly study their potential for development?

Mr OLD replied:

- (1) to (4) The Abattoirs Act provides that I am able to direct the Western Australian Meat Commission to investigate a matter such

as this. The commission is very conscious of the need to develop new markets and has already pioneered the goat market to south-east Asia.

I am prepared to ask the commission to investigate the particular points raised by the member.

14.

MEAT*Co-ordination of Exports*

Mr GREWAR, to the Minister for Agriculture:

(1) Is it possible for an organisation made up of expertise from shipping companies, meat exporters and meat board representatives, to liaise periodically to co-ordinate meat supply, storage and shipping, in an endeavour to prevent the 'bottle neck' problems now being experienced?

(2) If not, why not?

Mr OLD replied:

(1) and (2) A State meat working party which has been in existence since 1969—with representation from the W.A. Meat Exporters' Association, W.A. Cold Storage Association, Australian Meat Board and shipping companies—has as its main objective co-operation within the industry in an endeavour to ensure that shipping capacity is adequate to meet seasonal demands. I am informed that the committee met yesterday to discuss the present storage and shipping position.

As the member will appreciate the current problem of excessive build up of meat in store has arisen from a number of factors—notably limitations of access to major overseas markets, shipping delays and a much higher slaughter of stock for this time of year because of drought conditions.

15.

ELECTRICITY SUPPLIES*Point Samson*

Mr MAY, to the Minister for Fuel and Energy:

(1) Has the State Energy Commission given consideration to providing power to residents located at Point Samson?

(2) If so, when is it anticipated that power connections will be made?

Mr MENSAROS replied:

(1) Yes.

A public meeting was convened at Point Samson on Friday the 6th August and attended by State Energy Commission and Department of Industrial Development

representatives to explain the details of the SEC contributory proposal.

(2) Soon after the response of the Point Samson residents to the financial proposals put forward at that meeting.

16.

MINING*State Forests: Kirup-Grimwade*

Mr H. D. EVANS, to the Minister for Mines:

(1) For which company/ies did the Perth mining warden approve five applications for mining tenements in State forest between Kirup and Grimwade on 12th November, 1975?

(2) In connection with which minerals were these tenements issued?

(3) Was an environmental impact study required by the warden before these applications were approved?

(4) (a) If "Yes" to (3), will he table a copy;

(b) if "No" to (3), does he propose to request an environmental study from the companies involved?

(5) Were there any objections to the granting of these tenements, and if so, from whom or what organisations, bodies or departments?

Mr MENSAROS replied:

(1) The warden recommended approval of applications for mineral claims Nos. 70/14170, 70/14171, 70/14173 and 70/14278 by Valuemets Pty. Ltd., George Roy Downie and Barry John Wood, No. 70/14222 by Valuemets Pty. Ltd. and Nos. 70/15600 and 70/15601 by Geoffrey William Crabb and Roy George Downie.

(2) Ilmenite, monazite, rutile, zircon, tin, tantalite, xenotime, kaolin, leucosene, platinum, osmium, nickel, chromium, copper, zinc, talc, silver, cobalt, asbestos, and rare earths.

(3) No.

(4) (a) Not applicable.

(b) Under the conditions of approval, an environmental review and management programme must be submitted and approved before mining (other than drilling) will be permitted.

(5) Yes, the Forests Department and Alcoa of Australia.

17. DROUGHT

Road Maintenance Tax: Waiving

Mr CRANE, to the Minister for Transport:

Further to my question 59 of Wednesday, 4th August and my question without notice of 5th August, requesting waiving of road maintenance tax in certain drought conditions, will he advise—

(1) Has a request been received from the Drought Consultative Committee or other bodies for the waiving of this tax as I requested?

(2) If "Yes"—

(a) from whom have such requests been made;

(b) what action does the Government intend to take?

Mr O'CONNOR replied:

(1) Yes.

(2) (a) The Drought Consultative Committee of W.A.

(b) Cabinet has this matter under consideration.

A decision has already been made to assist in meeting transport costs for drought relief fodder and livestock.

I appreciate that the cause of the accident yesterday may not have been due to the lack of a passing lane. However, many accidents have occurred on this section of the road and there are incidents every day which clearly show the need for a passing lane.

(2) Will he also take steps to have an emergency phone installed as the nearest public telephone is a considerable distance away?

Mr O'CONNOR replied:

I thank the honourable member for some notice of the question. I might say this accident could have occurred, irrespective of the width of the road. The answer is as follows—

(1) The Main Roads Department is investigating the feasibility of improving the capacity of the Lesmurdie Hill section of the road. The investigation will include consideration of the feasibility of constructing a passing lane.

(2) No. Emergency telephones can only be justified on heavily trafficked freeway-type arterial roads.

3.

WATER SUPPLIES

Dams in the South-west: Storage

Mrs CRAIG, to the Minister for Water Supplies:

(1) As the Wellington Dam contains this year only 71 per cent of full storage capacity, is it anticipated that farmers in the Collie Irrigation area will face a restriction in the amount of water available to them for irrigation purposes?

(2) The allocation last year of water for irrigation purposes was 15 000 cubic metres per hectare.

(a) If a restriction is imposed, by what amount is it considered likely this allocation will be reduced; and

(b) will there be a reduction in the basic allocation?

(3) What is the storage position in the other south-west dams which service irrigation areas?

(4) Will any restriction on water for irrigation need to be imposed in the areas serviced by these dams?

Mr O'NEIL replied:

(1) Yes.

(2) (a) The allocation for the Collie River irrigation district last year was 14 800 cubic metres per rated hectare. However,

QUESTIONS (8): WITHOUT NOTICE

1. ALCOHOL AND DRUGS

Use by High School Students: Survey

Mr BRYCE, to the Minister representing the Minister for Health:

Will the Minister table the results of the survey conducted by the Health Education Council into the question of the use and abuse of drugs and alcohol by secondary students?

Mr RIDGE replied:

Yes, but the report is incomplete and in draft form.

The report was tabled (see paper No. 349).

2. TRAFFIC ACCIDENT

Welshpool Road: Lesmurdie Hill

Mr THOMPSON, to the Minister for Traffic:

(1) Following the double fatality which occurred yesterday on the Lesmurdie Hill section of Welshpool Road, will he immediately initiate moves to provide a passing lane to enable uphill traffic to pass slower vehicles travelling in the same direction and hence eliminate the need for vehicles to cross to the incorrect side of the road?

only 18 per cent of the farmers used this amount and the average usage was 10 704 cubic metres per rated hectare. The Irrigation Commission met last week and has advised that an allocation of the order of 10 000 to 11 000 cubic metres per rated hectare appeared likely at this stage. This is dependent, however, on the salinity of the late inflow into Wellington Reservoir and studies to optimise the yield from this reservoir were being undertaken. The Irrigation Commission will meet on the 1st October to make a final recommendation on the allocation.

(b) No, the basic allocation is 9 200 cubic metres per rated hectare.

(3) The storage position is as follows—

Dam	Present Storage Cubic Metres	Capacity Cubic Metres
Stirling	30 074 000	57 000 000
Logues	15 060 000	24 300 000
Harvey	7 660 000	9 090 000
Samson	4 797 000	9 170 000
Drakesbrook	990 000	2 290 000
Waroona	10 916 000	14 900 000
Glen Mervyn	1 132 000	1 490 000

(4) The Irrigation Commission has advised that likely allocations for the coming summer are—

(a) Harvey irrigation district—only the basic allocation of 9 200 cubic metres per rated hectare.

(b) Waroona irrigation district—an allocation of 10 000 to 11 000 cubic metres per rated hectare, which is similar to that proposed for the Collie River irrigation district.

The position in regard to the Preston irrigation district is such that normal usage will be possible.

4. GROYNES AND COFFER DAMS

Mullaloo: Deputation

Mr CLARKO, to the Minister for Water Supplies:

In *The West Australian* of Saturday, the 21st August, 1976, tenders were called for the provision of ocean groynes and sheet piling coffer dams at Mullaloo, the project to be completed by November, 1976. Would the Minister be prepared to meet a deputation comprising myself; the member for Toodyay (Mr Nanovich); representatives of the Shire of Wanneroo; and members of local

boating organisations, to discuss the possible provision of boat launching facilities adjacent to the groynes?

Mr O'NEIL replied—

Yes, if I can find a hall big enough to accommodate the deputation.

5. ROAD TRAFFIC AUTHORITY

Shire of Carnarvon: Attitude

Mr LAURANCE, to the Minister for Traffic:

(1) Has the Minister received any information about the feelings of the Shire of Carnarvon after the publication in the *Daily News* of an article headed "Anti RTA feelings run high"?

(2) Has the Minister any information about—

(a) whether the sentiments expressed in the article by Mr Wilson Tuckey, the deputy shire president, were an accurate assessment of the feelings of Carnarvon people about the RTA;

(b) whether a letter written to the editor of the *Daily News* by the Carnarvon Shire President (Mr F. G. Baxter) is to be published, and if not why not?

Mr O'CONNOR replied:

(1) Yes.

(2) (a) A letter dated the 19th August, 1976, forwarded to the *Daily News* by the shire president criticising the article, giving what he considered to be the facts, and refuting Mr Tuckey's views was not published.

(b) I believe the letter is not to be published and the *Daily News* has written to advise the shire president accordingly. The letter also indicated that the views expressed in the article were those of a couple of isolated people, and not of the majority of people.

6. Mt. CHARLOTTE GOLDMINE *Closure*

Mr JAMIESON, to the Premier:

(1) What is the latest Government development in respect of the imminent closure of the Mt. Charlotte mine in Kalgoorlie?

(2) Would he again represent to the Prime Minister the concern of this House, both the Government and

Opposition sides, at the failure of the Commonwealth Government to further assist in maintaining the Mt. Charlotte mine as a working entity?

Sir CHARLES COURT replied:

- (1) and (2) The State Government has kept in close contact with the Australian partner in Mount Charlotte mine, both whilst its representative was in the USA for discussions with the American partner, and since his return. With the sagging price of gold, the position has deteriorated even beyond what it was a month ago. I have personally had further consultation with the Australian partner's representative (Mr L. C. Brodie-Hall) this morning, and both of us will be meeting with the Mayor of Kalgoorlie (Mr Ray Finlayson) tomorrow.

This meeting will study the latest trends regarding the heavy operating loss.

On present indications, even if the Commonwealth Government and the State Government contributed the amounts which have been under discussion—and the State portion of which we are still prepared to contribute—it does not appear sufficient, together with the company's contribution, to cover the projected deficit for the coming year. These figures, and a number of associated matters will be discussed with the Mayor of Kalgoorlie tomorrow and the company will be having further meetings on Monday and Tuesday. It is expected that an announcement on the future of the mine would be made soon thereafter. I plan to bring the Prime Minister up to date on the situation after tomorrow's meeting.

8.

RAILWAYS

Bridgetown Depot: Transfer

Mr JAMIESON, to the Minister for Transport:

- (1) Is the Bridgetown railway depot to be moved to Manjimup on the 5th September, 1976, as he stated?
- (2) If "Yes" to (1)—
 - (a) have the railway employees at Bridgetown been officially notified of their transfer; and
 - (b) have any compensatory measures by way of travelling allowance or provision of transportation and compensation for loss incurred through housing been granted to employees? If so, would he give details?
- (3) If "No" to (1), when is it proposed that the Bridgetown railway depot will move to Manjimup?

Mr O'CONNOR replied:

- (1) No.
- (2) Answered by (1).
- (3) The proposed transfer date of the 5th September has been deferred to a date to be fixed while further discussions with the unions and the employees concerned take place.

It is proposed that next week officers of the department and representatives of the union will meet at Bridgetown for discussions.

BILLS (2): MESSAGES

Appropriations

Messages from the Governor received and read recommending appropriations for the purposes of the following Bills—

1. Child Welfare Act Amendment Bill (No. 2).
2. Western Australian Meat Industry Authority Bill.

DOG BILL

Returned

Bill returned from the Council with an amendment.

BILLS (2): RECEIPT AND FIRST READING

1. Medical Act Amendment Bill.
2. Nurses Act Amendment Bill.

Bills received from the Council; and, on motions by Mr Ridge (Minister for Lands), read a first time.

7.

TRADE UNIONS

Anti-left Movement

Mr GREWAR, to the Minister for Labour and Industry:

Does the new "anti-left" union movement mean that these men will be regarded by the ALP and the Trades and Labor Council as union bashers?

Point of Order

Mr A. R. TONKIN: Mr Speaker, is this a permissible question?

The SPEAKER: The question is of such a nature that it should not be permitted in its present form.

Questions without Notice Resumed

TEACHERS' REGISTRATION BILL

Council's Message

Message from the Council received and read notifying that it had agreed to the amendments made by the Assembly.

INDUSTRIAL AND COMMERCIAL EMPLOYEES' HOUSING ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

CITY OF PERTH PARKING FACILITIES ACT AMENDMENT BILL

In Committee

The Chairman of Committees (Mr Thompson) in the Chair; Mr O'Connor (Minister for Transport) in charge of the Bill.

Clauses 1 to 5 put and passed.

Clause 6: Section 11 amended—

Mr T. H. JONES: One of the queries I raised during the second reading speech has not been answered; that is, the query in connection with the right of appeal. The Minister indicated that the Government wanted to have full control of the situation. I notice that the owner of a parking instrumentality has the right of appeal, but this does not apply to a shire. I want to know the reason for this.

Mr O'CONNOR: I regret I did not reply to the query earlier. The reason appeal is permitted in the case of individuals is that they do not have the tremendous powers granted to the City of Perth. We have agreed to give a 14-day period in which an appeal can be lodged. However, before the Minister made a final decision he would naturally discuss the matter with the council. Once the Minister makes his decisions, no further appeals are possible. I think this is reasonable.

Clause put and passed.

Clauses 7 and 8 put and passed.

Clause 9: Section 15A added—

Mr O'CONNOR: I move an amendment—

Page 7—Insert after paragraph (a) the following new paragraph to stand as paragraph (b)—

(b) the periods for which vehicles may be parked in the parking station or parking facility;

I have conferred on this amendment with the member for Avon and I cannot envisage any problem with it.

Amendment put and passed.

Clause, as amended, put and passed.

Clause 10: Section 15B added—

Mr O'CONNOR: I move an amendment—

Page 7, line 37—Delete the passage "subsection (1)" and substitute the passage "subsection (2)".

This is a necessary machinery provision.

Amendment put and passed.

Clause, as amended, put and passed.

Clause 11: Section 15C added—

Mr O'CONNOR: I move an amendment—

Page 8, line 29—Delete the word "Where" and substitute the passage "Subject to subsection (2) of this section, where".

This is also a necessary machinery provision.

Amendment put and passed.

Mr O'CONNOR: I move a further amendment—

Page 8—Insert after subsection (1) the following new subsection to stand as subsection (2)—

(2) The Minister shall not give a direction pursuant to subsection (1) of this section unless—

- (a) after approving of the grant or renewal of the license referred to in that subsection he has, by notice in writing given to the Council and the licensee, informed the Council and the licensee that he intends to give such a direction; and
- (b) a period of fourteen days has elapsed since the date on which he gave the notice under paragraph (a) of this subsection or, if that notice was given to the Council and the licensee on different days, since the later of those days.

Members know the reason for the amendment and therefore, unless they wish me to do so, I will repeat it.

Amendment put and passed.

Clause, as amended, put and passed.

Clause 12: Section 15D added—

Mr O'CONNOR: To rectify a typographical error, I move an amendment—

Page 9, line 29—Delete the word "reserve" and substitute the word "reverse".

Amendment put and passed.

Clause, as amended, put and passed.

Clauses 13 to 17 put and passed.

Clause 18: Section 25 repealed—

Mr McIVER: I seek clarification, because I do not understand the verbiage used in section 25.

Mr O'CONNOR: I did not have any prior notice of this query. The clause is merely a machinery provision, but I will undertake to consider the query and give the honourable member further information. However, this will not be possible now for a week or so.

Clause put and passed.

Clause 19 put and passed.

Title put and passed.

Bill reported with amendments.

COMPANIES (CO-OPERATIVE) ACT AMENDMENT BILL

In Committee

Resumed from the 19th August. The Chairman of Committees (Mr Thompson) in the Chair; Mr O'Neill (Minister for Works) in charge of the Bill.

Progress was reported after clause 1 had been agreed to.

Clause 2: Section 46 amended—

Mr O'NEIL: The Committee will recall we reported progress for two reasons. Firstly, we were awaiting the passage of the new Building Societies Bill. That Bill has now been read a third time and we can proceed with the amendment contained in clause 2 of the Bill before us in order to cater for the building society legislation.

There was a second reason for reporting progress, and that was the question raised by the member for Mt. Hawthorn and the member for Mt. Marshall concerning communications with the Co-operative Federation of Western Australia. At that time I did not have any copies of the correspondence and, in fact, I heard about it for the first time during the debate. I undertook to inquire into the matter and decide whether the proposed amendment would satisfy the co-operative building societies.

The Committee will appreciate there has been some confusion because on the 14th May, 1976, the Co-operative Federation of Western Australia addressed a letter to the Hon. N. E. Baxter, Minister for "Co-operatives". Of course, that is not a portfolio. The letter from the Co-operative Federation of Western Australia, in part, stated—

It is appreciated that the intention of the Commissioner for Corporate Affairs through the Attorney General is to prevent corporations operating as Building Societies under incorporation in the Companies (Co-operative) Act 1943-1959 . . .

The federation went on to say there could be some valid and good reasons that this should be permitted to happen. The amendment proposed by the member for Mt. Hawthorn would cater for that situation by allowing incorporation with the approval of the Minister. So, I think that has satisfied the initial query.

To go a little further, the letter from the Co-operative Federation of Western Australia was replied to by the Minister for Justice, not the Hon. N. E. Baxter, on the 15th June, and some explanation was given with regard to the apparent lack of consultation with the federation. It was clearly felt that all that was being done was to correct a situation where it was apparent one Act could be regarded as being in conflict with another.

That explanation was made and sent to Mr R. G. Sutherland, the chairman of the federation, by the Minister for Justice (the Hon. N. McNeill). A further letter came back in response to the letter of the 15th June, dated the 2nd July, and addressed to the Hon. D. H. O'Neill, MLA, Minister for Justice.

So, there was some confusion. That was probably understandable and probably an indication that the Co-operative Federation of Western Australia has so few problems it has not found it necessary to get in touch with Ministers of the Crown on too many occasions.

That letter was replied to on the 27th July, 1976, and the position was again explained. Some further points which were raised were answered satisfactorily. The contretemps which caused the exchange of letters arose because there was no prior consultation with the federation. There has certainly been some consultation since. The main issue which concerned the federation would have been covered by the amendment proposed by the member for Mt. Hawthorn.

However, when looking at the amendment which is now to be moved by the Government in respect of the new building societies legislation, it was decided to incorporate the amendment proposed by the member for Mt. Hawthorn. For that reason, I intend to move the amendment standing in my name on today's notice paper. I move an amendment—

Page 2, lines 14 to 21—Delete paragraph (a) and substitute the following—

- (a) unless the consent in writing thereto of the Minister has been first obtained, if it appears to the Registrar that it is intended that any of the moneys that may be received in pursuance of the prospectus are to be applied for the same purpose as that specified in subsection (2) of section seventy-six of the Building Societies Act, 1976; or

Mr BERTRAM: The Minister earlier gave me an assurance that the amendment which he now proposes will adequately accommodate the amendment which I intended to move, and it will also accommodate another matter I raised during an earlier debate.

I accept the assurance given by the Minister, and I will not be seeking to move my proposed amendment.

Amendment put and passed.

Clause, as amended, put and passed.

Clauses 3 and 4 put and passed.

Title put and passed.

Bill reported with an amendment.

LIQUOR ACT AMENDMENT BILL

In Committee

Resumed from the 24th August. The Chairman of Committees (Mr Thompson) in the Chair; Mr O'Neil (Minister for Works) in charge of the Bill.

The CHAIRMAN: Progress was reported after new clause 14 had been agreed to.

New clause 38—

Mr BERTRAM: The proposed new clause appears on today's notice paper. I would like to repeat something I have already stated in connection with this Bill; that is, a proposed amendment had not so much to do with the use of liquor as with the abuse of it, and the proposed new clause has to do with the abuse of advertising and the right to advertise rather than the ordinary and proper use of advertising. I move—

Page 20—Insert after clause 37 the following new clause to stand as clause 38—

Section 176A added. 38. The principal Act is amended by adding immediately after section 176 the following section—

Advertising to be accompanied by a warning.

176A. Every advertisement which is either in writing or is communicated by word of mouth or pictorially (whether by television or radio or any other medium) and which advocates or encourages the purchase or consumption of liquor shall be followed immediately by a warning by the same medium in the following terms—"Medical authorities warn that drinking can be a danger to health".

In all the principles and propositions I have advanced in this Chamber, I do not suppose there has been a previous case when I have had available to me more evidence in support than I have on this

occasion. There is simply not enough time to go into the detail I would like to give, and I doubt that however long I might be here I would have more evidence or a better case to sustain a proposition than I have on this occasion.

I am not necessarily claiming that the actual wording of the warning is the best in the world. If there are those who believe there should be a warning and that it should be far more definite or aggressive than what I have proposed, let them speak up. I advance the new clause in a spirit of compromise so that it cannot be said we are charging in where angels fear to tread, that we are taking people by surprise, that we are moving too quickly, or anything of that sort. The proposed new clause is being advanced in a spirit of compromise, and only as a very halting step, particularly when one has regard to the attitude embodied in the legislation of something like 25 other countries, I believe, which have already acted by placing a total ban on liquor advertisements or by giving a warning in some other appropriate way.

I think it is within our power as a State Parliament to embody the proposed new clause in the principal Act. I do not believe it would be within the power of the Australian Parliament. In the same way, I think the legislation of the Australian Parliament concerning cigarette advertising was properly introduced, once again perhaps because of constitutional provisions.

It is very interesting to note that only in today's issue of *The West Australian* there was reference to the fact that a Bill has just been carried through the House of Representatives which includes provisions to ensure that as from the 1st September next there will be a total ban on the advertising of cigarettes on television and radio. The new clause we are considering at the moment will not single out television, radio, or any other medium; so there will be no discrimination, which I think constituted a problem in regard to the legislation relating to the cigarette warning. I think the proposed new clause will extend to all forms of advertising and not to any selected medium; so there will be no discrimination or unfairness.

I would like to mention one or two matters in support of my argument, generally. In a sense, my prime concern is with the younger brigade of people in our community. It is all very well for us to go to all lengths. Indeed, we are told in this evening's edition of the *Daily News* that another step is to be taken to catch drunken drivers, which is a clear manifestation or doing something after the event—not going to the root of the problem but doing something after the problem has occurred. The idea of the proposed new clause is to tackle the matter at both ends but certainly to try to do

something to help family people and young people to orientate themselves properly on the question of liquor.

Dr Dadour: The warning says "drinking can be a danger to health". Drinking what?

Mr BERTRAM: If we take that literally, we would wonder. The member for Subiaco must bear in mind that the warning on cigarette packets does not say "Smoking a pipe is a health hazard".

Dr Dadour: Come off it—there's a great difference.

Mr O'Neil: Drinking is natural—smoking is not.

Dr Dadour: What else do you smoke? Marihuana?

Mr BERTRAM: I very much appreciate the helpful interjection made by the member for Subiaco, since he appears clearly to be on side. When the honourable member moves to improve the wording of the warning, I will welcome it and I will give him support because he is a medical man and he realises the merit of my suggestion. If he does not realise it, from the authorities I have read it would seem he is the odd man out.

I would like to refer to one or two items touching on this matter. I have here an article headed, "More TV watching than classroom attendance", and it reads as follows—

By the time the average youngster has finished high school, he has seen 15 000 hours of TV, some 3 700 hours of which are commercials. All this viewing, of course, has to be fitted around approximately 1 100 hours of classroom attendance.

I would like to quote from a statement made by Rene Maheu, the Director-General of UNESCO. It is because I subscribe to his viewpoint, I have moved my amendment. He said—

We must protect this natural receptivity of youth from the exploitation of commercialism, for it represents the fountainhead of the simple decency, if not always the innocence of mankind.

The figures of a few years back show that \$4 211 000 was spent every year to purchase time on television to advertise liquor. Members will realise that this amount would have increased in the interim, and it does not take into account the money spent to produce the advertisements. This sum of money is allowed as a tax concession to the traffickers in the drug, alcohol.

I believe it is worth while noting that alcohol is a drug. This is not just my thinking on the matter, but that of a world health authority. We on this side of the Chamber are urged to abhor, to prosecute, and to deal very severely with drug pushers—and rightly so. Those

who advertise a drug mercilessly should be dealt with appropriately, depending upon the particular drug being pushed. Anyone who advertises a drug is a drug pusher. Individuals find it difficult to comprehend how the pusher of a class-A drug is dealt with severely while the pushers of a class-B drug are apparently tolerated and, indeed, are given commendation.

The CHAIRMAN: The member has two minutes remaining.

Mr BERTRAM: Thank you, Mr Chairman. I would like to place other matters on record. It is said that alcohol influences 59 per cent of those convicted of serious crime. When answering a question the other day the Minister for Police told us how much crime is undetected and unsolved, and therefore the criminals go unpunished. It is a frightening percentage and alcohol is adding to the total amount of crime. If we wish we can see an unmistakable nexus between crime and alcohol. There is abundant evidence of this, and yet we do absolutely nothing about it.

Alcoholism costs Australia \$74 million annually in lost productivity and sickness. If the Minister for Labour and Industry were here he would be stunned by those figures and surely he would want to do something about it. This all-party committee was established by the Australian Parliament, and I will refer to the report later. Also, we cannot ignore the fact that 50 per cent of road deaths involved alcohol.

Mr Hartrey: Do you mean they died by alcohol?

Mr BERTRAM: I do not have time to go into that at the moment. I would like to read from the report of the Senate committee to which I referred. It says—

... it is the Committee's view that in the public interest if advertising is to continue such advertising should be accompanied by adequate warnings of the potentiality for abuse of a particular drug.

The statements I refer to are from authoritative sources, responsible people, world authorities, and so on. It seems to me to be an adverse reflection on this Committee that I should have to produce all this evidence. Most if not all members of the Committee are either in possession of this knowledge, or should be in possession of it. The interesting thing is what the Committee members propose to do about it, if anything. I should say I am less than confident that the amendment will be carried, but I was pleased to hear the contribution of the member for Subiaco.

The CHAIRMAN: The member's time has expired.

Mr FLETCHER: The other evening I attempted rather prematurely to support the member for Mt. Hawthorn but you

reminded me, Sir, that this amendment was not then before the Committee. I promise to be brief in view of the debate that has already taken place.

The CHAIRMAN: Thank you.

Mr FLETCHER: I said this amendment was more worth while than any amendments which had been discussed up to that time. I said also that despite the jocular reception the amendment received, in my opinion it was worth supporting.

I said that in my view public opinion is influenced disproportionately by the media and in particular television, and that social pressures made drinkers of people who might not otherwise drink. I will now give evidence to support my assertions.

In *The West Australian* of the 24th August, an article appeared on page 19 headed, "Alcoholics warned". It stated—

MELBOURNE: Public opinion encouraged drinkers to become alcoholics, a New Zealand sociologist said yesterday.

Mr Phillip Harington, of the University of Waikato, Hamilton, said that society tended to stigmatise people who did not participate in drinking.

"We tend to exalt the virtues of drinking rather than condemn the negative effects of alcohol," he told a sociological conference at La Trobe University.

"People think alcoholics are only scruffy people who drink from hip flasks, but there are blue-suited business men who are just as prone to alcoholism."

He warned that many drinkers did not know they were near-alcoholics.

I find that rather alarming. Again, on the 23rd August, 1976, a headline in *The West Australian* states, "Fewer students smoking—survey". The article states—

The survey was conducted by the Health Education Council at four schools to check the incidence of smoking, drug-taking and drinking.

Further on it states—

The survey listed 10 per cent of the boys and three per cent of the girls as heavy drinkers, with a daily intake of 100 grams of alcohol, the equivalent of eight big whiskies.

These drinkers were classed as long-term risks.

I am trying to capture the attention of the Premier and the Minister but they do not seem to be interested at the moment. Another example of alarming statistics appeared in the *Weekend News* of the 21st August. The headline is, "Schoolgirls in drink report", and the article states—

More than 80 per cent of fifth year girls attending two Perth independent schools drink between one and twenty 7-oz glasses of beer in one sitting, says a survey just published.

The survey was conducted by the Health Education Council into the consumption and use of alcohol, tobacco, cannabis and LSD.

The article goes on to say—

The council also surveyed two independent boys schools and found the results to be similar. The survey covered 400 students.

The officer in charge of field work for the council, Mr Peter Imeson, said he felt the results represented an honest cross-section of all fifth-years in private schools.

The council is waiting for permission to conduct a similar survey in State schools.

In the survey the girls indicated that they drank:

- When the opportunity presented itself.
- On special or social occasions.
- On weekends.

Mr Imeson said there were so few girls who didn't drink it was "absurd."

Ten per cent of the girls did not drink, compared with 14 per cent among the boys, he said.

"It's quite obvious that alcohol is our biggest drug problem."

The following is the most important part of the article—

Mr Imeson said cannabis and LSD were not the problems the public thought they were.

Most boys and girls said that alcohol was the most acceptable form of drug surveyed. Nearly 60 per cent said they preferred alcohol to tobacco (33 per cent), cannabis (five per cent) and LSD (two per cent).

He said that from the recent survey it was evident that some students could easily develop heavy-drinking habits, if they did not already have them.

I think those statistics are frightening, even if the Minister and the Premier do not.

If other members opposite feel like I do they will support this amendment. If they do not care they will vote against it; probably they will vote against it because it emanates from this side of the Chamber. If members argue that a spoken or printed warning would be as ineffective as the warning is in respect of smoking, let them amend the amendment so that advertising is banned altogether. I would be pleased to support an amendment to

ban advertising, and I know the member for Mt. Hawthorn and others on this side would support it.

We should not condone the media thrusting liquor down the throats of our susceptible and vulnerable youth. According to the advertisements, our youth are made to believe that drinking liquor is the "in" thing. It is no wonder the statistics I have read out are occurring. Vested interests make millions of dollars out of advertising through the Press and television, and millions of dollars are made from the sale of liquor. This is the result of the freedom of private enterprise espoused by members opposite.

It may be said that the Government cannot legislate for fools. I submit that the young people to whom I refer are not fools; they are our youth. They are just being childishly foolish, and we are making it easier for them to be so by condoning this advertising.

I am also concerned about the influence of liquor on road traffic accidents. Young people are anxious to get behind the steering wheel; and when they do they are dangerous enough without being in a state of euphoria as a result of drinking liquor, which is thrust upon them through the medium of advertising.

I am sure the advertising of liquor is a contributory factor to the filling of our hospitals with young people, and the creation of quadriplegics and paraplegics who are a cost on the State for their lifetime; and this will continue to be the case as long as liquor is advertised in the manner in which it is. I support the amendment.

Mr HARTREY: I find myself in disagreement with this amendment, and I do not hesitate to say so. I suggested to the member for Mt. Hawthorn in discussions with him that what he really wants to say is, "Experience warns that alcohol can become an addictive drug", because that is the experience of human beings. We know alcohol is a drug like many others. Pure alcohol is also a deadly poison.

One of the most helpful drugs in heart disease is a deadly poison known as strychnine. When taken as prescribed and taken as it should be taken, it will relieve heart conditions, but if one takes a little more than one should, one will die an agonising death.

Therefore, the fact that alcohol is a drug is completely irrelevant; the question of whether it is an addictive drug is the very serious issue. We know that alcohol is an addictive drug and that it is a poison, and for those reasons we should treat this as a medical problem. But whether we say in an advertisement "Medical authorities say so and so" that has no significance at all, because in this matter it is not a medical problem but an advertising problem.

The question is whether advertising this warning will have any effect or any benefit at all. In my opinion it will not. It will alienate and annoy many people who use alcohol as a convivial means of enjoyment. Let it be borne in mind that it is not part of the Christian religion that alcohol is an evil thing.

Mr Skidmore: Why should we take any notice of that?

Mr HARTREY: I inform my colleague that a great many people do take notice of that. At the moment, a very large number of people in the Commonwealth do believe in religion, and there is nothing whatever in that belief which indicates there is anything wrong in such a social and convivial use of alcohol.

On the contrary, the Founder of Christianity quite early in His public life converted water—which is a very hale and healthy substance—into wine for the regaling of a lot of guests at a wedding party.

Mr Skidmore: It did not have the same quality as Swan Valley wine.

Mr HARTREY: How does the honourable member know? All we know is that the chief steward of the feast said to the bridegroom, "Most men put on first the good wine. Then, when men have well drunk, that which is not so good. But you have left the best wine until last."

If my friend from Swan wants to put up a case for Middle Swan wine, I should like to tell him what a Yugoslav told me some years ago. I asked him whether he would like a glass of wine and he said, "No, not Australian wine. I will have a pot of beer." I said, "Why, what's wrong with Australian wine?" He replied, "My countryman in the Middle Swan—he make-a the wine. He make-a the two wine. He make-a the wine to him; he make-a the wine to people. The wine to him, he good. The wine to people, he no bloody good."

Again I say there is no harm in having a social drink. There was virtue in the enjoyment of the wedding guests. There is no harm in human beings consuming in convivial circumstances a pleasant item of drink which revives the faltering spirits, increases amiability and generally improves the demeanour, health and digestion of sane adult persons.

If we want to stop children from drinking, let us tackle the children and not the adults. That is what we have done with the Aborigines. We have allowed those poor creatures, who cannot appreciate alcohol in moderate quantities because they do not have the hereditary background to do so, to consume alcohol in any quantity, and now we have a problem on our hands. I would be with the Government all the way in any proposal to stop the Aborigines from drinking.

Let us stop the 16-year-old children who drink, and do something to make the parents pay more attention to the control of their children—if we can; I doubt whether this Parliament has the ability to control parents. If a person throws a stone at an unfortunate dog, the dog is likely to bite the stone. We should not be like the dog, and bite the stone; we should bite the person who throws it.

The member for Mt. Hawthorn raised a constitutional question; to clarify the matter, I too should like to refer to the Constitution, because I believe it would be constitutional to pass this proposed amendment. It must be so, because section 113 of the Commonwealth Constitution reads as follows—

113. All fermented, distilled, or other intoxicating liquids passing into any State or remaining therein for use, consumption, sale or storage, shall be subject to the laws of the State as if such liquids had been produced in the State.

The only limitation is that State laws against liquor must not discriminate between the local product and liquor imported from other States. Of course, the section can apply only to interstate wines when actually imported into Western Australia. It could not, for instance, affect advertisements recommending wines that were still in the Barossa Valley of South Australia. So we could constitutionally forbid the advertising of liquor for sale in Western Australia, but why should we? Prohibition was tried in the United States and was a disaster.

Mr Bryce: Prohibition of advertising?

Mr HARTREY: No, of the consumption of alcohol.

Mr Bryce: We are not talking about the consumption of alcohol, but about advertising.

Mr HARTREY: I am talking about what I want to talk about; the member for Ascot can talk about whatever he likes.

Mr Bryce: Do not mislead what has been said.

Mr HARTREY: I am not misleading anybody. I will not take instructions from the member for Ascot. He can do his own talking, and if he does as well as I he will not be doing too badly.

Let me return to the subject, which happens to be the deterrent effect the continual dinning into people's ears of the remarkable words put forward by the member for Mt. Hawthorn will have on the drinking habits of the population. The member for Mt. Hawthorn suggests each such advertisement should be followed by the words, "Medical authorities warn that drinking can be a danger to health."

Mr Bertram: What words do you suggest?

Mr HARTREY: I have already told my colleague that I do not support any message, but if we are to have such a message, the only one which would make any sense at all would be, "Experts warn alcohol can become an addictive drug." If we adopt what the member for Mt. Hawthorn is proposing, we will not be saying anything. As the Deputy Premier remarked the other night, "Burke and Wills had the very great misfortune of not drinking enough!"

Let us consider the wonderful example we now have. Cigarette advertisements are followed by the message, "Medical authorities warn that smoking is a health hazard." Every time the message is heard, smokers are inclined to remark sarcastically, "Medical authorities' fees are a wealth hazard."

Mr O'Neill: More people die in bed than anywhere else so I do not think we should ever go to bed.

Mr HARTREY: This is only a matter of elementary psychology and, after all, advertisers know more about psychology than I do. However, I do know about the effect of advertising, and if we put an unpopular slogan to a community which is not prepared to accept it, we will only irritate that community. On many occasions in my hearing, smokers have simply become angry at the slogan which follows cigarette advertisements on the television.

Mr O'Connor: I agree with you.

Mr HARTREY: That is not even good advertising or good sense and a similar type of slogan relating to alcohol certainly would be an insult to the large number of people—indeed, the vast majority of people in this country—who thoroughly enjoy in moderation the alcohol which is being blasted by certain members of this Chamber.

I respect the opinions of those gentlemen; I am not attacking them in the least. I realise the member for Fremantle was genuinely concerned about a real problem, but this is not the answer to that problem. Unfortunately, early drinking among young children is a feature of our present-day civilisation. However, 60-odd years later, I can tell the Committee that when I was nine, a boy who attended the Christian Brothers' College in Kalgoorlie arrived at school at 9.00 a.m. quite drunk because he had stolen a bottle of wine from the locker of his parents' hotel and consumed it on the train between Boulder and Kalgoorlie. He was boozed at nine o'clock in the morning! That happened in 1910.

Mr O'Neill: That sounds like fourpenny dark.

Mr HARTREY: Not long after that, a boy of 10 years pinched a bottle of brandy from his parents' hotel at Meekatharra,

drank it and nearly died. He collapsed in the street in the blazing sun, and nobody picked him up for quite a while. Therefore, it follows that this problem is not peculiar only to the present day; we have not all suddenly become the devil's own. There has always been a large percentage of evil in any period of history.

The CHAIRMAN: The honourable member has two minutes remaining.

Mr HARTREY: I think it is not necessary for me to say anything more. It is bad propaganda which is going to be unpopular. It is stupid. It is an unjustifiable attack upon an amenity of our life. I say quite seriously that drink is a gift of God. It is literally a gift of God if one believes that Jesus was God, as I certainly do. The attack is not justified merely because alcohol is abused by fools and by poor unfortunate children who have not sufficient parental control and who have insufficient legislative assistance.

Mr BRYCE: The member for Boulder-Dundas has convinced me of two things.

Mr Hartrey: That is something!

Mr BRYCE: Unlike the member for Boulder-Dundas I can be convinced by other people. My mind is not entirely shut. The first thing of which he convinced me is that what we are proposing is constitutionally proper.

Mr Hartrey: It is too. I will grant you that.

Mr BRYCE: The second thing of which he convinced me is that the advertising of liquor should be banned in toto in the interests of the community. However, I am fully aware that politics involve a certain amount of compromise. In a spirit of compromise I suggest to the Committee a further slight amendment to the amendment of the member for Mt. Hawthorn. Taking heed of the implication that was put to the Chamber by way of interjection from the member for Subiaco and others, I suggest that the slogan, "Medical authorities warn that drinking can be a danger to health" can be amended logically and meaningfully to read, "Medical authorities warn that drinking excessive quantities of liquor can be a danger to health". There is no doubt that the consumption of excessive quantities of liquor can be a danger to health.

Mr Hartrey: Who does not know that already?

Mr Watt: Who judges what is excessive?

Mr Sodeman: You have to state a time period also.

Mr BRYCE: I suggest that there is a basic need to remind members of the community, and more particularly younger members of the community, that the consumption of excessive quantities of liquor can be a hazard. They can judge for themselves what constitutes an excessive

amount, because clearly with blood chemistry reactions to the intake of alcohol an excessive amount of liquor for one person does not perhaps constitute an excessive amount for another.

Mr O'Neil: Unwittingly you are promoting the excessive sale of liquor because if you keep on going you will have to have great big bottles to put these labels on.

Mr BRYCE: I suggest to the Minister, if he has not already thought of the answer to that, that already very big bottles are used for the sale of champagne and they are constructed in such a way that they do not contain half as much as they appear to contain.

Mr Coyne: If that warning had been on the bottle in Meekatharra that boy might not have drunk that bottle of brandy.

Mr BRYCE: I do not know what bottle of brandy the member is talking about.

Mr O'Neil: The bottle which the member for Boulder-Dundas referred to.

Mr BRYCE: There was a certain point of time at which I switched off. I am not suggesting anything that constitutes a precedent. There is nothing new in the suggestion that advertising for the consumption of liquor should be banned. It is something that has been taken up by many countries. For those people amongst us who are afraid of setting precedents and like to be certain that something has worked elsewhere or that it has not led to diabolical social disorder, I draw to the attention of the Committee the situation in most of the Scandinavian countries and many other parts of Europe.

Mr Clarko: Their attitude to drinking is pretty severe.

Mr BRYCE: Is the honourable member generalising and saying that every country that has banned the advertising of alcohol suffers from the problem? At least 27 countries in the world—

Mr O'Neil: You said Scandinavia.

Mr BRYCE: I referred to some Scandinavian countries. I am suggesting to the Chamber, for the benefit of weak-kneed people who are looking for precedents, that if they must have precedents those countries that have come to the conclusion that it is socially desirable to ban the advertising of alcohol—

Mr Clarko: The Scandinavian countries are socialist countries. They don't believe in commerce anyway.

Mr BRYCE: Quite candidly, as a member of this society who is forced to watch the quality and the depth of advertising on so many of the commercial channels in this country, I think there is a jolly good case for banning all advertising.

Mr Clarko: If it had not been for advertising you would never have won the 1972 election with your "It's Time" programme. "It's Time" won it for you.

Mr Bertram: You would know all about that with the length of your pocket.

Mr Clarko: It's nearly time we went home, too.

Mr BRYCE: I suggest there is a case to be made out for the total banning of advertising.

Mr Watt: Don't you think that is a matter that should be tackled in the home and the schools?

Mr BRYCE: I agree about the question of schools.

Mr Watt: And the home?

Mr BRYCE: And the home certainly. Nobody will argue that the home is not terribly important in this respect. The increasing pressures that are being brought to bear on individuals in our type of community will inevitably lead to a greater consumption of alcohol. I put it to members of this Chamber that in the interests of our community there is no need to intensify the pressure that is being put on people, alongside all the other pressures they face, to imbibe alcohol.

Intensive campaigns have been mounted to convince people that there is something not quite normal about them if they do not drink or, more importantly, that if they do not drink they are not likely to enjoy themselves. I suggest that the sophisticated, technological and urbanised society in which we live is creating a whole range of pressures on people which will force a lot of them to start drinking and perhaps to drink more than they normally should or would.

I suggest in that context there is an excellent case to show that it is not desirable to allow the producers to continue to advertise in this way. My friend has described them as pushers. If they were producing marihuana or any of the hard drugs they would be described as pushers.

We have to take things fairly gradually in a community such as ours. Therefore, rather than moving an amendment that would require the total banning of advertising of alcohol, in a spirit of compromise I suggest that my proposed amendment is a step in the right direction.

As far as the problem associated with the drug, tobacco, is concerned, my colleague, the member for Boulder-Dundas, has already drawn the attention of the Chamber to the fact that in his opinion the advertisements in respect of the smoking of tobacco are not particularly effective.

On or about the 20th May last the Fraser Government introduced legislation to ban totally television and radio advertising of tobacco. I support that proposition, because I believe it is a step in the right direction.

Mr Clarko: Is there a difference between banning advertising of tobacco and of liquor?

Mr BRYCE: I agree with the total banning of advertising of both. I am now talking about the process of gradualism. Maybe this can be seen as a suggestion to bring about in a gradual way the proposition that, in the first instance, requires the people who advertise the sale of liquor in Western Australia to include in the advertisements a reminder that excessive consumption of alcohol can be a danger to health. I doubt whether any member in this Chamber would suggest anything to the contrary.

Mr Laurance: Why not use the slogan, "The longer you drink, the drunker you become"?

The CHAIRMAN: The honourable member has two more minutes.

Mr BRYCE: That was a remarkably bright and relevant interjection from the member for Gascoyne; I say that with tongue in cheek. I draw attention to the report of the recent Senate Select Committee which inquired into the drinking of alcohol and the abuse of drugs. The findings recognised alcohol as a drug, described it as a socially dangerous drug, and recommended that the sort of warning I have mentioned should be incorporated in advertisements for the sale of liquor. Members would do well to read that report.

In conclusion I suggest to the member for Albany that he consult in some detail section 161 of the Liquor Act. I understand this provision was written into the Act following the Adams inquiry in the late 1960s. It provided for an allocation of funds from the Treasury to the Minister for Education for the purpose of undertaking a campaign against the excessive use of alcohol. I do not think funds have been channelled from the Treasury. It was recognised at that time that an educational programme to encourage temperance would be very desirable.

Mr SKIDMORE: Having the distinction of representing the Swan electorate, perhaps I should feel an affinity with those who manufacture a product by that name! This is a product which I believe should be subjected to close scrutiny by members.

Some people might think that the question of advertising, which encourages the drinking of alcoholic beverages, should not be of great concern to the people of this State. It has been said quite rightly that in the first instance the question of parental control should be looked into, in an endeavour to educate the children on the dangers of drinking alcohol. I find it rather strange that view should be held, because the objective is virtually impossible of achievement. The reason is that many parents enjoy drinking alcohol, and I am one of them!

The main problem that is associated with advertising should be well known to members, because I understand some advertising medium has provided to each and every member a booklet setting out its views on how to achieve the greatest amount of value out of advertising, and how to exert the greatest amount of influence on the people who read, see or hear the advertisements in the Press, on television, or over the radio. This is a brainwashing type of advertisement.

Surely we have to accept the fact that parents are unwilling or are unable to instruct their children on the dangers of drinking alcohol; so, we as legislators should look at this question to ensure that we do not compound the sin by allowing the advertising of alcohol to pervert the minds of our children.

I would like to paint the picture of an advertising agent who receives a brief from, say, the Swan Brewery or some other beer manufacturer to launch an advertising campaign over television. Often the agent comes out with the idea of showing a couple of teenagers between 14 and 16 years of age, walking through the bush along a stream. Generally it is a boy and girl. They would sit beside the stream, and then arising from the waters of the stream would appear a can of beer with water cascading from its side. The can would bear a label such as "Swan" and underneath would appear the punch line of "Drink Swan". This presupposes in the minds of many young people that the prerequisite to enjoying a walk in those circumstances is the consumption of alcohol.

Many people tour the hills and the countryside on Sundays, and the first place at which many of them stop on the way is a hotel. They do that in order to have a drink. Surely we should not inculcate in the minds of the children the same habit.

Let us take into account the advertisements which appear in the newspapers. Time and time again we have seen advertisements for liquor on the back page or the sports page, in order to associate a sporting image with liquor.

The CHAIRMAN: I would ask members on the Government side of the Chamber to curb the level of their conversation. It is impossible for me to hear the member for Swan, and I am sure the *Hansard* reporter has difficulty in hearing him.

Mr SKIDMORE: That type of advertisement usually depicts a sportsman in football gear or tennis togs, standing up and advocating that his sporting prowess has been achieved by the fact that he drinks beer, brandy, whisky, or some other type of liquor.

No-one can tell me that advertising does not have a great influence on the minds of the children. Advertisements for liquor are very similar to the advertising campaigns launched by the manufacturers of soap powders which urge the public to get a particular brand of soap powder. The hard sell goes on all the time.

Mr Coyne: That is brainwashing.

Mr SKIDMORE: That is precisely what advertising is. I certainly do not need this form of advertisement, and if steps were taken to ban totally the advertising of liquor I would support it to the full. The cost of such advertising adds to the price of the beer, wine, or spirits; and the same applies to other articles that are widely advertised and sold at supermarkets.

The member for Fremantle referred to alcoholism. Anyone who has not experienced the terrible tragedy involved with a relative or near relative who is an alcoholic would never understand the depths of despair the family reaches at times. One might say that the advertising of alcohol does not affect adults, but I believe it does because these subtle advertisements start a person thinking on the subject. No-one could convince me otherwise.

I am mindful of the fact that section 168 bestows upon the Government the right to pass some of its funds from taxes collected from the industry to those in authority for the purpose of educating people on the dangers of alcohol. Therefore the Government must recognise that drinking alcohol involves dangers and it appears that it will now recognise the dangers of advertising the alcohol because the Government must be consistent. At the moment I am personally concerned with 40 confirmed alcoholics.

Mr A. R. Tonkin: Do they vote for you?

Mr SKIDMORE: I do not know or care because this is a serious problem. If any member here does not believe this he is failing in his duty and should not be in this Chamber, let alone speaking to the amendment. I wish to refer to a book entitled *Health and Australian Society* by Basil S. Hetzel who has been Foundation Professor of Social and Preventive Medicine at Monash University in Melbourne since 1968. Born in London in 1922, he wrote this book in 1974. I suggest that anyone who desires to become more knowledgeable on the problem of alcoholism should read it. I wish to quote some statements which are worthy of mention. They read—

What are some facts about television experience among adolescents in Australia today? Recent studies carried out by the Broadcasting Control Board revealed in 1971 that children aged thirteen to seventeen were seeing television for an average of twenty-five to twenty-eight hours per week.

In every one of those hours they get brainwashed on the benefits of drinking alcohol in some form or another.

The CHAIRMAN: The honourable member has another three minutes.

Mr SKIDMORE: The article continues—

The average adult viewing is probably twenty hours per week.

He then goes on to state the total number of hours and the colossal effect on the viewers, particularly those interested in sport and light entertainment.

He points out that the advertisements shown during the television news bulletins have the greatest impact because they are shown before, during, and after the news. We can all imagine the effect of the subtle suggestions during this time.

I certainly take seriously the amendment before the Chair and I know that other members, despite their smiles and a little laughter, view it this way, too. We must be courageous now by passing the amendment which will not be as effective as I would like it to be, but at least it is a start. If we prohibit the advertising of alcohol we will ensure that fewer people become addicted to the drug which is breaking up so many homes and affecting so many children who, in turn, become subjected to the same evil.

If in any way I can prevent this occurring in the community I will do so. Consequently I wholeheartedly support the amendment. I am not very keen about the addition of the words suggested. Without them the meaning would have been a little more pointed which is the way to get the message over. However, if we allowed no-one to advertise alcohol, that would certainly suit me. I commend the amendment.

Mr A. R. TONKIN: I wish to support the suggestion that we should do something about the advertising of alcohol. It is quite clear that this is a brainwashing process and I am concerned about the lack of interest on the part of advertisers, especially when we see the so-called code of ethics under which some of them advertise. Take, for example, the code of ethics of the brewing industry. The advertisements certainly indicate that the code is mere hypocrisy.

Mr B. T. Burke: You are not surprised?

Mr A. R. TONKIN: No, because the practice adopted is that of most advertisers. They issue public relations documents merely to assuage public fears, but they have no intention of sticking to what they say.

The code of the brewing industry stipulates that the advertisements should not seek to exploit those who are especially vulnerable because of age, inexperience, or mental or social incapacity.

Just consider the reference to vulnerability because of age. We are all aware that most of the advertisements for liquor aim at those who are young, and especially at those who have social problems and are unable to get on with their fellow man or, more importantly, their fellow woman. The advertisements try to demonstrate that prowess is equated with the drinking of an alcoholic beverage. Obviously this is aimed at those who are facing a problem of adjusting to those of the opposite sex; in other words, by and large, the young. Therefore the advertisements are aiming in an unerring way at that particular age group.

How is it that the advertisers can then include in their code of ethics a statement to the effect that they are not aiming at youth? It is quite clear that they are. I do not believe the amendment will be very efficacious. It will have about as much effect as the present warning given on cigarette smoking after an advertisement on cigarettes is shown.

That advertising had the effect of softening up the public in the sense of suggesting to the people that it was not a good idea to advertise cigarette smoking, because cigarette smoking does kill people. As a result of the advertising over several years people are now prepared for the progressive move by the Fraser Government which is to get rid of TV and radio advertising altogether. I might say that the progressive move by the Fraser Government is a follow-on from the initiative taken by the Whitlam Government. I hope that kind of thing will continue to develop.

Even if the warning, which has been proposed by the member for Mt. Hawthorn, does not have a great effect immediately—although we will never know the true effect because surveys will not be carried out—it will prepare the way to get rid of this type of advertising. We want the people to have a freedom of choice. We do not want people being persuaded that if they have a few beers they will more easily hold a catch in slips, or catch a red-headed girl.

Mr B. T. Burke: The member for Vasse was injured as a result of drinking milk.

Mr A. R. TONKIN: Indeed, how did that happen?

Mr B. T. Burke: The cow fell on top of him.

Mr A. R. TONKIN: The whole point is that we want people to have a freedom of choice. We would be strongly opposed to prohibition. We do not want alcohol to be banned any more than we want cigarette smoking to be banned. We want people to make up their own minds without being affected by advertising.

The people most at risk are the young—those who are forming their habits. I do not refer only to the adolescents, and the "scream-agers"; I refer to the 10-year-olds who see advertising coming on time and time again. The way to success is through the bottle; the way to popularity is through the consumption of alcohol! They are told that the way to success in life, generally, is associated with imbibing alcoholic beverages.

It is time this Parliament took the lead in this battle. We heard a very reactionary conservative argument put forward recently that this evil has been around for thousands of years. Are we supposed to raise our hands in horror and do nothing? That certainly is not what the Australian Labor Party stands for. It is true that mankind has had problems for thousands of years. Our reaction should not be to do nothing, although that is the usual reaction of this Parliament. I am not very proud of that fact; it should be our responsibility to tell society that drinking is something which is not desirable.

There is no question that the consumption of alcohol has a deleterious effect on health when it is taken to excess. Those facts should be pointed out to our children in the schools and in their homes. We should not just write off those young people who have parents who are not aware of the facts. That would be immoral. We have to make sure that society does interfere on behalf of helpless people who are told stories which are palpably untrue. It is not true that if one drinks a certain brand of gin one will be popular and successful and get on better with the opposite sex.

Both sides of the story should be put to the people; that is our responsibility. Alcohol, in certain situations, kills and maims. Apart from our moral duty, we have a financial responsibility. As the Minister for Police has said, a high proportion of accidents involves the consumption of alcohol. The cost to the community of supporting quadriplegics, and paraplegics, whose injuries are the result of road accidents, is enormous. If people become dependent on society for the rest of their lives, as a result of over-imbibing, it is our business to point out that there is another side to the coin.

What about the cost to the community of, for example, people who have liver and kidney diseases? Clearly there is a tie-up here, as medical science tells us. So I believe we, as the representatives of society, have a responsibility to say to society, "We are not going to stop you from advertising at the present time. We are going to let you go on telling your lies and breaking your own code which you probably never intended to take any notice of"—

The CHAIRMAN: The honourable member has two minutes more.

Mr A. R. TONKIN: —and we will say, "But we are seeing to it that the other story will be put." I hope that in the not-too-distant future we will say, as responsible citizens who are worthy of being representatives of the community, "You can drink alcohol if you like but we are going to get rid of this bull dust which suggests as a consequence of imbibing alcohol you will somehow become a much bigger and better person."

I suppose every member in this Chamber at times in his youth was put upon by his fellows to have a drink or a smoke with a suggestion that if he did not he would be less manly. That is not the essence of manliness at all. We all know that because we are mature people, but what about the people who are not so experienced as we are, those who are young and in their formative years, who are being led by very persuasive advertising into becoming addicted to something they cannot handle? And they are drinking on a false premise. If they were doing so because of the real effects of alcohol on their bodies, that would be fair enough; but they are doing so for the alleged benefits which they think will flow but which will not flow.

Mr SKIDMORE: Mr Chairman—

The CHAIRMAN: This places me in a dilemma because if the debate continues beyond 6.15 p.m. I will leave the Chair and we will need to come back after tea.

Mr SKIDMORE: I wish to raise some other issues and I do not believe I should be discouraged by the fact that we might have to sit later on this evening.

Leave to Continue Speech

Mr SKIDMORE: I move—

That I be given leave to continue my speech at a later stage.

Motion put and passed.

Progress

Progress reported and leave given to sit again, on motion by Mr O'Neill (Minister for Works).

ADJOURNMENT OF THE HOUSE: SPECIAL

SIR CHARLES COURT (Nedlands—Premier) [6.11 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 7th September.

Question put and passed.

House adjourned at 6.12 p.m.