

Legislative Council

Wednesday, the 11th April, 1979

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

EDUCATION: SCHOOL YEAR

Alteration: Petition

THE HON. T. KNIGHT (South) [4.31 p.m.]: I wish to present a petition from some school teachers of schools in the South Province objecting to amendments to Regulations 171 and 193 of the Education Act, 1928-1977, which were published in the *Government Gazette* of the 29th September, 1978, and requesting the return to the status quo prior to the introduction of the amendments.

The petition reads as follows—

To the Honourable the President and the Honourable Members of the Legislative Council:

We, the undersigned, object to the proposed alterations to the school year as contained in amendments to Regulations 171 and 193 of the Education Act 1928-1977 and published in the *Government Gazette* of the 29th September, 1978.

We ask that the school year return to the status quo prior to the introduction of the amendments mentioned above.

Your petitioners therefore humbly pray that you will give this matter earnest considerations, and your petitioners, as in duty bound, will ever pray.

The petition contains 180 signatures and bears the certificate of the Clerk that it is in conformity with the Standing Orders of the Legislative Council. I move—

That the petition be received, read, and ordered to lie upon the Table of the House.

Question put and passed.

The petition was tabled (see paper No. 124).

EDUCATION: SCHOOL YEAR

Alteration: Petition

THE HON. F. E. MCKENZIE (East Metropolitan) [4.33 p.m.]: I wish to present a petition from some school teachers of schools in the East Metropolitan Province objecting to amendments to Regulations 171 and 193 of the Education Act, 1928-1977, which were published

in the *Government Gazette* of the 29th September, 1978, and requesting the return to the status quo prior to the introduction of the amendments.

The petition reads as follows—

To the Honourable the President and the Honourable Members of the Legislative Council:

We, the undersigned, object to the proposed alterations to the school year as contained in amendments to Regulations 171 and 193 of the Education Act 1928-1977 and published in the *Government Gazette* of the 29th September, 1978.

We ask that the school year return to the status quo prior to the introduction of the amendments mentioned above.

Your petitioners therefore humbly pray that you will give this matter earnest considerations, and your petitioners, as in duty bound, will ever pray.

The petition contains 282 signatures and bears the certificate of the Clerk that it is in conformity with the Standing Orders of the Legislative Council. I move—

That the petition be received, read, and ordered to lie upon the Table of the House.

Question put and passed.

The petition was tabled (see paper No. 125).

EDUCATION: SCHOOL YEAR

Alteration: Petition

THE HON. R. T. LEESON (South-East) [4.35 p.m.]: I wish to present a petition from some school teachers of schools in the South-East Province objecting to amendments to Regulations 171 and 193 of the Education Act, 1928-1977, which were published in the *Government Gazette* of the 29th September, 1978, and requesting the return to the status quo prior to the introduction of the amendments.

The petition reads as follows—

To the Honourable the President and the Honourable Members of the Legislative Council:

We, the undersigned, object to the proposed alterations to the school year as contained in amendments to Regulations 171 and 193 of the Education Act 1928-1977 and published in the *Government Gazette* of the 29th September, 1978.

We ask that the school year return to the status quo prior to the introduction of the amendments mentioned above.

Your petitioners therefore humbly pray that you will give this matter earnest considerations, and your petitioners, as in duty bound, will ever pray.

The petition contains 98 signatures and bears the certificate of the clerk that it is in conformity with the Standing Orders of the Legislative Council. I move—

That the petition be received, read, and ordered to lie upon the Table of the House.

Question put and passed.

The petition was tabled (see paper No. 126).

EDUCATION: SCHOOL YEAR

Alteration: Petition

THE HON. I. G. PRATT (Lower West) [4.37 p.m.]: I wish to present a petition from some school teachers of schools in the Lower West Province objecting to amendments to Regulations 171 and 193 of the Education Act, 1928-1977, which were published in the *Government Gazette* of the 29th September, 1978, and requesting the return to the status quo prior to the introduction of the amendments.

The petition reads as follows—

To the Honourable the President and the Honourable Members of the Legislative Council:

We, the undersigned, object to the proposed alterations to the school year as contained in amendments to Regulations 171 and 193 of the Education Act 1928-1977 and published in the *Government Gazette* of the 29th September, 1978.

We ask that the school year return to the status quo prior to the introduction of the amendments mentioned above.

Your petitioners therefore humbly pray that you will give this matter earnest considerations, and your petitioners, as in duty bound, will ever pray.

The petition contains 200 signatures and bears the certificate of the Clerk that it is in conformity with the Standing Orders of the Legislative Council. I move—

That the petition be received, read, and ordered to lie upon the Table of the House.

Question put and passed.

The petition was tabled (see paper No. 127).

EDUCATION: SCHOOL YEAR

Alteration: Petition

THE HON. N. E. BAXTER (Central) [4.40 p.m.]: I wish to present a petition from some school teachers of schools in the Central Province objecting to amendments to Regulations 171 and 193 of the Education Act, 1928-1977, which were published in the *Government Gazette* of the 29th September, 1978, and requesting the return to the status quo prior to the introduction of the amendments.

The petition reads as follows—

To the Honourable the President and the Honourable Members of the Legislative Council:

We, the undersigned, object to the proposed alterations to the school year as contained in amendments to Regulations 171 and 193 of the Education Act 1928-1977 and published in the *Government Gazette* of the 29th September, 1978.

We ask that the school year return to the status quo prior to the introduction of the amendments mentioned above.

Your petitioners therefore humbly pray that you will give this matter earnest considerations, and your petitioners, as in duty bound, will ever pray.

The petition contains 86 signatures and bears the certificate of the Clerk that it is in conformity with the Standing Orders of the Legislative Council. I move—

That the petition be received, read, and ordered to lie upon the Table of the House.

Question put and passed.

The petition was tabled (see paper No. 128).

EDUCATION: SCHOOL YEAR

Alteration: Petition

THE HON. GRACE VAUGHAN (South-East Metropolitan) [4.42 p.m.]: I wish to present a petition from some school teachers of schools in the South-East Metropolitan Province objecting to amendments to Regulations 171 and 193 of the Education Act, 1928-1977, which were published in the *Government Gazette* of the 29th September, 1978, and requesting the return to the status quo prior to the introduction of the amendments.

The petition reads as follows—

To the Honourable the President and the Honourable Members of the Legislative Council:

We, the undersigned, object to the proposed alterations to the school year as contained in amendments to regulations 171 and 193 of the Education Act 1928-1977 and published in the *Government Gazette* of the 29th September, 1978.

We ask that the school year return to the status quo prior to the introduction of the amendments mentioned above.

Your petitioners therefore humbly pray that you will give this matter earnest considerations, and your petitioners, as in duty bound, will ever pray.

The petition contains 436 signatures and bears the certificate of the Clerk that it is in conformity with the Standing Orders of the Legislative Council. I move—

That the petition be received, read, and ordered to lie upon the Table of the House.

Question put and passed.

The petition was tabled (see paper No. 129).

EDUCATION: SCHOOL YEAR

Alteration: Petition

THE HON. G. E. MASTERS (West) [4.44 p.m.]: I wish to present a petition from some school teachers of schools in the West Province objecting to amendments to Regulations 171 and 193 of the Education Act, 1928-1977, which were published in the *Government Gazette* of the 29th September, 1978, and requesting the return to the status quo prior to the introduction of the amendments.

The petition reads as follows—

To the Honourable the President and the Honourable Members of the Legislative Council:

We, the undersigned, object to the proposed alterations to the school year as contained in amendments to Regulations 171 and 193 of the Education Act 1928-1977 and published in the *Government Gazette* of the 29th September, 1978.

We ask that the school year return to the status quo prior to the introduction of the amendments mentioned above.

Your petitioners therefore humbly pray that you will give this matter earnest considerations, and your petitioners, as in duty bound, will ever pray.

The petition contains 127 signatures and bears the certificate of the Clerk that it is in conformity

with the Standing Orders of the Legislative Council. I move—

That the petition be received, read, and ordered to lie upon the Table of the House.

Question put and passed.

The petition was tabled (see paper No. 130).

QUESTIONS

Questions were taken at this stage.

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. G. C. MACKINNON (South-West—Leader of the House) [4:57 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 24th April.

Question put and passed.

BILLS (5): INTRODUCTION AND FIRST READING

1. Justices Act Amendment Bill.
2. Aboriginal Communities Bill.
3. Coroners Act Amendment Bill.
4. Registration of Births, Deaths and Marriages Act Amendment Bill.
5. Anglican Church of Australia (Swanleigh land and endowments) Bill.

Bills introduced, on motions by the Hon. I. G. Medcalf (Attorney General), and read a first time.

ADDRESS-IN-REPLY: FIFTH DAY

Motion

Debate resumed from the 10th April, on the following motion by the Hon. N. F. Moore—

That the following address be presented to His Excellency—

May it please Your Excellency: We the Members of the Legislative Council of the Parliament of Western Australia in Parliament assembled, beg to express our loyalty to our Most Gracious Sovereign and to thank Your Excellency for the Speech you have been pleased to deliver to Parliament.

THE HON. V. J. FERRY (South-West) [5.02 p.m.]: I have pleasure in supporting the motion before the House. In exercising my support I wish to compliment our colleague, the Hon. Norman Moore, for his address in moving the adoption of the Address-in-Reply on opening day. I believe he observed the traditions of this House in touching on a subject which was very dear to his electors and to his province.

He highlighted an apparent deficiency in communications, and I compliment him on his clarity of presentation. I am sure this was appreciated not only by members of this Chamber, but also by the visitors and members of the public who were invited to the opening of Parliament.

We have had a spate of petitions presented to the House. I have no quarrel whatsoever with the presentation of these petitions; and it is up to each individual member to do as he or she wishes in regard to the petitions that he or she receives.

In my case I have received a number of petitions which are similar in form to those that have already been presented to the House. It is not my intention to present the petitions which have been forwarded to me by the State School Teachers' Union of Western Australia, and I will give my reasons for not doing so. Incidentally, if anyone is wondering, I should point out that I have had a conversation with Mr T. K. Lloyd, the secretary of the union, and have acquainted him of my intention.

In my view the petitions that are being received by Parliament are not deserving of the full consideration that one would possibly accord to petitions in the normal course of events. In saying that, I am quite satisfied from the inquiries I have made and from my observations that the petitions, now being received, were circularised late in 1978—probably between September and December. I am satisfied that the petitions, having been commenced, have been proceeded with and presented in the manner with which we are all familiar.

We are familiar with the wording of these petitions, because it has been mentioned time and time again by members who presented them to the House. I do not propose to go over old ground, because the wording has been well recorded.

The thing that concerns me is that well-intentioned teachers—I do not deny teachers or any other person the right to sign petitions if they so desire—in this particular case have signed petitions which are worth very little, in view of the fact that the change in the school holiday situation is subject to a two-year trial period. It would only be fair and reasonable for the trial period to be proceeded with, so that at the end of that period judgments can be made by all concerned, including members of Parliament. I believe it would be more effective at the end of the two-year period for the views from the teaching profession and others to be made known to this House.

If that is done at the end of the two-year trial period, I am sure the petitions would be far more effective than they are today.

In speaking about the committee which has been set up to review the situation, my understanding is that the composition is as follows—

Mr Jim Davies, Director of Schools,
Mr Eric Bingley, representing the Western Australian Council of State School Organisations, and
Mr David Carlson, Principal of Belmont High School.

I understand the executive officer is Mr Max Angus. I have no doubt that this committee will be monitoring the situation over the two years.

The Hon. R. Hetherington: That is, if the Minister does not carry out his threat to stop it.

The Hon. J. C. Tozer: Stop what?

The Hon. V. J. FERRY: I assume the committee will carry out its functions in that two-year period. If there is any change we will deal with it when the time comes. I have no doubt in the two-year period everyone will be observing the results of the change in school terms and school holidays.

I do not intend to show disrespect in any way to the teachers of the schools who have forwarded these petitions to me through the general secretary of their union. I will refer to each school individually, and perhaps in so doing I am representing their position better than by the tabling of their petitions in this House.

Before itemising the individual petitions from the various schools, for the record I will read the letter which accompanied the petitions. It is addressed to me by Mr T. K. Lloyd, the general secretary of the union, and it reads as follows—

Dear Sir,

Enclosed please find a petition which the Union has received from teachers who teach within your Province.

You will no doubt be aware of the great deal of concern expressed by teachers throughout the State at the recent changes to the school year.

On behalf of the teachers who have signed the attached petition, I respectfully request that the petition be placed before the Legislative Council as soon as possible.

I read that letter out so as to place it on record. I have no doubt other members have received letters in similar terms.

I now turn to the individual petitions. I may mention that I have received only a small number of petitions from all the schools within my province. From my personal knowledge of the schools and from inquiries I have made, I base my comments thereon. The first I refer to is the petition from the Brunswick School. This comprises eight signatures out of a total complement of some nine teachers at that school. I believe I am right in saying that since this petition was signed three of those teachers are no longer at the school for one reason or another. The paper on which the petition is set out is not dated, but the letter from Mr Lloyd is dated. However, the petitions carry no date. This seems to cement in my mind the view that compilation of these petitions commenced late last year, and they have surfaced at this time.

The second petition is from the Adam Road Primary School at South Bunbury. This petition sheet contains two signatures. I think the complement at that school is something like 35 teachers. One wonders what happened to the other 30-odd teachers who have not signed!

The Hon. F. E. McKenzie: If the petitions were compiled last year I should point out there has been no sitting of Parliament since then until now, so they could not have been presented before.

The Hon. V. J. FERRY: I am not questioning the compilation time; I am questioning the timing of their presentation at this juncture.

The Hon. R. Hetherington: When else could they have been presented?

The Hon. V. J. FERRY: In view of what I have said, it is ridiculous.

The next petition relates to Birralee No. 3 Pre School Centre. This contains two signatures.

The petition from the Bunbury Special School contains four signatures.

The Hon. R. Hetherington: Out of how many? Tell us the whole story.

The Hon. V. J. FERRY: There were four teachers, but I believe one of the signatories has since left the school. I do not know the reason.

The Hon. R. Hetherington: How many teachers?

The Hon. V. J. FERRY: Four teachers.

The Hon. R. Hetherington: It is four out of four.

The Hon. V. J. FERRY: The next I refer to is the petition relating to the Busselton Primary School. The petition sheet contains 14 signatures out of a possible 22 of the total staff of that

school. Of the 14 who have signed, it would seem that two have since left the school.

The next is the petition relating to the Busselton Senior High School. The petition sheet contains four signatures, out of a possible 50.

The next is the petition from the Cooina Primary School which contains some 16 signatures out of, according to my calculations, a possible 16; so, the signatories represent 100 per cent of the staff. However, since those people affixed their signatures, it would seem that four of them have left the school.

The petition relating to the Cowaramup Primary School has four signatories out of a possible five. Here again I believe that two of the four who have signed have since left that school.

The Hon. F. E. McKenzie: But they are probably still in the education system somewhere else, possibly having been transferred.

The Hon. V. J. FERRY: I do not deny that they might have been transferred. Again they might have resigned, or might have gone away on study leave. The point I am making is that these petitions were signed last year, but they do not reveal the current situation.

I have a petition from the Eaton Primary School which reached me through the union. It is important to point out that Eaton is not in my province. However, I accepted it. This sheet contains 15 signatures out of a possible 24. Of the ones who have signed, it looks as though one has left the school.

I now refer to the petition from the Withers Primary School, also in Bunbury. The petition contains 12 signatures out of a possible 16. It looks as though one of the signatories may have left that school since.

The next one is from the Harvey Primary School which contains 15 signatures out of a possible 18. Again maybe seven of the signatories have left the school.

At Harvey Agricultural District High School, a total of 17 out of a possible 40 people signed, and some of those 17 have since left the school.

At the Margaret River Primary School, there were nine signatories out of 13, and possibly three of these have since left that school.

At the Margaret River High School there were nine signatories out of 15, and four have apparently left since signing the petition.

At Newton Moore Senior High School, Bunbury, seven people signed out of a possible 61, and of those seven people it seems that three have since left that school.

So I come back to the point that it seems to me a pity so much trouble and effort have gone into these petitions and their presentation to the House, and yet the petitions themselves seem to be somewhat incomplete as obviously some schools showed very little response. Either some people declined to sign or the petitions were not pursued—those people organising the petitions did not carry on to obtain the further signatures for one reason or another. So it seems that the petitions are fairly ineffectual.

I want to make the point that personally I am always happy to talk to anyone in my province whom I have the privilege of representing, and that includes school teachers or anyone else with a problem. I am always available; I am not hard to find. As a representative of the persons concerned, I would rather that they had made their views known to me in the normal course of events just as anyone else does. I would have been happy to discuss the matter with them.

A few teachers did discuss this matter with me in private in the course of my attendance at places within my province. However, I received no official approach whatever. I commend the union for trying to service its members in this way, but I believe it would have provided a more efficient service for its members had it collected all the petitions from the various schools throughout the State and presented them as one petition to the Parliament. That would have been a far more effective presentation than to have the petitions coming in haphazardly, as they have done during this session, to both Houses of the Parliament.

I would like to finish my remarks on this particular item by expressing my hope that as a result of the two-year trial period everyone will be able to assess the situation and the Government will have a chance to make a further determination in this matter.

Another matter to which I wish to address myself during the course of this debate is that of the 150th year celebrations for Western Australia. WAY '79 has given the people a wonderful opportunity to come together. Many have grasped the opportunity to join in cultural, social, and sporting activities, and in this way they have thoroughly enjoyed life. It was my pleasure last weekend to attend a number of functions, one of which was a gala day at Capel. Although this is not a very big town, the event was extremely well supported by local people as well as visitors.

The celebrations have had the effect of bringing people together in congenial, relaxed, and social situations. I firmly believe that we, as citizens,

will be enriched by this exchange of pleasantries and by contact with one another.

I commend everyone associated with WAY '79; that is, the organisers and the participants. I want to compliment also the people charged with the responsibility for arranging these functions, be they sporting, cultural, street party, or any other kind.

I want to make the point that the WAY '79 celebrations are for everyone. They are not only for people in high places, but also for all our citizens, right down to the youngest child. That is the way it should be.

A number of media of advertising have been used for the promotion of WAY '79 and I was particularly disappointed that very little, if any, advertising has featured Australian ex-servicemen and women and their accomplishments in the past. It was particularly marked that, at the beginning of this year full-page pictorials and other layouts appeared in daily papers and other journals, but the armed services did not appear to be mentioned at all.

I am conscious of the fact that Western Australia has the best record of service on a percentage of population basis of any State in the Commonwealth, and I do not believe that the armed services were overlooked by design. Probably it was just a case of out of sight out of mind. It may have been that the people responsible for those advertisements and the promotion of WAY '79 in the early formative stages just completely overlooked ex-servicemen and women and the armed forces.

No doubt this situation will be corrected as the year progresses, but it may be that the overlooking of this aspect is indicative of our modern society. There is a feeling abroad that service to one's country is unpopular; it is old hat, or perhaps something not to be mentioned. Basically I believe most Western Australians are very proud of the fact that so many people took up arms in times of need and served willingly and well. For these reasons I believe our armed forces should have had recognition at an early stage. However, I am very hopeful that this attitude will be corrected as the year progresses.

I felt it was timely to remind ourselves, in this year of 1979 when we are observing traditions and honouring our pioneers, of those who contributed so much in times of stress. These people deserve to be remembered as well as those who have contributed in the fields of industry and commerce in times of peace.

I wish to comment on another subject, and that is the suggestion made in some quarters that

speed limits on our highways should be reduced from 110 kilometres per hour to about 90 kilometres per hour. No doubt this suggestion was offered in the hope that it would save fuel, but I would like to suggest that particularly in Western Australia it is a short-sighted policy. Because of our geographical situation and the far-flung areas that need to be served, we must have fast communication. I can see no good purpose in reducing the maximum speed limit on our highways and roads from 110 kilometres per hour to something less. People tell us that the speed limit in Queensland is 100 kilometres per hour, and so it is. However, I do not believe it is in the interests of Western Australia, nor would it save very much fuel to take this step.

I suggest that we should look very closely at traffic in the metropolitan area if we wish to save fuel. We all know that in peak-hour traffic—both morning and night—the motors of a great many cars tick over while the cars are waiting at traffic lights. Traffic snarls cost motorists countless thousands of litres of fuel and produce absolutely nothing, except perhaps some pollution and bad tempers. These vehicles are using fuel but they are not moving.

Of course, the speed limits are well below 110 kilometres per hour in the metropolitan area, but people still use fuel. So I do not believe that the reduction of the overall speed limit is an answer to the energy crisis. I for one would not have a bar of it. There are disadvantages enough in this vast State of ours, with people living in remote areas or in country situations and other people who need to service those areas, without restricting speed limits.

We all know that in cases of urgency people will respond, but at the moment the need is not sufficiently urgent to reduce our travellers to a snail's pace. Therefore, I can see no merit in reducing the overall speed limit.

I would also like to make the observation from my experience over a very long time on the road that it is very difficult to police speed limits on any road. I am sure other members are aware of this also. Traffic authorities are doing a wonderful job with the resources at their command; I commend them wholeheartedly and I support them in their actions. However, if we reduce the maximum speed limit to something unrealistic, far more breaches of the traffic rules will occur, and this tends to make a mockery of law and order.

My final subject tonight is the Bunbury courthouse. The present building has been in existence for something like 100 years.

Representations for a new courthouse have been made from time to time, and as a result of very vigorous representations the replacement of the Bunbury courthouse with a new facility had top priority in 1971. The people of Bunbury and the south-west region were delighted that this very necessary replacement would be made in the early 1970s. However, a funny thing happened on the way to the court; in 1971 the Government changed and along with that there was a change of priorities. I take nothing from the people of Kalgoorlie who were lucky enough to have a new courthouse built there, because I believe it was needed, and I certainly do not deny them that right.

The Hon. R. G. Pike: Do they have to wait until after the Dumbleyung police station?

The Hon. V. J. FERRY: I would suggest that, having had top priority for replacement in 1971, the Bunbury courthouse must have a high priority now. What has happened? Nothing!

In 1975, land adjacent to the existing facilities in Bunbury was purchased for a future new courthouse and extensions to the old one. The land purchased adjoined the block on which the present building is constructed. The increased area of land is an ideal venue for the construction of an adequate courthouse for the future needs of Bunbury.

The present Bunbury courthouse has no room for solicitors to interview clients. There are many other disabilities. It is inconvenient for staff and the public. I commend those who are putting up with these conditions, and I commend them for the work they continue to do in this manner.

I return to the point that the Bunbury courthouse had top priority in 1971. Surely it should represent a high priority now, but that does not seem to be the case.

I am aware that the Government, in the interim, has embarked on the construction of a new court building in Perth which will cost in the order of \$21 million. I do not deny the need for that. It is certainly needed. However, I refer again to priorities. Why should Bunbury slip down the scale in priorities?

Last month, a meeting was held in Bunbury. That meeting was attended by Mr Roy Christie, the Under Secretary for Law; Mr John Sibson, MLA for Bunbury; Mr Peter Beeson, South-west Regional Administrator; the magistrate, Mr C. E. Fisher; the Mayor of Bunbury, Mr Pat Usher; a representative of the Bunbury Chamber of Commerce, Mr Ron Davenport; two representatives of the Justices Association; and myself.

That meeting lasted some two hours. During the meeting, a detailed inspection of the building and facilities was made, and a discussion was held. It was brought home to everyone during that time that there was an urgent necessity to upgrade the existing facilities.

I wish to advise the Attorney General that I will be writing to him, in company with the member for Bunbury, as a follow-up to that meeting with Mr Christie, the Under Secretary for Law. Mr Sibson and I will be pointing out the urgent necessity for a new building to be programmed for Bunbury.

It must be remembered that the court facilities in Bunbury service not only the town. When one speaks of Bunbury, one thinks of something like 20 000 people, whereas the immediate Bunbury area may be considered to have 30 000 to 35 000 people, and the south-west region has something like 80 000 to 85 000. Therefore, it is fitting that an adequate facility be available to the people of that whole region. It does not apply to Bunbury only.

As one of the representatives of a large area of the south-west region, I fully support the view that we must do something, and we must do it within the next year or two. I realise that priorities have to be considered because of the necessity of funding. I realise that Kalgoorlie and Perth, and perhaps one or two other places, had urgent needs. However, I return to the point I made originally, that Bunbury's urgent need was established in 1971. I conclude by saying that that priority is still existing.

I have pleasure in supporting the motion.

THE HON. G. W. BERRY (Lower North) [5.35 p.m.]: I rise to support the motion very ably moved by my colleague, the Hon. Norman Moore. I offer my congratulations to him for the manner in which he made his speech.

This is the last occasion on which I will speak on the Address-in-Reply in this House, so I will take the opportunity of referring to some of the matters which I have seen brought to fruition during the course of my time in this House. This will be the final chapter of the saga of George Berry of the Gascoyne River.

The Hon. D. J. Wordsworth: I hope this is not the swan song.

The Hon. G. W. BERRY: I have no doubt such a saga will be continued by my successor and also by my colleagues, the Hon. Norman Moore and, no doubt, the member for Gascoyne.

While I have been in this House, the Gascoyne River has been harnessed to a certain extent to

provide a water supply. That water supply is vital to the irrigated areas along the Gascoyne in the Carnarvon district. The areas along the river in Carnarvon have been stabilised.

The construction of the pilot scheme has not removed completely the spectre of drought, but it has certainly ensured that during a two-year drought the plantations are able to continue growing their crops. When I refer to a drought, I am referring to the times when the river does not flow. At those times, the plantations are not severely restricted as they were in the past when the river did not flow. The people along the river know that they can survive a two-year period of drought. However, they will be able to survive a longer period with the advent of a dam.

During the periods when the river did flow, it did not extend from bank to bank or flood the entire bed of the river; but this flow of water filled the aquifers that had been drawn on during the period when the river did not flow. The harnessing of the river has been carried out with the State's own resources.

There was a memorable meeting of the Tonkin Cabinet held in Carnarvon when it was announced that the Queen's Speech at the opening of the Federal Parliament would allow for money to be allocated for the extension of the water supply in Carnarvon. Unfortunately, that has not eventuated. To my knowledge, that money is still in the pocket of the Federal Treasury. That is rather unfortunate, because the work could have been commenced earlier. When the spectre of drought was rearing its ugly head last year, that was the time when money was allocated by the State for the extension of the pipeline to alleviate the situation on the river. I have raised the question on almost every possible occasion. I have exhorted the Government to make sure that the river—

The ACTING PRESIDENT (the Hon. R. J. L. Williams): Order! There is too much audible conversation. The Hon. G. W. Berry.

The Hon. G. W. BERRY: I have asked the Government to ensure that the supply of water from the river be distributed adequately to the plantation areas.

When I first went to Carnarvon in 1950 I purchased a plantation from the late Hon. Harry Strickland, who was a member of this House. During the years that we owned the plantation, we had a series of droughts, cyclones, a grasshopper plague, and almost anything one could think of. Perhaps some of the stouter hearts failed. The spectre of drought is always the most

serious of all the problems that were associated with the irrigated areas on the Gascoyne River.

It is a pleasure now to see the way in which the plantations are kept open for business all the time. They used to close for six months at a time when the river did not flow. People would leave the plantations, go away, and come back when the water was available. The necessity for that has been removed. People now remain on the plantations, and continue to cultivate and to grow the crops that are necessary for the metropolitan area.

I understand the scheme will be completed with the construction of a small dam in the Rocky Pool area. This will increase the time in which the scheme can draw on the water by another 12 months at least. When that is completed, the spectre of drought will be removed entirely from the irrigated areas of the Gascoyne. I hope I live to see that day.

The Hon. D. J. Wordsworth: I recall a trip which members of Parliament made in the days of the Labor Government, when we were told of a scheme for an atomic explosion.

The Hon. G. W. BERRY: Yes.

The Hon. D. J. Wordsworth: The party seems to have changed its policy since then.

The Hon. G. W. BERRY: There was the suggestion of an atomic explosion for the purpose of constructing a storage dam. We were shown a Russian film in which a river in the USSR similar to the Gascoyne was treated. A mighty hole was blown in the earth there. The spoil which was spewed up by the explosion formed the banks of quite a substantial lake. According to the film, 12 months after the explosion there was no radioactivity discernible in the waters of the lake. The film showed boating and other activities going on in the lake.

I would have thought that the Gascoyne River would be an ideal location in which to try the same experiment. The Gascoyne has similar qualities as the river in the USSR has. I believe that the American Atomic Energy Commission would have been only too pleased to make all the investigations necessary to determine whether it was possible to make such a storage in the Carnarvon area.

The Hon. R. F. Claughton: It was not the policy of the Government at the time to actually carry that out. The film was only presented for information.

The Hon. G. W. BERRY: That is quite right. It was not the policy of the then Government—

The Hon. R. F. Claughton: Or succeeding Governments.

The Hon. G. W. BERRY: —to enter into that. I do not know about succeeding Governments. Nothing more has been done about that possibility, and I think the opportunity has been wasted. At least we would have known more about the feasibility of such a proposal. I doubt that such a proposal will ever be put into effect, because we seem to have moved completely away from it. It would have been grand to create a water storage with the capacity shown in the film.

The Hon. R. F. Claughton: Was the film called "From Russia with Love"?

The Hon. G. W. BERRY: I do not remember if that was the caption of it; but I doubt very much whether it would be.

So much for the Gascoyne River. That is probably the last comment I will have to make about it while I am still a member of this House.

I would like to refer now to cyclone "Hazel" which recently caused a great deal of devastation in Western Australia. This cyclone, together with cyclone "Alby" which occurred last year, has demonstrated very forcefully to the residents of Western Australia the awesome power wielded by tropical cyclones. It has demonstrated also that very few places in the State are safe from the effects of cyclones.

Probably one of the most fortunate features of these cyclones is that when the centre moves down into these latitudes, it moves rather quickly and has more of an effect of the tornadoes experienced in the United States. A narrow band of damage is caused by the centre of the cyclone.

The cyclones which form in the northern waters of Australia are very necessary to maintain the flow of the Gascoyne River. When these cyclones come in further up the north-west coast, instead of going round and down the west coast, they cut across and supply the watershed from which the Gascoyne River draws its water.

The Hon. J. C. Tozer: It is very important for the whole of the northern pastoral area.

The Hon. G. W. BERRY: It is very important; but the unfortunate feature of these cyclones is that we suffer from the devastating winds which go with the rain. It would be better if the cyclones did their damage at sea and then formed as a depression over the land. That would be much more satisfactory. I shall have to see the rainmakers!

The Hon. R. F. Claughton: All sorts of experiments are being conducted to control these things.

The Hon. G. W. BERRY: Experiments are being conducted and the damage caused by these cyclones is bad enough now, but if they are meddled with we might have much greater problems.

In order to demonstrate the power of these tropical cyclones, I should like to refer to an article I once read in regard to typhoons which occurred during the war in the northern latitudes. They are referred to as "typhoons" in that area.

The Hon. R. F. Claughton: They are all the same.

The Hon. G. W. BERRY: I agree with the honourable member that typhoons and cyclones are the same, but they rotate in a different way in the northern latitudes from the way in which they rotate in the southern latitudes. The article said that during the war the United States Seventh Fleet sustained greater damage as a result of a cyclone than from all the battles fought; 60 feet was torn off the bow of a cruiser. Such ships are built to withstand all sorts of inclement weather.

The last cyclone in the Carnarvon area, of course, had a very devastating effect. The installations at Cape Cuvier, and to a lesser extent the installations at Useless Loop, were severely damaged. The plantations in the area were badly damaged also. Whilst the plantations will recover from the effects of the cyclone, the banana growers in the area have suffered considerable economic loss because the bananas are not of marketable quality. However, the Banana Industry Compensation Trust Fund which was set up in 1960 will, to some extent, alleviate the problems and will provide a certain amount of income for the banana growers. They will not be compensated for the total amount of loss though. No insurance arrangement can be instituted to recover complete loss. The premiums would be too high and the costs would be prohibitive. However, this contributory scheme, which has been in force for some time and which will operate until 1983 under the present legislation, returns to the growers a figure based on the weight of average production per acre per annum. It is averaged out on that basis.

After the damage has been assessed, the cheques are issued by the Treasury Department. Some people will no doubt express dissatisfaction in relation to the amount of compensation. I should like to point out to this House that of every \$3 paid in compensation \$1 is contributed by the Government. In other words, it is contributed by the taxpayer. All growers should keep this in mind, and in particular people who criticise this scheme. It is an excellent scheme and it has

certainly saved the Government a great deal of money. As a result of the devastating cyclone in 1960 the Government paid the growers in the area £200 per acre for a maximum of four acres, in an endeavour to encourage growers to stay in the area. The contributory fund has worked to the Government's advantage, because it has not had to pay such large sums in compensation.

Another good aspect of the compensation trust fund is that the Government underwrites it until 1983. If the fund has been completely exhausted by the cyclone—and I would anticipate there has been a big demand—the Government will underwrite it until 1983. The Government did this in an endeavour to encourage growers to contribute to it.

The Hon. D. W. Cooley: How does that affect the price of bananas in Carnarvon?

The Hon. G. W. BERRY: The number of bananas available will not be great. It will not be good quality commercial fruit. Of course, the bananas available will sell at good prices, as happened in the Eastern States when there was a shortage of bananas as a result of damage to the crops caused by cyclones and floods. However, the price obtained for the bananas does not compensate for the loss of one's profits.

The Hon. D. W. Cooley: It would help to give them a subsidy.

The Hon. G. W. BERRY: Yes, as a subsidy it certainly helps and it means also that the farmers can grow winter crops to augment their income. However, there will probably be a glut of winter crops on the market this winter.

The Hon. R. F. Claughton: The banana plants would not have recovered sufficiently to produce any winter crops, would they?

The Hon. G. W. BERRY: It will be 12 months before the banana plants produce fruit again. The original plants have either been broken or blown over. They will be useless. The suckers will take 12 months to grow and fruit again. The growers must draw on the trust to get through the interim period.

The Hon. R. F. Claughton: For the growers of Kununurra it was a cloud with a silver lining.

The Hon. G. W. BERRY: Banana growers in the Eastern States suffered from the same problem as a result of cyclones and floods which did not do any good to the banana-growing areas of New South Wales and Queensland. New South Wales produces most of the bananas in the Commonwealth. Extreme damage was suffered in the Tully district of Queensland also. The damage caused to the plantations in Carnarvon is

estimated at 60 per cent of the total area. However, the damage resulting from the loss of 60 per cent of the plantation is more serious than it may appear, although one may obtain some marketable fruit.

These cyclones cause damage in strange ways. Recently I visited a plantation which was completely flattened. Less than 10 per cent of the palms were standing. The plantation next door had suffered approximately 5 per cent damage. One can never tell exactly where these cyclones will strike.

In the case of the most recent cyclone, the wind came from the north-east and, by the grace of God, the centre of the cyclone moved faster and was further out to sea than the centre of the cyclone we experienced in 1970. It would have been approximately 60 kilometres further out to sea and the centre moved past Carnarvon. Had this not happened, and had the wind come in from the west when the cyclone centre moved further south, we could have experienced severe flooding in the town, because the tide was high. There was some flooding in the Shark Bay area and properties along the seafront suffered from storm damage.

Whilst the plantations suffered severe damage, banana growers in the Carnarvon area have to accept the hazard of cyclones and I think everyone realises this. We were aware of this danger when I first grew bananas in the area, but we hoped the cyclones would avoid the district. However, they do not always do that. Everyone knows it is a cyclone-prone area. The cyclone experienced in 1970 did a great deal of damage. Another cyclone struck in 1975 and the most recent cyclone caused severe damage in Shark Bay and some of the southern towns. Damage was caused in Kalbarri also and in some of the surrounding agricultural areas. I do not believe a great deal of damage was caused to the Shark Bay Salt Company's installations; the damage was worse in Shark Bay itself.

The damage caused to the Dampier Salt Ltd. installation at Cape Cuvier was disastrous. This matter has been mentioned in the House. When the cyclone struck Cape Cuvier it demolished completely the loading facility and removed a section of the jetty. It has been suggested, of course, that the company could have done a great deal more to avoid the damage; but I believe the company did what it thought was necessary at the time and no-one could have foreseen what would happen. I do not believe the company was culpable for the damage. The waves were approaching 30 feet in height when the cyclone struck. The installation will have to be redesigned

completely to avoid the recurrence of similar damage.

The cyclone had a disastrous effect on the community of Carnarvon. A number of people are employed at the salt installation, and the destruction of the loading facility put the company out of operation.

I understand Dampier Salt Ltd. has signed an agreement with the Government regarding this division of its operations. The company has changed hands and the agreement was signed, as I understand it, before the cyclone took place. No doubt it will be ratified in Parliament in due course. The Evaporites (Lake MacLeod) Agreement Act covers this matter.

I have seen the way the company performs and I am certain it will be operating again in due course. I have not seen the report of the State engineers, but I am sure nothing could be done to the existing facility to get the plant back into operation on a temporary basis. When we hear the full report we will know what took place there and what facility was there. I am told by different people—I cannot confirm or deny this—that the facility was not a good one. I have even been told by people who have worked there that it was built to last for only 10 years. If that is so its useful life has expired.

I feel sure the company will be back in production at Lake MacLeod as soon as it possibly can; and I also feel sure that it will meet its commitments to the State when it signs the agreement, which is an amendment to the Evaporites (Lake MacLeod) Agreement Act.

The ACTING PRESIDENT (the Hon. R. J. L. Williams): It is the wish of the President that I remind members of the House that at 6.45 p.m. a film in relation to the State's 150th anniversary will be shown in the common room.

Sitting suspended from 6.02 to 7.30 p.m.

The Hon. G. W. BERRY: During my time in this House, serving the Lower North Province, I have mentioned the matter of roads on many occasions. During that time the North West Coastal Highway has extended through my province into the Pilbara. The Great Northern Highway now has a black top, and has extended through to Meekatharra. It has gone on to Mt. Newman which is on the boundary of my province. Also, the road from Mullewa to Yalgoo now has a black top which will proceed to Mt. Magnet in due course. Approximately 30 miles of road has been bituminised at the western end of the Shark Bay road. I never envisaged that I

would see these roads improved, but those improvements have come to pass since I have been in this House.

In the matter of railways, I think it was in 1968 that we attended the opening of the standard gauge line at Kalgoorlie. That opening meant that the standard gauge extended right across Australia from east to west. In the time I have been here the Mullewa-Meekatharra line has closed. The returns for the line fell, so the railway is no longer operational.

Developments which have taken place include the nickel mine at Windarra which has opened and closed. It was rather ironical to note that while one mine was being closed another one was being opened at Leinster. Cessation of goldmining at Mt. Magnet turned another page in the history book of the saga of the Murchison. This great gold-bearing area produced a considerable quantity of gold in the early days. It seems strange that most of the present-day development has missed that part of the Murchison. We passed an Act recently to allow mining in the Weld Range but unfortunately that has not got under way yet. A considerable quantity of talc has also been produced. Apart from that, very little development has occurred in the area which was one of the earliest gold-producing parts of the State.

During my term as a member of this Parliament we have had a lot of trouble with kangaroos. I recall that the present Leader of the House, when he was Minister for Fisheries and Wildlife, introduced a Bill to control red kangaroos, and to bring some semblance of stability to the thriving industry which had been established in harvesting red kangaroos for pet food. Those were rather stormy years but it appears to me that now there is a little more sanity in the pet food industry, and it seems to be going along as was originally envisaged when the Minister first introduced the legislation.

With regard to development, there are some very exciting prospects in the Exmouth area. We have heard quite a lot about the Exmouth plateau and the store of oil we hope to find. That oil is vital to the needs of Australia. It is exciting to realise that the wells which will be drilled in the Exmouth area will be drilled in greater depth of water than any other oil exploration wells throughout the world. There is evidence that things are getting under way in the Exmouth area. I believe that one drill is operating, and the Minister has already visited it by helicopter. So, the prospects in the area are exciting, and we hope the potential comes to fruition.

I would now like to refer to the National Parks Authority. Only last week Mr Dans asked a question regarding a national park at Exmouth, and he asked whether visitors were being allowed into the Cape Range National Park. The answer to the question indicated that the park was closed by the National Parks Authority because it could not conform to the local authority health by-laws. I bring this matter to the notice of the Government and members in this House, because it is a sad state of affairs when people who have been using the area ever since the cape was opened up now find they cannot enter the park. I think it behoves the authorities concerned to have some consideration for the people who enjoyed the facilities in that area. They should meet together and come to some arrangement so that those people can continue to enjoy the facilities instead of being debarred from them.

I understand the park will be open for Easter as a result of the efforts of the member of Gascoyne. Co-operation should have taken place earlier. Those concerned could have come to some amicable arrangement. I refer to the statutory authority which is responsible for our national parks and the local authority for the town of Exmouth. I am aware that conflict has developed with local authorities in other national parks where the statutory authority has been charged with looking after the parks.

When the Minister introduced the Bill to set up the statutory authority, he said that there would be co-operation, but up to date that co-operation has been lacking. The responsible people should get together and consult one another with regard to problems. There should be consultation between those people who have to live with the parks and those who have to provide the facilities for visitors.

I will now refer to the domestic satellite previously mentioned by the Hon. Norman Moore. The setting up of a domestic satellite will be a great drive forward for this State. Mr Moore attended a seminar in Canberra and I believe that only good can come from that meeting. In the field of communications, it seems that although we are able to send a man to the moon there are people in outback areas who cannot even get radio reception. When the tracking station was operating at Carnarvon it had very sophisticated equipment. The controllers could pick up a telephone and speak to anyone in their world-wide network. That was quite an achievement, but those controllers were not able to communicate with the local exchange. It usually took them anything up to 10 minutes to get through to the local exchange even though they were able to

speaking immediately to other people anywhere in the network throughout the world.

Things have changed since then. I well remember the occasion of the man landing on the moon when the event was televised to the people of Western Australia. I commend the people at Carnarvon for making that telecast available; it was commendable action.

Perhaps we are now making some forward strides. We are talking about a local Australian satellite which will provide us with the service which our developing country needs. One has to live in isolated places to appreciate the disabilities suffered by the people. It seems rather ironical that technology cannot overcome the problems in the field of communication.

A very interesting item of news was the projected abolition of the road maintenance contribution tax. That tax has been a thorn in the side of transport operators, particularly in the distant parts of the State. Although road users in the metropolitan area contribute quite a considerable sum in road maintenance tax, the effect will not be felt so much there as it will be in the north of the State. The good news is that the tax is to be abolished, but the bad news is where will the replacement moneys come from.

I would like to recite an incident that happened a few years ago, I think during the reign of the Tonkin Government when it was proposed the road maintenance contribution tax should be abolished. I met a road haulier at Meekatharra. I cannot remember his name, but he was a vice president of the owner drivers' association. There was quite a hassle on at the time. He told me he did not want the tax abolished; he wanted a different method of collecting it. He wanted it stated in his contract price how much was road maintenance contribution tax and how much he was to earn for himself. He wanted to be able to determine how much he would have to contribute in road maintenance tax and he thought it would be much easier if the amount were stated separately on his accounts. Perhaps that might have been a good idea.

The Hon. G. C. MacKinnon: Did he also want listed that he was to pay only half the licensing fee?

The Hon. G. W. BERRY: He did not mention that; he did not want to avoid paying tax, he wanted a fairer method of collecting it. At that time the heavy haulage contractors were having troubles and there was a general hassle.

At the same time I met a haulier from South Australia. He did not know me and I did not tell him my name. In conversation he told me he had been operating for six years up to that time, he had had no trouble, and he could see no reason that he would have trouble.

That truck driver said to me, "I load my truck according to the regulations that apply both in South Australia and in Western Australia; and even if I am stopped I have no trouble with the authorities." I said to him that everyone seems to have trouble in this respect, and his reply was that those people want to get rich in a fortnight. He said he had been in the business for six years and would continue in it without any trouble so long as he operated as he was at the time. I mention that to illustrate there are two sides to the question.

We are experiencing a trying time throughout the Commonwealth in respect of road transport. Probably this problem will bedevil us for a long time. I am afraid I cannot offer any solution to the problem. I think the trouble is that some people are always prepared to undercut others to get work and in doing so they go broke, and then the whole hassle starts again.

I have never entered into debate on union matters in this Chamber in the past, mainly because I do not know much about them. However, I will relate to the House an anecdote. I am sorry the Hon. Don Cooley is not here to hear it. My anecdote goes back to the early 1930s, during the depression years, when I worked in a wool and sheep skin and hide store in Fremantle. A strike was in progress involving the wool store section of the union—I think they belonged to the Shop Assistants Union in those days. I recall in those days the basic wage was £3 15s 6d a week, and the firm for which I worked paid us two shillings above that. We received £3 17s 6d—a very generous gesture in those days.

A store was being picketed by unionists and workers were denied the right to earn their daily bread. I sympathised with the workers, because I could not see the point of the strike.

I was friendly with one of the workers who was on strike, and I asked him what the strike was about. He replied that it was over a pay dispute and that the workers had to stick together. He said it was very hard on his family because he was not getting paid. The unions could not help the workers, because in those days there was not much money in any industry, let alone the unions.

I noticed that a union organiser was busily engaged in running around to see the different pickets, and I asked my friend about him. My friend said, "He is doing a wonderful job. He is on strike pay." I asked what was strike pay, and my friend told me the organiser received double pay while a strike was in progress. He was earning £20 a week and in addition had the use of a car, because he had to visit the various places which were being picketed.

I said to my friend, "If he is earning £20 a week he will keep you on strike for as long as he can." He said, "Oh, no; someone has to run around and see that everyone is doing the right thing." However, after the strike had lasted for six weeks my friend told me he had thought about what I had said to him some weeks previously. He said he was beginning to think that perhaps if the organiser had received half pay the strike would have been resolved earlier. As far as I can recall, nothing was gained during that strike of six weeks. When they resumed work they could not make up their lost pay, because no overtime was available in those days. Therefore, they experienced a very lean time.

I have always taken that situation as a lesson. Since then I have questioned just what unions do for their workers on some occasions. Certainly I did not appreciate the action of the union in respect of that strike, because I could not see that the union organiser should be on double pay while the workers received nothing.

The Hon. F. E. McKenzie: It is different nowadays.

The Hon. G. W. BERRY: Yes, I am referring to 1930 or 1931.

The Hon. F. E. McKenzie: During the time I was with the Railway Employees Union we had two stoppages and on each occasion, along with the others involved, I did not receive pay.

The Hon. G. W. BERRY: I am pleased to see the rules have been changed.

The Hon. F. E. McKenzie: Yes, 1930 is a long time ago.

The Hon. G. W. BERRY: The anecdote I have related was told to me by one of the pickets. I take it he had no reason to lie to me, because he was most concerned about the situation at the time. I have merely repeated what he told me, and I presume what he said was correct. It happened a long time ago.

The Hon. R. F. Cloughton: That shows you are getting a little old.

The Hon. G. W. BERRY: I must be.

I would like to refer to another matter concerning education. I refer to the establishment of the ICPA—the Isolated Children's Parents Association—which has occurred during my time in this place. The association was formed through the efforts of Mrs Margaret Lacey of Pottle Station in the Meekatharra area. I give great credit to that lady for working so hard to establish the ICPA. When first she came to me for assistance the local School of the Air had a parents and citizens' association in Meekatharra. I suggested to Mrs Lacey that there must be several bodies experiencing the same problems, and that she should endeavour to co-ordinate them so that a united approach could be made to the Government.

The Hon. R. F. Cloughton: What you might call a union of parents.

The Hon. G. W. BERRY: Yes, I suppose it could be called that. Mrs Lacey found that organisations existed in the Eastern States, mainly in Queensland and in the outback districts of New South Wales. As a result of her efforts in this State, the local association has now joined a federally constituted body which has branches in all States of the Commonwealth with the exception of Tasmania or Victoria—I am not too sure which.

However, the ICPA has done a great deal for the children of isolated areas, and I pay tribute to Mrs Margaret Lacey for the work she did to see that the association was established.

The Hon. W. R. Withers: Hear, hear!

The Hon. G. W. BERRY: Moving away from that subject, I find when driving in traffic in city areas that I am continually appalled at the way people gamble with their lives. Today I saw four cars drive through red lights on different occasions—not amber lights, but red lights. We have heard about "amber gamblers" but it seems to me the situation is now getting to the stage that people just will not observe the law and we may have to introduce booms to control traffic at intersections. It seems we just cannot get the message across to motorists that it is dangerous to drive through red lights. I cannot see why motorists should be in such a hurry; many people would have a lot more time left in their lives if they paid regard to traffic lights. Traffic signals are there for a purpose: to enable traffic to flow smoothly at intersections. I must confess I am becoming disillusioned in respect of metropolitan drivers.

One receives many publications and magazines, and one cannot keep up with all of them. However, I would like to bring to the attention of

members a publication entitled, "An energy policy for Western Australia". This was prepared by the Government, and it is an excellent publication which people should read and digest. It sets out the energy policy of the State. Paragraphs 1 to 5 deal with the general policy; paragraphs 6 to 9 concern oil supplies; paragraphs 10 to 14 concern natural gas; paragraphs 15 to 18 deal with coal; paragraphs 19 to 23 deal with renewable energy resources; paragraphs 24 to 26 concern nuclear power; paragraphs 27 to 30 refer to energy management and conservation, whilst paragraphs 31 and 32 refer to research and development; and paragraphs 33 to 37 deal with utility services of electricity and gas supplies. This document is well worth reading and digesting, because it sets out what the Government proposes to do to meet the energy needs of this State in future years.

The Hon. D. J. Wordsworth: It is very well presented.

The Hon. G. W. BERRY: It is well presented, and I recommend it to all members.

In the *Daily News* of the 3rd April there appeared a headline, "Ceramic engine on road soon?" The article states—

LONDON: Stand by for the 100-miles-per-gallon car with a ceramic engine.

While Arab countries push up the price of crude oil, Dr Wolfgang Lincke (45), head of engineering research at Volkswagen in West Germany, is designing a way out of the fuel crisis for tomorrow's motorists.

His aim is a family car with a high economy engine made of "different materials".

It has three cylinders instead of four—one fewer in which petrol can be used.

An aluminium engine block would mean less weight—so less energy and less fuel needed.

The Hon. W. R. Withers: It is like a teacup; it works as long as you don't drop it.

The Hon. G. W. BERRY: Further on the article continues—

Further ahead lies the sealed-for-life car engine that will not use petrol or oil at all.

Run on hydrogen giving 96 per cent efficiency, it would be a fuel cell powering an electric motor.

I mention that to show that people are starting to think about and work on such ideas.

In the journal, *Overseas Trading* of September, 1978, vol. 30, No. 19, there appeared an article

under the heading of "Middle East". This is a very interesting article, and it refers to a \$76 million solar unit. It states—

The Dean of the Chair of Electrical Engineering at Saudi Arabia's University of Petroleum and Minerals—

As members know, Saudi Arabia is one of the world's biggest producers of oil. The article continues—

—has announced that a solar energy research unit will be set up at the university at an estimated cost of \$76m. It is estimated that about 200 scientists will work at the institute. At the same time the Director of Planning of the General Electricity Corporation has announced that the Corporation intends to build the first solar energy station in the Kingdom, capable of generating 200 kW an hour.

So, a country rich in natural resources plans to spend an estimated \$76 million to investigate solar energy. The Solar Energy Institute of Western Australia at present is gathering together information regarding solar energy, to be used to the best advantage in this State.

I quote now from *The Bulletin* of the 12th December, 1978, where under the heading "Transport" the following appears—

The super battery

NEW YORK—Mass production of battery-powered electric vehicles (EVS) may be a giant step closer to reality. Continental Group, Inc has just developed a new type of battery that, it says, permits cruising speeds up to 160 kph and a driving range of 1600 kilometres before re-charging.

This single power source, which is about the size of four ordinary automobile batteries, appears to overcome one of the major current barriers to growth of EVS: multiple battery installation with attendant limitations on cruising range and driving speeds. Fiat and Datsun reportedly will be the first users of this new battery, sometime during the next several years.

So, members can readily see new developments are taking place which will assist in solving our energy resources problem—perhaps sooner than we think. I am sure all members know it was many years ago that the fuel cell first saw the light of day and that, as yet, we have not been able to unlock the secret which would enable us to put it to commercial use.

I quote again from *The Bulletin* of the 12th December—it must be a very authoritative and

popular periodical—an article relating to uranium. It is headed “Ignore eco-freaks, says leading British unionist” and is written by Bob Carr. It refers to a gentleman by the name of Frank Chapple, a British unionist, and states as follows—

AUSTRALIAN trade unions continue to receive conflicting advice from overseas on the attitude they should adopt to uranium mining. The advice is being weighed seriously. In fact the ACTU, at its recent executive meeting, resolved to send a delegation overseas to further investigate world trade union attitudes on the question...

But last week a leading British unionist returned home after saying, on the nuclear issue, “You in the labor movement here in Australia are being taken for a ride.”

The unionist is Frank Chapple, secretary of the 420,000-member Electrical, Electronic, Telecommunications and Plumbing Union. But he is also spokesman for the British Trade Union Congress (the British equivalent of the ACTU) on fuel and power. He said, therefore, that he was speaking on behalf not only of his own union but “of the entire British labor movement.”

Chapple told a meeting of union delegates in Sydney: “About uranium mining we in Britain simply don't understand your attitude in Australia. In fact I'll go so far as to say we don't even believe it's right. We think someone's telling you a fairy story, a bit like Pommy shop stewards causing all your trouble.

“It has to be a fairy story. Here we have a world which is being almost held at ransom by the Arabs, by the oil producing nations. The only chance we've got of any independence from them is through nuclear technology and for that we need to fuel it with uranium. And the Australians are saying—even in a condition when their economy is run down—they're not going to mine it.

“Now I can understand if it were the employers saying that they didn't want to mine it because they wanted to wait till the price went up, but to say you're not going to mine it because a bunch of emotionally minded, usually high-living, ecological freaks have got you going on this, it's just beyond my comprehension.”

Chapple said the whole of the British labor movement accepted this view. “We've got

more than 30 years experience of nuclear stations. We've got 30 years experience of a prototype fast breeder reactor. And I'm telling you that if you were offered the opportunity of either working in a nuclear power station or working down a coal mine, or even working in a coal fired power station, you'd take the nuclear station—because it's like working in a bloody canteen by comparison. So we in the British labor movement don't believe there are any alternatives to the development of nuclear power.”

On the question of massive security being required to manage a plutonium economy, Chapple said: “What sort of security system is the world going to require in the year 2000 when there's half the world short of energy? I'll reckon you'll have at least 35 million Chinese landed in the desert here, after uranium.”

I do not deny there will be problems in the field of nuclear energy; the recent accident at Harrisburg demonstrates that. However, that was something the authorities could not envisage would happen. Of course, they are fully aware that a melt-down is the most serious accident which can occur at a nuclear power plant. The accident certainly is a lesson for learning; technology must improve.

However, Britain has 30 years' experience with nuclear power stations and, from memory, they have had only one accident, a leak of radioactivity at Windscale, which caused some problems. They make no bones about it in England; nuclear power is the power of today. It is possible to visit any nuclear power station in the United Kingdom. A station in the Sussex area is open between certain hours from Monday to Friday, and anyone can visit it and take a look around. Technology is advancing, and we will have to use it. Perhaps we in Western Australia will not use it immediately, because we have vast supplies of coal we can use to produce energy. However, we will certainly need to use it at some time in the future.

Mr Deputy President, as a finale to my speech during the Address-in-Reply debate, and although I will have a few more words to say during the course of the sittings of Parliament before my term as a member of Parliament comes to an end at the end of the year, I wish to say this: This is the last time members will hear me speak during an Address-in-Reply debate and it has been great while I have been here.

THE HON. F. E. MCKENZIE (East Metropolitan) [8.08 p.m.]: Mr Deputy President, I could find nothing in the Governor's Speech to

get excited about or to give electors in my province hope that the legislative programme of this Government will solve the problems which currently face most Western Australians.

One of the things for which I was looking in the Governor's Speech was an indication that the Government would be doing something to alleviate the problems of unemployment. The area I represent probably contains more unemployed people than most other provinces, and when a person continually is faced with that sort of problem he looks to the Governor's Speech to provide some hope for these people.

It has been said in this place that many of our unemployed do not want to work; however, I believe the large proportion genuinely are seeking work. Of course, there are some who would rather not work. However, if work is made available for these people they would go off the unemployment list, because they simply must accept some form of employment.

We know that unemployment was down to a very low figure—about 2 per cent—during the term of the Tonkin Government. However, since I have been a member of this place I have noticed a steady worsening in the unemployment situation. I do not see any hope in the future for a reduction in the number of unemployed, notwithstanding the fact we have great hopes for the North-West Shelf development. Even when that project gets under way—if it ever does—I cannot see it reducing the levels of unemployment, because next year an increasing number of people will be seeking employment; I refer, of course, to the school leavers.

People are very concerned about the prospects for our young people and the fact that such a high percentage of the unemployed are young. However, increasingly in my electorate I am visited by people who are over the age of 40 and who are unemployed, asking if I can help them find work. In fact, only today a qualified rigger came to see me. He attended night school last year and showed me his marks. They were very high indeed; he achieved a mark of between 90 and 95 per cent on all subjects.

Notwithstanding that, this gentleman is unable to find employment. His complaint was that, although he had applied to the Commonwealth Employment Service for training under the NEAT scheme, his application had been rejected. He was told that too many people were applying for assistance, and he believed preference was being given to the younger brigade.

The Hon. J. C. Tozer: Is he prepared to go north?

The Hon. F. E. McKENZIE: I did not ask him that specific question. He is a married man with a family living in Belmont, so I do not know whether he would be prepared to leave his family and go north. Certainly, I would not expect him to go. His main area of complaint was the fact he had not been accepted for training under the NEAT scheme. If he is prepared to go north, will Mr Tozer guarantee him a job?

The Hon. J. C. Tozer: I could not guarantee him work. However, I suggest that any good rigger could walk into any number of jobs in the Pilbara.

The Hon. F. E. McKENZIE: I thank Mr Tozer very much; I might avail myself of his services in my endeavours to find him employment. If he agrees to go north, Mr Tozer may hear from me.

The Hon. J. C. Tozer: I will be very pleased to give him all the help I can.

The Hon. D. W. Cooley: Tell him John sent you.

The Hon. F. E. McKENZIE: Unemployment creates many other ills in our society, not the least of which is crime. Whenever we have large numbers of people unemployed, the crime rate seems to creep up. No doubt people become desperate and look for some way out, and turn to stealing and the like. Later, I will have something to say about people approaching me during the parliamentary recess explaining how they sought legal aid or some form of representation in the courts and how their applications for legal aid—initially, at least—were refused.

Another problem which has cropped up in my electorate since the time I last had the opportunity of addressing members relates to the State Housing Commission. Recently, homes in what was formerly known as Maniana, but which now has been incorporated into the suburb of Queens Park, have been upgraded by the State Housing Commission. Certainly, it is very good to see some development taking place because the homes which were built by the commission were very substandard.

However, the upgrading of these houses has created another problem for the people who have moved into these units. Naturally, the units are very attractive, and most people would prefer to live there than in substandard SHC accommodation. The problem is, however, that new tenants are faced with rent increases of between \$9 and \$10 a week and this places a great strain on their incomes. An additional \$10 at the one time is a fair amount for a low-income earner to absorb.

I have had a number of protests in that regard. I do not know how we can overcome that problem but I believe State Housing Commission rents have increased out of all proportion, particularly in the last two or three years. It has been very hard on the people on low incomes, who have found it necessary to pay \$34 or \$35 for their accommodation. In many instances it is probably less than they would pay for private dwellings. However, the SHC has the role of assisting people on low incomes and it is very disturbing to see that these people are no longer able to take advantage of rentals that are within their means.

Mr Deputy President, you may not be aware of the next problem I shall mention as it is outside the control of this Parliament. The problem is the amount of money pensioners are able to earn before their pensions are affected. That amount is \$20 for a single person and \$34.50 for a married couple and this has been so since 1972. There are a number of people on superannuated pensions who periodically receive an increase in superannuation payments. As a result of this, for every dollar increase they get their pensions are reduced by 50 per cent. What follows when they get beyond a certain amount is that they lose their fringe benefits entirely. Once the combined income of a married couple exceeds \$34.50 per week they lose their fringe benefits, even if the amount involved is only 10c. It is a worry to these people to watch the inflation rate continuing to rise. Admittedly it is at a lower level than it has been for some time.

I refer also to the concessional rate for electricity which applies to pensioners. The amount of electricity allowed before that concession cuts out is so low it is virtually worthless, especially during the winter months. There are very few people who are able to keep their consumption of electricity below the amount they are allowed to use before the concession is wiped out. I think the Government ought to have a look at the whole question of the application of this concession. It is unfair that there should be a limit to the amount of electricity pensioners are allowed before they lose the concession completely.

I would like to refer again to the report of the Legal Aid Commission. I have had an increasing number of electors visiting my office to seek advice after they have received letters from the commission's director, Mr Roberts-Smith, declining legal aid to them. The chairman of the commission, Mr Ainslie, makes mention of this problem in the first statutory report of 1977-78. The following is to be found in the report—

There can be no doubt that the single most important factor in the Commission's ability to deliver adequate and effective legal aid is the level of funding. The funds provided to date have been inadequate—it is apparent that there will be very many people in Western Australia who this year will qualify for legal aid, and who will need it but who will not get it because on the present level of funding the Commission will not be able to provide it to them.

It is very disturbing to have these people coming to me for assistance after they have been refused legal aid. Naturally they look to someone to give them guidance. This is an area in which I find it difficult to give advice as I am not a legal man. It disturbs me to think I have to send them to a law firm which will mean high costs which in most cases—because these people mostly are unemployed or pensioners—is beyond their means. It is a frightening experience even for people with past experience in these matters to front up in the court without representation, without someone from the legal fraternity.

I would like to mention further points made in the report, because I am hopeful the Attorney General will take note of what I have to say. This refers also to other Ministers in this House. When discussions take place in respect of allocations to the Legal Aid Commission, perhaps the Ministers will then understand the problems these people face and accordingly grant additional funds to the commission.

The Hon. G. C. MacKinnon: We are always very attentive to your remarks.

The Hon. F. E. McKENZIE: I thank Mr MacKinnon. It is not just one or two people who have visited my office in recent times. I think Mr Roberts-Smith and the man who relieved him, Mr Wood, would be aware of the number of times I have rung their office seeking help for these people. There is little a person in my position can do except advise these people to lodge an appeal or ask for reconsideration in respect of the help they have not been able to receive. Sometimes the reconsideration is successful. Sometimes the success is of little use, because the case may come before the courts too soon. However, I appreciate that the appeals committee does look at these matters regularly.

On one occasion recently the wife of a chap who had to go before the court on a Wednesday and the following Friday, came to me for help. She had one child and was expecting another. She came to see what could be done to obtain legal aid. The man was facing two fairly serious

charges. He happened to be in prison at the time for failing to meet certain payments after having been charged for a car stealing offence. He had damaged the car and had been unable to meet the payments he was ordered to make and so had been imprisoned. I do not know what the legal term is.

The Hon. I. G. Medcalf: Failure to pay fines.

The Hon. F. E. McKENZIE: I am not a professional man. I would like to help these people as they expect parliamentarians to know about the law. A member of Parliament is not necessarily a legal man and cannot always advise on legal matters as he may give the wrong information.

If these people have no money, what is to be done for them? Even on my large parliamentary salary I cannot afford to fork out money to all the people who call on me. If I did it for one I would have to do it for all the others, and I am not prepared to do that.

The report I mentioned is both comprehensive and interesting. I shall quote a small portion which illustrates the problems with which even the people determining the allocations of legal aid are faced. They try to allocate money on a monthly basis and those cases, which are unsuccessful one month are again considered the following month. The commission is faced with many problems because of a lack of funds. Part of the report reads as follows—

Thus, if the hardship which an otherwise eligible person would suffer would not be as great as that likely to be facing other eligible applicants, the former would have to be refused aid unless Government funding were maintained at a level which would enable aid to be granted to all applicants who qualify under Section 37 and the ordinary guidelines. Not only is this choice difficult, it is invidious, and it is one which is not readily understood by those who apply for assistance. It is by no means uncommon for applicants who have been refused aid on this ground to apply for reconsideration of that decision solely on the basis that they cannot afford to pay a lawyer. It is not easy to explain to such applicants that they clearly qualify for aid in terms of their financial situation and the circumstances of their case, but that despite them so qualifying, the Commission cannot grant aid to them because the limited funds available must be allocated to an applicant who is likely to suffer more hardship than they if aid is refused.

Some of these people can find themselves facing prison terms. This is what I am told. It is a serious thing that there are people in the community being affected this way because of the economic situation. This applies particularly to people on low incomes who have difficulty meeting legal expenses even in the best of economic circumstances. In the bad times it is incumbent on the Government to ensure there are sufficient funds available to ensure that these people are represented in court. Without representation the prison terms they are likely to suffer may be greater. There might have been a possibility of acquittal, or it might have been better to face either a magistrate or a judge and jury, but these things remain unknown to them.

I would like the Government to give serious consideration to providing additional funds. More funds are needed at this time, because more and more people are coming into the category of those requiring assistance from the Legal Aid Commission. It is a serious situation when people face the prospect of prison terms simply because they are denied legal representation as a result of insufficient funds.

I would like to quote from the report where it deals with people who are able to go and obtain legal advice at regional offices. I do not know if this situation pertains to the metropolitan area.

I want to quote from page 9 of the report, as follows—

The Legal Advice Bureau operates only infrequently from the Regional Offices because the Commission has only one staff practitioner at each of these offices and the other commitments of those officers have been seen to preclude the operation of a regular Bureau. The Commission considers this is a significant deficiency in its provision of legal aid, but is of the view that provision of an adequate and regular Advice Bureau service in the Regional Offices cannot be made without detracting from other services unless there are at least two full time staff practitioners available in each Office. Present levels of funding militate against this.

Fairly large amounts of money must be channelled into this area. I know that the Government's financial commitments are heavy, but this is an area involving humanity and the Government should pay attention to it.

That is all I wish to say about the shortage of funds on the part of the Legal Aid Commission. However, I do wish to bring another point to the attention of the Attorney General because it concerns me.

I am referring to the lack of application on the part of legal practitioners in respect of the filling in of forms. I do not know what discipline there is in the legal profession in this regard, but legal practitioners have a high standard of education and therefore should not find it difficult to fill in the form provided by the commission. It is only in this way that accurate statistics can be compiled and made available to members of Parliament and others who are interested enough to delve into the functioning of the commission.

On page 9—the same page—there is a small section I wish to read in order to bring it to the attention of the Attorney General so that he can give some thought to the matter. The portion is as follows—

A statistical analysis of the operation of the Bureau since 17 April is shown at Appendix F. Again, the paucity of statistical information available is primarily a result of the disinclination of private practitioners to "fill in forms".

That is all I wish to say about the Legal Aid Commission.

The Hon. I. G. Medcalf: Before you finish, would you not agree that the question of getting legal practitioners to fill in forms should not be beyond the wit of the Legal Aid Commission? After all, it is paying the fees.

The Hon. F. E. McKENZIE: I agree with the Attorney General there.

The Hon. I. G. Medcalf: This is not something about which the Government needs to do anything. It is something the commission itself can enforce, surely.

The Hon. F. E. McKENZIE: That is quite true, but perhaps he could bring my remarks to the attention of the commission.

The Hon. I. G. Medcalf: I have already read that report myself and noted that portion. I thought that if the commission could not make the people it is paying fill in the forms I would be surprised.

The Hon. F. E. McKENZIE: I understand that but I do not think the legal practitioners are above being criticised. That is really what I am doing. I am criticising them for their disinclination to fill in the forms. The function of the commission depends on them.

The Hon. I. G. Medcalf: The one paying the fees is the one who should be able to insist upon how it wants things done. The commission, which is paying the fees, should be able to insist upon the forms being filled in. That is something which the commission ought to rectify itself.

The PRESIDENT: Order!

The Hon. F. E. McKENZIE: I do not know, but perhaps the present situation has arisen because the practitioners are not paid enough for that function. Maybe the Government should consider paying more to encourage them to fill in the forms. That concludes my remarks about the Legal Aid Commission.

I have another matter I wish to bring to the attention of members. It concerns a letter written by an Eastern States visitor, and published in the *Daily News* on the 8th March. We should take note of what our Eastern States visitors think about us, particularly in relation to the price of beer, which is what this letter is about.

The Hon. G. C. MacKinnon: That is a very serious matter.

The Hon. F. E. McKENZIE: On page 8 of the *Daily News* of Thursday, the 8th March, the following letter appeared—

A visitor shocked

With some Friends I have just visited your "State of Excitement" for your 150th-year celebrations.

The Hon. D. W. Cooley: He meant the State of frustration!

The Hon. F. E. McKENZIE: That is true.

The Hon. A. A. Lewis: The price of beer has already got under Mr Cooley's skin.

The Hon. F. E. McKENZIE: To continue—

After a few days, we are on our way back in a "state of shock." The price of your beer—59c (10oz) and 44c (7oz) compared with 43c and 30c for the same amount throughout the East!

The Hon. A. A. Lewis: You must realise you could drown in the beer over there before you would get drunk on it! It is an entirely different type of beer. Mr Cooley will bear me out on that.

The Hon. F. E. McKENZIE: I will not comment on that. I am quoting a letter in the Press, which continues as follows—

Who is getting the big rake-off? It is all made from the same ingredients.—

I do not know anything to the contrary, so I will accept that that is the case.

Today I ascertained the price of beer in New South Wales. According to the Trades Hall Hotel in Sydney, the price there now is 45c for a 10 oz. glass and 33c for a 7 oz. glass. That is a slight increase.

The Hon. G. C. MacKinnon: Perhaps the fellows over there work harder than Mr Cooley's fellows here, do you think?

The Hon. F. E. McKENZIE: The point I am getting to is that recently I have read in the Press and seen on the TV and the like reports as to how progressive the Swan Brewery is in Western Australia for having introduced some wonderful technology responsible for the displacement of a large number of workers in the industry. However, what do we find as a result of that technology? We find that in Western Australia we are paying 14c more for each 10 oz. glass we drink, and 10c more for each 7 oz. glass, than is paid in New South Wales. I would have thought that with the introduction of technology the product would become cheaper, but that is not the situation.

I wonder whether the Prices Justification Tribunal is worth while if such a situation is allowed to continue. I do not say it is all the brewery's fault, because I do not know. I am dealing with the cost to the consumer, because that is what concerns me. I do not know whether the Government is prepared to consider some price control situation, because there is a product which is regarded by many as being essential.

The Hon. G. E. Masters: Only by alcoholics!

The Hon. F. E. McKENZIE: We should be very concerned about the matter.

The Hon. G. C. MacKinnon: You are joking!

The Hon. F. E. McKENZIE: I would like the Government to introduce price control in regard to beer.

The Hon. R. G. Pike: Come on! Neither you nor anyone else has—

The Hon. F. E. McKENZIE: Mr Pike cannot deny that we are being ripped off.

The Hon. G. E. Masters: Mr Cooley is remaining remarkably quiet.

Several members interjected.

The PRESIDENT: Order!

The Hon. R. G. Pike: You were going all right until you trotted out the socialistic ideas!

Several members interjected.

The PRESIDENT: Order!

The Hon. F. E. McKENZIE: I will leave those matters now as I have a great deal to say about railways, not only in relation to the suburban system, but also in connection with country services, because what is happening in both areas causes me concern as it does, I suggest, 100 000 other people if the petition presented yesterday is any indication of public feeling.

I hope the Government disclaims the remarks of the Minister for Transport (Mr Rushton) who seemed to take very lightly the fact that 100 000 people had been prepared to sign a petition in support of the railway being retained.

On the 11th January, 1979, there was an article in *The West Australian*.

The Hon. D. W. Cooley: They are quiet now.

The Hon. G. E. Masters: We are not quiet. We want to get some facts from Mr McKenzie.

Several members interjected.

The Hon. F. E. McKENZIE: If members want facts, they will get them.

In the report on the 17th January it was stated that the Fremantle-Perth railway line will be closed. On the 19th August, 1975—

The Hon. G. E. Masters: It said a lot more than that on the 17th January. The article gave very good reasons for the closure.

The Hon. F. E. McKENZIE: I will get to them. I suppose Mr Masters has the cutting.

The Hon. G. E. Masters: I have. I thought you might need it in case Mr Cooley wanted you to table it. I wanted to have a spare copy.

The Hon. F. E. McKENZIE: I will be happy to table it and also the Press report of the 19th August, 1975. I cannot understand the about-turn of the Government. I was always worried, because I believed that eventually the Government would make an announcement indicating its intention to close the line, despite many reports over a long period containing a complete denial that the Government would even contemplate its closure.

On the 19th August, 1975, a Press article was headed "State will stay with railways". I was delighted to read that.

The Hon. A. A. Lewis: The trouble is that the public were not, because they stayed away from it in droves.

The Hon. F. E. McKENZIE: What worries me is the complete about-turn on the part of the Government. In 1975 the Press report read as follows—

Sir Charles said the adverse economics of rail operations compared with buses over the next 30 years was understood. But the Government believed that long-term consideration could not be overlooked.

On the 17th January, 1979, the Premier announced that the line would be closed. Surely the timing of the announcement is unbelievably bad.

The Hon. Neil McNeill: Was the 1975 report referring specifically to the Fremantle-Perth railway line?

The Hon. F. E. McKENZIE: I will read the whole article if the honourable member would like me to.

The Hon. G. C. MacKinnon: You did not answer the question.

The Hon. Neil McNeill: Does that article refer specifically to the Fremantle-Perth railway line?

The Hon. F. E. McKENZIE: No; it refers to them all.

The Hon. Neil McNeill: Right.

The Hon. F. E. McKENZIE: I will read the article as follows—

The WA Government wants to maintain rail passenger services in the metropolitan area at a maximum instead of replacing them with busways.

There is no plan for one. The article continues—

It will examine whether parts of the system can be electrified.

I do not know how far the examination went but it could not have been too far. To continue—

The WA Minister for Transport, Mr O'Connor, will have talks with his Federal counterpart, Mr Jones, late this month.

The Premier, Sir Charles Court, said last night that Cabinet had decided to try to maintain railway operations at a maximum in the metropolitan area.

The decision is certain to be welcomed by railway unions.

I was a member of the railway union at that time.

The Hon. A. A. Lewis: Did you welcome it?

The Hon. F. E. McKENZIE: I certainly did.

The Hon. R. Hetherington: Wouldn't you if you were a railway man?

The Hon. F. E. McKENZIE: To continue—

Cabinet has been studying two reports on the proposals.

Then there is the portion I read at first concerning Sir Charles Court's announcement but I will not read it again. To continue—

The first, by an international consortium led by a U.S. firm. Wilbur Smith and Associates, recommended last year that all suburban passenger rail services be turned into busways.

It suggested that the central city railway be turned into a busway and sunk at least

one metre to allow partial covering and the expansion of the city to the north.

The Perth Regional Transport Coordinating Committee, which analysed the report, suggested that the passenger rail service from Perth to Mosman Park be converted to a busway.

Despite the fact that the PERTS committee made a recommendation to the Government that it be converted into a busway, the Government chose to ignore the recommendation. I supported the Government at that time. I thought it was a wonderful decision and a sensible one. But the bureaucrats keep at the Ministers and the Ministers have to take the matters to the Government; and eventually the bureaucrats get their way. In respect of this matter, they have been at it since 1970. In my opinion, ever since the present Director General of Transport was elevated to that position he has been determined to dispense with the railways. Eventually he has broken through, and at the most inappropriate time.

The Hon. A. A. Lewis: Do you think that Perth-Fremantle railway would go a bit better if the 100 000 people who signed the petition travelled on the railway?

The Hon. F. E. McKENZIE: I have no doubt about that, but that is not the only ill with the railway system.

The Hon. A. A. Lewis: I agree.

The Hon. F. E. McKENZIE: The railway system is now just as it has always been. Despite the progress over the last 60 or 70 years, no attempt has been made to improve it.

The Hon. A. A. Lewis: Would a Labor Government make any attempt to operate it?

The Hon. R. Hetherington: Of course, it would.

The Hon. A. A. Lewis: Did the last Labor Government make any attempt to operate it?

The Hon. F. E. McKENZIE: It made an announcement that it would examine the possibility of electrifying the system, and it brought out plans to extend the line north of Perth and south of Perth, underneath the Swan River, and on to the densely populated area in the Fremantle corridor.

The Hon. G. E. Masters: Have you any idea of the cost? It is of no use to wave your hands.

The Hon. F. E. McKENZIE: In Brisbane and Adelaide, the two cities most closely related to Perth, the railway systems are being electrified, in part in Adelaide and in totality in Brisbane.

The Hon. A. A. Lewis: Is Adelaide electrifying now?

The Hon. F. E. McKENZIE: It is electrifying part of its system.

The Hon. A. A. Lewis: Has not any of it been electrified before?

The Hon. F. E. McKENZIE: I have been sidetracked, but it does not matter which way I approach this subject; I have plenty of documentation here with which to answer the points raised.

Mr Rushton was quoted earlier this year in an article in *The West Australian* headed "\$54m. five-year plan for public transport". I do not have the date of it. In my opinion it was window-dressing. The statement was made after the announcement that the railway was to be closed and at a time when many letters were appearing in the Press. So the Minister had to take some action.

The Hon. R. Hetherington: Well, he had to make some noise.

The Hon. D. J. Wordsworth: It was on the 16th March.

The Hon. F. E. McKENZIE: I thank the Minister. Referring to the amounts of money given to this State under the urban passenger transport programme, the article says—

Last year it sought \$10.9 million, including a Commonwealth contribution of about \$7 million, but received only \$2 million.

Under the previous five-year programme it received only three per cent of the total funds.

Mr Rushton has protested to the Federal Minister for Transport, Mr Nixon, about WA's \$2 million guaranteed allocation for 1979-80.

He has described it as inadequate, especially when compared with the funds allocated to Queensland and South Australia.

Queensland is to get \$7 million and South Australia \$4 million in 1979-80.

Mr Rushton has told Mr Nixon that the populations of Perth, Brisbane and Adelaide and the number of passengers carried by their urban public transport systems were comparable.

But the guaranteed funds allocated to the three States were grossly out of proportion.

On a per capita basis, Brisbane received nearly three times as much as Perth, and Adelaide nearly twice as much.

The big amounts being provided for Brisbane and Adelaide appeared to be for doubtfully viable projects involving urban rail electrification, Mr Rushton said.

The Hon. A. A. Lewis: That was doubtfully viable.

The Hon. F. E. McKENZIE: That was his opinion. The honourable member asked me what was being done in Adelaide. I am quoting what the Minister said about Adelaide and Brisbane.

The Hon. O. N. B. Oliver: Are not the South Australian Railways now run by the Commonwealth?

The Hon. F. E. McKENZIE: Australian National Railways controls the country railways but the suburban system still comes under the State, with allocations of funds from the Commonwealth Government.

I completely agree that we have had a very shabby and disgraceful deal from the Commonwealth. I do not altogether blame the Commonwealth Government. I am of the opinion that the programmes sent forward from Western Australia have been designed on the cheap and that we have been very kind to the Commonwealth in providing it with that type of programme, rather than saying we want to electrify our system and putting forward a proposal to seek funds for electrification, as has been done by the Queensland, South Australian, Victorian, and New South Wales Governments. Those States have received much higher grants than Western Australia has. We have been kind to the Commonwealth and have suffered for it. The amounts of money dished out to us have been disgraceful. We are not putting forward the right types of programmes and it is time we found out what we are doing wrong.

I hope the Government will reconsider its incredible decision to discontinue operations on the Perth-Fremantle line. It has time to reconsider, because passenger traffic will not cease until the 2nd September.

In my opinion, the decision is badly timed. I have here the December, 1977, issue of the magazine *AAA*, which contains an article headed "Future oil shortage constitutes a major national threat", in which the President of the Australian Automobile Association urges the Federal Government to set up a body to look at ways and means of overcoming the looming energy crisis.

Another article in *The West Australian* in 1977 bears the headline "City boom yet to come, says Sabin". Mr Sabin is the Perth City Council's town planner. When we look at the photograph accompanying the article we can see there is good

reason for Mr Sabin's saying that, because high-rise development has taken place only in a limited area and there is plenty of room for expansion.

The Hon. D. J. Wordsworth: There would be plenty of room for expansion if the railway line were not there. That space is where the railway line is.

The Hon. F. E. McKENZIE: No. The bus terminal is on the edge and there is a great deal of land in between. But high-rise development will not take place without a railway system into the city. No major city in the world could function without a railway system. When we look at that we can understand the headline "Perth City Council attacks Government over city decisions" in *The West Australian* of Tuesday, the 29th February, 1979, a little over a month after the Government announced its decision. I will quote only the first part of the article, which says—

The State Government was condemned by the Perth City Council last night for several recent decisions which the council claimed could make city planning chaotic.

Decisions on the East Perth Government precinct, the Fremantle-Perth railway removal, the Gosnells-Beechboro highway and the downgrading of the proposed Burswood Bridge came under attack at a full meeting of the council.

Immediately below that, on the same page of the newspaper, was another heading, "Railway axing condemned", over an article reporting the views of the Fremantle City Council, Fremantle being the second largest city in the State. The article says—

The Fremantle City Council last night accused the State Government of being short-sighted in its decision to sever the Perth-Fremantle rail link.

I now come to some other aspects, apart from the economics of operating the railway, which are lost sight of. We must look at the totality of the situation and consider the terrible road carnage. In the whole of its history, Westrail has never lost a paying passenger. That brings great credit to our railway system.

The Hon. O. N. B. Oliver: How do you mean?

The Hon. F. E. McKENZIE: Not one paying passenger has ever been killed.

The Hon. A. A. Lewis: There are so few of them that that is not a very good statistic.

The Hon. R. Hetherington: Really!

The Hon. D. W. Cooley: Millions of people have travelled by rail.

The PRESIDENT: Order!

The Hon. F. E. McKENZIE: I have made the point I wanted to make, and I now want to read some statistics. I will quote from a document submitted by the Australian Railways Union to the Director General of Transport in connection with the Southern Western Australia Transport Study. I do not doubt the authenticity of it, but if any members do doubt it I will try to ascertain the source. On page 54 that document states—

Now the massive road transport activity has a consistently high level of destructiveness: current estimates place the losses due to accident damage at around \$2,000 million per annum. Furthermore, road accident fatalities are heading towards a level of 4,000 per annum, while surviving road accident victims are approaching 100,000 in number annually. Since 1960, over 62,500 people have been killed on Australian roads, while well over one million have suffered some form of injury. Quite clearly, the consideration of the issues connected with road transport, and particularly motor cars, are crucial to the establishment of a comprehensive transport policy, and are certainly within the scope of the Government's Terms of Reference. Yet SWATS has managed to completely by-pass these issues.

With respect to motor cars, the allocation of community economic resources is extremely poor and inefficient. In fact, cars form the most serious area of mis-allocation of resources within Australian transport. On a time basis, cars are used, at best, at an average capacity utilization of some 10 per cent. On an occupancy basis, with an average of 1.4 persons to a 5/6 seat car, the capacity utilization is of the order of 25 per cent. When the two are combined we arrive at an estimated car capacity utilization of some 2.5 per cent. This is staggering: the Australian people have invested some \$30,000 million in passenger transport equipment which is being utilized at only 2.5 per cent of its capacity.

Before I continue with that quote, I return to the subject of road carnage. In last night's *Daily News* there was an article headed, "High cost of being killed". The article relates to the American scene, but I believe it has some relevance to what takes place in Australia and, particularly, in Western Australia. The article states as follows—

The value of human life can't be measured, but the cost of death is high, U.S. Government agencies say.

The National Highway Traffic Safety Administration estimates that the cost of a life lost in a traffic accident in 1975 was \$247 832. It stressed that it was not trying to put a price tag on life.

The article goes on to say—

The Traffic Administration broke down the cost of a life lost in a traffic accident.

The figures: \$182 800 in lost production and consumption in the market-place; \$54 839 lost to the home, family and community; \$237 for the hospital; \$138 for doctors and \$125 for the coroner; \$798 for a funeral; \$1889 for legal expenses; \$254 for handling insurance claims; \$69 for accident investigation; \$3 180 in losses to others; \$3 443 in car damages.

And, finally, \$69 for delay of traffic.

Of course, some of those figures would be different in Australia and Western Australia. For instance, the amount in respect of car damage probably would be higher in Western Australia than in America, because our motorcars cost so much more here than they do in America. I suppose other figures would be lower in this country.

I do not like boring the House with statistics, but when one is engaged in this type of argument and is trying to inform the House on this matter it is important to quote statistics.

I return to the subject of energy efficiency. We have seen many statements in the Press in the last couple of days from the Minister for Transport (Mr Rushton). It is true one can do what one likes with figures, so some allowance must be made for that in the statement which appears at page 55 of the document submitted to SWATS, where the union was being critical of the introduction of SWATS.

On the other hand, we have what the Minister for Transport says, which I do not think many people believe anyway. It is a fact that steel to steel is a much more efficient method of achieving fuel efficiency than rubber to road. Of course, if we compare an empty train with a loaded bus we can come up with false efficiency figures. I do not know the basis of the Minister's calculations. At page 55, the following statement appears—

Overall, passenger transport operations in Australia consume 67% of all the energy consumed in Australian Transport. Goods movement consumes only 32% of the energy. Furthermore, cars and station wagons consume, by themselves, fully 55% of all the energy consumed by Australian transport.

Clearly, in the face of our current economic difficulties, the question of cars in our community is one that requires a most urgent and serious consideration. While our per capita car ownership is not quite at the level of that in North America, the fact that our cars cost almost twice as much as they do in America, and our fuel also costs more, places Australia as having the highest per capita expenditure on cars in the world. Fuel consumption figures for 1976-77 (i.e. Western Australia 1 128 litres/head, Victoria and South Australia 1 058 litres/head, N.S.W. 902 litres/head) suggest that Western Australia may well have the highest per capita expenditure on cars and their operation of any State in the Commonwealth.

Yet this is a matter to which little attention has been paid.

We must bear in mind other factors in arguing in support of retaining the Perth to Fremantle railway. I wish to refer now to the Australian Bureau of Statistics' document relating to capital city growth. Perth is quoted as Australia's fastest growing capital city, yet here we are tearing out the Perth to Fremantle line. What we should be doing is extending it so that it becomes more viable. Between the 1971 census and the 1976 census, Perth's population increased by 16.62 per cent. At the 30th June, 1978, our metropolitan population was 866 200.

I can understand the Minister for Transport saying that our passenger transport figures were comparable with those applying in Adelaide and Brisbane. It is no good for me to talk about Sydney and Melbourne, because they are far and away ahead of us. However, the population figures of Adelaide and Brisbane compare closely to ours.

The latest figures I have for those two capital cities are for the 30th June, 1977, at which time Perth's population was 843 800, Adelaide's population was 922 800, and Brisbane's was 995 140. Twelve months later, Perth's population had increased to 862 300. We are the fastest growing capital city and we are catching up with the others.

The Hon. D. J. Wordsworth: In population; now tell us how they catch trains. How many of those people catch trains?

The Hon. F. E. McKENZIE: I do not know. All I can do is repeat the quote, where the Minister for Transport was reported as follows—

Mr Rushton has told Mr Nixon that the populations of Perth, Brisbane and Adelaide,

and the number of passengers carried on their urban transport systems were comparable.

Mr Rushton did not specify how many caught trains and how many caught buses, and additional mileage may have been involved. That is an area I will examine on a later occasion.

The decision to pull up the Perth-Fremantle line is quite untimely. Despite the fact there was a reduction in the number of people using MTT services last year, there was a 10.7 per cent increase in the number of rail passengers. I do not know the reason for the decrease, but certainly rail patronage was on the increase.

The Hon. I. G. Pratt: On what lines?

The Hon. F. E. McKENZIE: As members would know, I have endeavoured to nail the Minister for Transport on just that point through questions on notice this year, and I have not been able to obtain those figures. I defy the Minister to state there has been a reduction on the Perth-Fremantle line and an increase on the other two lines. He cannot make such a statement, knowing it to be accurate, because the system of issuing tickets prevents this calculation from being made.

Ticket issuers board trains and sell tickets and their machines do not record where the tickets were sold. They can be working between Armadale and Perth, Midland and Perth, or Perth and Fremantle, and all they know is the gross amount of revenue they collect in any one day. So, there is no way the Minister can point to a reduction in patronage on the Perth-Fremantle railway line. That is pure speculation.

The last time a physical count was conducted of people boarding trains was not last year but two years ago, on the 26th April, 1977. In one day, 5 227 passengers left Perth for Armadale and 5 362 travelled to Fremantle. Thus, the figures are marginally in favour of Fremantle. I do not have the Midland figures, but they were higher than those for the other two lines.

No count was conducted last year. We have not yet reached the 26th April, 1979, and I am sure it would be possible to go through this exercise again.

The Hon. G. E. Masters: I have the figures for 1977-78 for the Fremantle, Midland, and Armadale lines.

The Hon. F. E. McKENZIE: Are they combined?

The Hon. G. E. Masters: No, they are three separate figures.

The Hon. F. E. McKENZIE: What date was that?

The Hon. G. E. Masters: It simply says, "1977-78". Some 8 600 passengers travelled on the Fremantle line on one weekday.

The Hon. F. E. McKENZIE: Is that a confidential document?

The Hon. G. E. Masters: No, it is a document entitled "Urban Public Transport for Perth: Rail and Bus Policy".

The ACTING PRESIDENT (the Hon. T. Knight): Order! I suggest the honourable member address the Chair.

The Hon. F. E. McKENZIE: I think there needs to be an explanation, but I have a fairly close liaison with people who work on the suburban railway system.

The Hon. G. C. MacKinnon: Do you mean you receive confidential information?

The Hon. F. E. McKENZIE: No, anything I am given is quite open. Somewhere along the line, railway employees have undertaken a physical count of rail passengers. The Government can estimate for all it is worth; it is only actual passenger counts which tell the true story.

While we are on that point, I quote again from *The West Australian* of the 17th January, 1979. The article contains the news of the Government's decision to close the line and makes the following categorical statement—

The 19km Fremantle-Perth line, which came into operation in 1881, carries 3.9 per cent of the passengers using the suburban public transport system. However, it incurs 9.4 per cent of the system's deficit.

How can the Government make such a statement when it did not conduct a physical count? I would be interested to know who did the count referred to in Mr Master's document, and whether it was accurate.

The Hon. G. E. Masters: I can get you a copy.

The Hon. F. E. McKENZIE: I would like to read it. I would like to know whether they did a physical count throughout the year or just on one day. The system of issuing tickets is such that one would not know where people got on or off trains. In fact, ticket holders can transfer from buses to trains at any point of their journey. I have done so myself. During peak periods, it is possible to buy a ticket at the bus stop near the Town Hall and then walk down and catch the train, and thus avoid the rush of people at the railway ticket office.

The Hon. D. J. Wordsworth: Pretty accurate estimates can be made, can they not?

The Hon. F. E. McKENZIE: I would not have a bar of them. I believe those estimates are completely inaccurate. I am not saying the bulk of that 10.7 per cent increase has not been on the Armadale line, because I believe it has. In fact, the bulk of the 10.7 per cent increase has been on the Armadale line, but the figures for Fremantle are fairly stable. I believe that the Government, through its advisers, is playing around with figures and is estimating these matters to its own advantage.

I will complete the quote from *The West Australian* that I commenced earlier. It is as follows—

However, it incurs 9.4 per cent of the system's deficit.

That is quite categorical.

I have asked questions here, trying to discover the Government's method of accounting so that I can ascertain the system of determining the cost to the MTT of the services. Westrail simply says to Mr Shea, "It costs \$X to run the rail passenger services", and the MTT has to pay. I do not know how Mr Shea checks the accounts. I am trying to do that now, and I am having a dickens of a job.

I have asked a couple of questions about the cost of goods services, but I am told the information is not available. If goods services and passenger services are running on the one line, how in the name of goodness is the operation of the line costed? I have tried to pin the Government down even further, but there is no answer and I am none the wiser.

I will keep at the Government until I am satisfied. I think I have a right to be satisfied.

The Hon. G. C. MacKinnon: Perhaps you are asking the wrong questions.

The Hon. D. J. Wordsworth: None the wiser, but a lot better informed.

The Hon. R. Hetherington: No information at all. This is the trouble.

The Hon. F. E. McKENZIE: On two occasions I have asked questions, firstly of Mr Wordsworth and then of the Leader of the House, to put to Mr Rushton. Those questions related to the method of costing. On both occasions, notwithstanding that the Leader of the House undertook on the last occasion that I would receive an answer, I have not received an answer.

I have tried to handle the problem in another way. I did not want to make it public. I thought that if it would affect the rail services I would go about it quietly. However, this is the only way I can achieve results. Even now I am being fobbed

off. I will eventually get to the bottom of the problem, if I possibly can.

I am not an accountant, but I will find people who have ways and means of explaining to me how the costing is worked out. It is my personal opinion that the figures are inflated beyond reason. If I am wrong, I am prepared to say to this House, "I made a mistake." I might well be making a mistake.

What happened last time? After my last speech, Mr Rushton replied to me in respect of my statement about there being more chiefs than Indians in the railways. He went back three or four years. He did not go back to 1956 when the staff reached its peak. There were as many staff members then as there are now. When I speak of salaried staff, I am not having a shot at the sixth class officers; I am talking about the executives. The place is top-heavy with them.

In his reply to me, Mr Rushton went back three or four years. It is easy to justify the position then. If he went back to 1956, when there were 11 000 wages employees and the same number of salaried people as today, he might have convinced me. Of course, there has not been much difference in the three-year span he quoted to me.

In regard to being told how the costing is worked out, I have received not one word. The Government was quick to respond to the statement about more chiefs than Indians, even though it went back only a short time. The Government has not responded with one word about costing.

I have had to rely on questions asked here; and I will have to continue asking, bit by bit, until I reach the bottom of the situation. If the Government was prepared to invite me over there, I would go with an accountant because I am not a qualified accountant. I would want somebody to go with me to explain how the costing is carried out.

The worst feature of the closure of the Fremantle-Perth line is that it is just like the closure of the Mullewa-Meekatharra line. In relation to that line, the Railways Department is still paying interest on loans incurred over a long period of time for that line.

The Hon. G. C. MacKinnon: I have always been told that the neglect of the Tonkin Administration was absolutely disgraceful. Is that right?

The Hon. F. E. McKENZIE: Who told the Leader of the House that? It was not I.

The Hon. G. C. MacKinnon: Friends of mine who work in the railways.

The Hon. F. E. McKENZIE: I will not accept that. During the days of the Tonkin Labor Government, things were let stand. In fairness, I will concede this point: we have been in Government for only three years out of the last 20. However, the Labor Governments prior to the Tonkin Government have something to answer for. I will grant that point.

The Hon. G. C. MacKinnon: I know that; but I was told that Mr Tonkin's Administration was pretty lax, too.

The Hon. F. E. McKENZIE: Mr Tonkin came into Government in 1971 when the Liberal Government of the day was intending to close the lines down. To the credit of Mr Tonkin, and to the credit of Sir Charles Court in 1975, the decision was made to keep the railway system.

The Hon. G. C. MacKinnon: But he did not spend any money on it. That is worse—when you keep it and do not spend a cracker on it.

The Hon. F. E. McKENZIE: The Labor Government did spend money on it. The Leader of the House must prove to me that it did not spend the money.

The Hon. G. C. MacKinnon: A lot of railway men told me they did not. It was quite disgraceful.

The Hon. F. E. McKENZIE: The Leader of the House spoke to the wrong people. He did not ask me.

The ACTING PRESIDENT (The Hon. T. Knight): Order! I ask the honourable member to address the Chair, instead of chattering across the table.

The Hon. F. E. McKENZIE: I am sorry. This is a subject which lies very close to my heart.

The Hon. R. F. Cloughton: You would think the Minister would be able to get the correct figures from the Government.

The Hon. G. C. MacKinnon: I bet that on a cold morning you do not breathe out fog; you breathe out coal smoke.

The Hon. F. E. McKENZIE: There has been complete neglect of the railways by this Government since it came to power in 1974, and then latterly in 1977. Members should read the reports of the Commissioner of Railways. They would see that the railway system was being run down gradually, and it was being dismantled at the same time.

The Hon. D. J. Wordsworth: If you read the commissioner's report, I think you will find he advocated closing some passenger rail services; and the Government was a bit slow to adopt his recommendation.

The Hon. F. E. McKENZIE: That is correct. However, the Minister should not confuse the issue. The commissioner advocated the closure of certain country passenger services. At no time did he advocate, in his annual reports, that the suburban services should be closed. At no time did Mr Pascoe, the former commissioner, advocate the closure of those lines.

The Hon. D. J. Wordsworth: That could have been because it was within the prerogative of the MTT.

The Hon. F. E. McKENZIE: The commissioner used to mention the suburban rail services in his reports. I will quote from some of his reports. In the report for the year ended the 30th June, 1976, he said—

The cut-back in Commonwealth fundings under the Urban Public Transport Improvement Programme for 1975/76 and 1976/77 has affected planned improvements to station facilities and proposals for acquisition of new rolling stock. The lack of spare diesel car capacity and the age of some of the rolling stock is a matter of increasing concern. Consideration is being given to alternative funding arrangements but meanwhile, further development of bus/train co-ordination measures cannot be implemented owing to the lack of rail capacity.

At page 160 of the 1977 report he said—

The curtailment of Commonwealth money as a result of economic conditions affected the proposal to obtain new rolling stock. It is anticipated funds to complete the design work for six cars will be available 1977/78.

In conjunction with the M.T.T. studies are proceeding on long term passenger requirements in the South West Corridor. These studies are related to possible developments of further bus-train co-ordination.

What happened about the anticipated funds? Where did they go? What has happened about that?

The Hon. D. J. Wordsworth: The Premier has announced they are going to build 10 new cars.

The Hon. F. E. McKENZIE: He did not make that announcement until after he decided to close the Fremantle line. Of course, new railcars have to be purchased, because none has been purchased since 1967. Nothing has been done for 13 years. The Premier needs to purchase the new railcars, and he needs every railcar he can obtain from the Fremantle line. I am of the opinion that that is

the reason for the closure of the line—that there is insufficient rolling stock to accommodate the plans that have been talked about for servicing the Armadale area. There is no co-ordination there. They are not even running buses from Forrestfield, another section of my electorate. They will not run the buses until the additional railcars are obtained for the Armadale-Perth line. The state of the Armadale-Perth line is due to the lack of spending by the Government on the provision of the cars.

If members care to look at Mr Shea's reports, they will find the reports contain the same promises about co-ordination of rail and bus transport. I think it is a splendid idea. I welcome it. That co-ordination has not been put into operation simply because sufficient railcars have not been available. Once the Fremantle line is closed, there will be additional cars at the disposal of the Government.

Members should consider the Government's record in relation to its own funds. No wonder the Chairman of the MTT (Mr Shea) is going along with the idea. I assume he is going along with the idea of closing the Fremantle-Perth line because he is starved of funds himself.

The Hon. D. J. Wordsworth: Wait a minute. Why do you say he is starved of funds? He is obtaining 100 new buses a year, and has done so for some years. That is not starving.

The Hon. F. E. McKENZIE: Mr Shea told me that he has not sufficient buses to provide services in the areas I have asked him to cover.

The Hon. G. E. Masters: You have to have a reasonable balance.

The Hon. F. E. McKENZIE: The Government should look at its own record. I asked a question in this House on Wednesday, the 20th September, in the following terms—

- (1) What percentage of the State's total operating expenditure has been allocated to public transport over each of the last two financial years?
- (2) In terms of annual capital expenditure, what percentage has been spent on public transport?

The answer read as follows—

- (1) Expenditure by Westrail and operating losses on other transport undertakings met from Consolidated Revenue amounts to 14.2% of recurrent expenditure in 1976-77 and 1977-78.
- (2) The percentage of General Loan Fund spent on public transport was—

1976-77	18.6%;
1977-78	12.7%

Last year, in 1977-78, the figure dropped to 12.7 per cent, so there is a reduction of 5.9 per cent.

Notwithstanding the fact that the Commonwealth has behaved in a disgraceful manner towards us, our own State Government has been cutting expenditure back on public transport. I agree with everything Mr Rushton says in respect of what the Commonwealth has done to us. However, our State Government has neglected public transport. If the money is not coming from the Commonwealth, then the Government has to provide it out of State funds. It is to the credit of Bjelke-Petersen that when he could not obtain money from the Commonwealth Government for the rolling stock for the new electrified system, he obtained it from State funds. The Government should consider following that procedure.

So far as suburban rail services are concerned, that concludes the remarks I want to make. I think the Government ought to reconsider. I ask it earnestly to reconsider its decision to close the Fremantle-Perth line, or there will be disastrous effects for the State of Western Australia in the future.

The Hon. D. W. Cooley: One hundred thousand people cannot be wrong.

The Hon. F. E. McKENZIE: I do not believe they are wrong. I was disturbed yesterday when I heard of the remarks of the Minister for Transport when the petition containing 100 000 signatures was presented to him. He did not offer any hope to those people who signed the petition for the retention of the Fremantle-Perth line. However, I believe the Minister to be a very reasonable man, based on my dealings with him. I think eventually the message will become clear to him.

I should like to turn to the next matter which is the SWATS report, because that goes hand in hand with the Government's decision in respect of the suburban railway service. It will have very drastic effects on the people in country areas. The SWATS report contains 12 300 pages.

The Hon. R. F. Cloughton: What does "SWATS" stand for?

The Hon. F. E. McKENZIE: I think the abbreviation SWATS stands for the South West Area Transport Study. I do not want members to be fooled by the terminology. South West means south of the 26th parallel which includes the whole of the railway system in this State.

The Hon. D. J. Wordsworth: You have not read the cover of the report.

The Hon. F. E. McKENZIE: I should like to ask the honourable member what is on the cover.

The Hon. D. J. Wordsworth: It is not "South West"; it is the "Southern Western Australia Transport Study".

The Hon. F. E. McKENZIE: The abbreviation for Southern Western is South West.

The Hon. D. J. Wordsworth: No, it is not.

The Hon. F. E. McKENZIE: I will accept the point made by the honourable member. I want to make sure members are aware of the situation. A number of people refer to the report as the South West Area Transport Study; but if the correct title is the Southern Western Area Transport Study I shall use that terminology in future. However, it encompasses the whole of the present railway system.

The SWATS report is so large that it is impossible for a member of Parliament to digest it all; but I have obtained a copy of the submission made by the railways union and it is only as a result of studying the expertise contained in that submission, and other information of that nature, that one is able to criticise the proposals contained in the report. I have done my best to read the report and it contains some very good provisions.

I am concerned about what has happened to these types of reports over a very long period of time. None of these reports has been implemented in its totality. Some recommendations have been taken from them, but they have never been totally implemented as a result of which the transport system has suffered. Westrail has suffered. We have had a bundle of reports; for example, the Stephenson-Hepburn report in respect of the ring road system and "Waynes Overall Review of Transport" which set up the present Director General of Transport. Very little notice has been taken of those reports. In fact the SWATS report refers very little to what the former railway commissioner had to say in his report in 1966.

However, I should like to return to the SWATS report which fails substantially to meet the Government's requirements defined in the terms of reference. I do not know whether or not that is the Government's fault; but in its terms of reference the Government outlined clearly what was required of the Southern Western Australia Transport Study and it encompassed a large range of areas to be covered. Many of these areas were not covered. Air and passenger transport were not dealt with. It examined a non-urban based road and rail system for freight handling.

I admit that rail freight transport is currently under-used and this is one of the problems; but this imbalance can be corrected by regulation only.

Energy was not considered adequately in the report, but it will have the greatest impact—

The Hon. D. J. Wordsworth: That is incorrect, because if you read it you will see that was one of the bases on which the report is made.

The Hon. F. E. McKENZIE: I have read the report and the consultants have read it.

The Hon. D. J. Wordsworth: It shows the foresight they had, because it was set up a number of years ago and energy was not as important then as it is today.

The Hon. F. E. McKENZIE: I should like to see the reference in the report which showed energy as being the major consideration.

The Hon. D. J. Wordsworth: I do not have a copy of it with me so I cannot give you the page number.

The Hon. F. E. McKENZIE: I should like the Minister to have a look at the matter and perhaps submit an answer to me at a later date.

On the time scales used in this report, rail transport has an advantage of 10 to one over road transport. It is expected, on the time scales contained in the report, that energy considerations will favour rail transport by 10 to one. We can expect the relative economics of road and rail transport to change dramatically during the next decade. In fact, today I heard on the news that in the Eastern States the Shell Oil Company has another application before the Prices Justification Tribunal for a 2c per litre increase in fuel price.

The SWATS report co-directors—the people commissioned to do the report—were two of the most highly paid public servants. I do not believe these people should have been given this task. At other times the Government has allocated the task to outside consultants, not to these highly paid Government bureaucrats. There is a danger in doing that. The Commissioner of Railways is the highest paid public servant and after him, alongside the Commissioner of Main Roads, is the Director General of Transport.

The Hon. D. J. Wordsworth: Did you say that they made the report?

The Hon. F. E. McKENZIE: They are the co-directors in charge of it.

The Hon. D. J. Wordsworth: They directed the grounds on which it would take place. They laid down the parameters, but it was carried out by outside people.

The Hon. F. E. McKENZIE: The member should have a look at the front of the report to see if he can tell me the names of the outside people.

The Hon. D. J. Wordsworth: They were the directors. You will find Mr Hicks and a few other consultants.

The Hon. F. E. McKENZIE: They played a very minor role.

The Hon. D. J. Wordsworth: They did not. They played the major part.

The Hon. F. E. McKENZIE: PA Management Consultants were brought in to sell the report to the public, because the Government had not been able to sell any of its other reports. Therefore, the Government brought in PA Management Consultants to sell the report for it. If the member looks at the report he will see the people who compiled it. They were working for the Transport Commission or Westrail. They were employees of the people I mentioned—the co-directors in the main.

The Hon. D. J. Wordsworth: Some were co-opted from each Government service.

The Hon. F. E. McKENZIE: Cabinet is obliged to express faith and confidence in its public servants so when it brings down a report, if it rejects that report, it is not showing confidence in its highest paid public servants.

The Hon. D. J. Wordsworth: Have you read the co-directors' report?

The Hon. F. E. McKENZIE: I have read the co-directors' report.

The Hon. D. J. Wordsworth: And did it agree with the SWATS report?

The Hon. F. E. McKENZIE: In the main it agreed with the SWATS report. It had to.

The Hon. D. J. Wordsworth: They were two different reports; that just shows you.

The Hon. F. E. McKENZIE: The co-directors' report is made up of eight pages and contains some of the recommendations of the SWATS report. The report of the co-directors is not very large.

The Hon. D. J. Wordsworth: That is right.

The Hon. F. E. McKENZIE: I have the summary here. The direct consequences of employing those Government services to publicise the report is that the Government is severely constrained in its capacity to respond to community debate. The attitude it is forced to adopt in substance is the acceptance of the conclusions and recommendations of the report. Therefore, for the Government to ask for

submissions, but not to abide by the comments of its most highly paid public servants, is not on.

What happens then? The situation in the past has been that historically Governments have not allowed themselves to be caught in this situation. A number of these people can be named; for example, Professor Gordon Stephenson, Dr Nielsen, Wilbur-Smith, the Beeching report from overseas, or Sir Henry Bland or Gavin McDonell who compiled the New South Wales public transport report. They are all outside people.

The position in which the Government has placed itself undermines and pre-empts broad community debate. I emphasise that, because it is important: It pre-empts broad community debate. Serious consideration of the SWATS report could disadvantage this State.

The report refers to all transport services, including road track transport—I am referring to the question we are facing throughout the nation and to which Mr Berry referred—and road maintenance tax. There is a small section in the report on road maintenance tax and it is very interesting. One of the recommendations contained in the report was that all transport services, including road track, should be priced according to the economic principles which relate the price to the resource costs of the service. Mr Berry should bear the following comments in mind. The report said that the road maintenance tax should be recognised as justifiable. After all the inquiries conducted into the road maintenance charges, the report said that it should be recognised as justifiable.

The Hon. D. J. Wordsworth: What is your personal opinion of road maintenance tax, as a good railway man?

The Hon. F. E. McKENZIE: I can understand the problems faced by the road operators. The problem, however, rests with the big forwarding firms which have orchestrated this situation. It commenced in the Eastern States. The whole problem relates to the amount of money paid to these people. If they received adequate remuneration for their services, there would not be a problem and they would not be crying out about road maintenance taxes.

I agree with the remarks made by Mr Berry in this regard; that is, since road maintenance taxes were introduced in this State in 1967 and in Victoria in 1966 we have had a problem in regard to collection of the charges, to such an extent that the SWATS report referred to the fact that in 1967, when we introduced the charge in this State, the cost of collection was 3 per cent of the total amount collected. The cost of collection of

these charges now, as contained in the SWATS report, is 12.5 per cent of the total amount collected. The figure appearing in today's paper is 11.7 per cent, so there is a discrepancy in the figure; but it is somewhere around 12 per cent. The reason for this is that no Government has been game to increase the road maintenance tax, because it is such an unpopular charge.

I believe there is justification for some form of extra payment by the heavier commercial vehicles. I support the Government in that regard; but the crux of the matter is the method adopted to collect the extra payment.

The Hon. Neil McNeill: Did not the High Court bring down a similar judgment?

The Hon. F. E. McKENZIE: The High Court decision related to section 92 of the Constitution. The road maintenance tax may be imposed providing it relates directly to the damage to the road caused by the vehicle. We can impose a tax on the vehicle provided that the tax is related to the damage caused. That was the point made by the High Court.

The SWATS report said that the road maintenance tax could be increased; but we have a problem in relation to this matter, because if the operator believes he is being overcharged he can challenge the amount. The SWATS report agreed that an increase was warranted in respect of commercial vehicles. We have to look at the road transport system in its totality. The SWATS report said the preferred approach was a system which increased diesel fuel to 8.8c per litre. Currently it is 4.9c per litre.

In addition, the SWATS report recommended an increase in contributions by goods vehicles with five axles or more from the present 0.17c per kilometre per litre, to 0.23c per kilometre per litre. If the Government intends to implement the SWATS report in its totality it will be faced with the problem I have just mentioned. For that reason I believe the Government is in trouble already, because one of the recommendations was that road maintenance contributions were completely justified and, in fact, an increase in the charge was recommended.

Another point about the Western Australian situation is that we are considerably better off than New South Wales, Victoria, or Queensland. In those States road maintenance tax is applicable to vehicles with a carrying capacity in excess of 4.1 tonnes. In this State, road maintenance tax is not payable unless the carrying load capacity exceeds 8.3 tonnes. So, this State is substantially better off when compared with the arrangements in New South Wales, Victoria, and Queensland.

Also, in this State livestock carrying vehicles currently do not incur road maintenance tax. I notice the SWATS report recommends that in future those vehicles should incur tax. So, all in all, one has to be concerned about the increase in costs, and the role which the railways must play.

The greatest effect on country people will be the recommendation in the SWATS report that the common carrier provisions be removed from the Government Railways Act. I think they are set out in section 37. That is one of the recommendations of the report; to give the Commissioner of Railways an opportunity to accept or reject freight. I do not blame the commissioner for wanting to get out of the difficulties which he has been in for a long time. He has suffered as a result of that provision in the Act, and the regulation has been in operation for a number of years. The commissioner has suffered at the hands of the road transport operators. They have been able to pick the sort of traffic most suitable to them, and the commissioner has been left with the rubbish.

The Government will have to be very careful in respect of the SWATS report. The co-directors Mr Wordsworth spoke about did bring down a report and their recommendation was that a danger had to be faced in respect of a public enterprise transport system. We have a fairly well centralised system at present. It is not fragmented, but as it becomes fragmented more and more difficulties will have to be faced as additional operators come into the system.

There will be some protection through the Transport Commission by means of subsidies through the board to take care of the public interest in some areas. However, I doubt that that will be satisfactory, and people in the country should be aware of the effects of the implementation of the SWATS report. The co-directors, in their report, said—

As a qualification the co-Directors strongly emphasise that their recommendations, if not implemented in their entirety, could bring about a situation in the transport sector not nearly as good as would pertain if the existing policy were to continue. The penalties for partial or piecemeal implementation would be financially significant for Westrail solvency and, even more importantly, for success in achieving the efficiency objective.

So, either the recommendations of the co-directors are implemented or, alternatively, there could be trouble with the solvency of Westrail and we could finish with a transport sector not nearly

as good as if the existing policy were to continue. That ought to be given very serious thought by the Government.

The history of reports over a very long time indicates that there has been a partial implementation or a piecemeal approach to every one of them. Can any member tell me of any report, during the last 20 years, which has been implemented in toto? I would be surprised to learn of one. I can see a piecemeal approach developing now and, as a result, the whole of the transport system will collapse.

I thank you, Mr President, for your indulgence. The matters I have discussed are very important. I thank members for their tolerance, and I support the motion.

Debate adjourned, on motion by the Hon. O. N. B. Oliver.

House adjourned at 9.51 p.m.

QUESTIONS ON NOTICE

RAILWAYS: FREMANTLE-PERTH

Public Meeting

41. The Hon. F. E. MCKENZIE, to the Minister for Lands representing the Minister for Transport:

- (1) Has Westrail refused permission to Friends of the Railways to have speakers address a gathering of the public opposing the cessation of the Perth-Fremantle rail passenger service outside the City Railway Station at 6 p.m. on Tuesday, the 24th April, 1979?
- (2) As the time for addresses was outside peak hours, and was planned to be completed within 30 minutes, will the Minister give the reason for refusal?
- (3) As the issue is not likely to provoke violence, and there is ample room on the station concourse to accommodate those taking part, will the Minister reconsider Westrail's decision?
- (4) If not, why not?

The Hon. D. J. WORDSWORTH replied:

- (1) Yes. However, the initial request was to seek permission for Friends of the Railways group arriving by trains to assemble on the concourse prior to marching to Parliament House. This was agreed to subject to the organisers obtaining normal police approval for such a gathering of people.
- (2) It is long standing policy supported by successive Liberal and Labor Governments that public meetings are not held on railway property.
- (3) No.
- (4) Answered by (2).

TRAFFIC: MOTOR VEHICLES

Licences: North of 26th Parallel

42. The Hon. D. K. DANS, to the Leader of the House representing the Minister for Police:

How many vehicles are licensed each year north of the 26th parallel?

The Hon. G. C. MacKINNON replied:

Detailed statistics not kept but figure estimated to be 22 240.

EDUCATION

School of Music

43. The Hon. R. F. CLAUGHTON, to the Minister for Lands representing the Minister for Education:

- (1) Has the Minister sought funds from the Australian Government to establish an institution such as the Canberra School of Music, or its equivalent, in this State?

- (2) When was the last submission made for this purpose?
- (3) Is the Government planning to establish a music school or its equivalent?
- (4) (a) Has the Government a definite date by which the school will be operating; and
(b) where will it be located?

The Hon. D. J. WORDSWORTH replied:

- (1) No.
- (2) Not applicable.
- (3) Consideration is being given to the establishment of a Performing Arts School to include music.
- (4) (a) and (b) No, proposals are being considered.

TRANSPORT: BUS

School: Bunbury-Australind-Binningup Service

44. The Hon. R. HETHERINGTON, to the Minister for Lands representing the Minister for Education:

Will the Minister advise precisely what action is being taken with regard to the safety of children using the Bunbury-Australind-Binningup school bus service?

The Hon. D. J. WORDSWORTH replied:

Parents are now meeting the children at the bus stop and no further action is proposed.

WATER SUPPLIES: CATCHMENT AREAS

Land Clearing: Statement by Member for Mt. Marshall and Applications

45. The Hon. N. E. BAXTER, to the Leader of the House:

- (1) Is he aware that the Member for Mt. Marshall has stated in the electorate that provisions of the amendment to the Country Water Supply Act, passed in 1978, impose a total ban on clearing of land by landholders in declared water catchment areas?
- (2) Would he confirm that such a statement is incorrect and amounts to a distortion of the situation?
- (3) Would he advise—
 - (a) the number of applications to clear land in declared water catchment areas that have been made;
 - (b) the number of approvals of such applications;
 - (c) the total area of land which approved applications cover;

- (d) the number of applications that have been rejected; and
- (e) the total area of land which rejected applications cover?

The Hon. G. C. MacKINNON replied:

- (1) If the member did make that statement, then he is quite wrong.
- (2) Yes.
- (3) (a) 474 applications.
- (b) 408 approvals.
- (c) 11 204 hectares approved.
- (d) 65 rejected.
- (e) 8 743 hectares rejected.

EDUCATION: TECHNICAL

Wanneroo Shire

46. The Hon. R. F. CLAUGHTON, to the Minister for Lands representing the Minister for Education:

- (1) Does the Government plan to provide a technical education facility within the Shire of Wanneroo?
- (2) If so—
 - (a) is—
 - (i) a technical college; or
 - (ii) a College of Advanced Education;
 - planned;
 - (b) where will it be located; and
 - (c) when is construction planned to commence?

The Hon. D. J. WORDSWORTH replied:

- (1) Yes.
- (2) (a) Present planning is for a technical college which may offer some courses in advanced education.
- (b) The exact location is to be decided in conjunction with the Western Australian Post Secondary Education Commission.
- (c) Mid 1980s.

MINING

Nickel: Kalgoorlie Smelter

47. The Hon. R. T. LEESON, to the Attorney General representing the Minister for Mines:

- (1) Would the Government inquire into the amount of radiation, if any, emanating from the Kalgoorlie Nickel Smelter during the treatment of ore believed to contain cobalt?
- (2) Will the Government advise this House as to the result of the inquiries in due course?

The Hon. I. G. MEDCALF replied:

- (1) and (2) I am advised that naturally occurring cobalt contained in the treatment process is not radioactive, and hence there is no need for an inquiry.

EDUCATION

School: Camballin

48. The Hon. R. HETHERINGTON, to the Minister for Lands representing the Minister for Education:

- (1) Does the Education Department have plans to demolish and re-erect the Camballin school?
- (2) Is it a fact that 80 per cent to 90 per cent of the students of the Camballin school travel from Looma?
- (3) Have discussions taken place with the department about moving the school from Camballin to Looma?
- (4) Have the teachers at Camballin indicated that they would not oppose the school being at Looma?
- (5) Has the department considered erecting the school at Looma?
- (6) Will it do so?
- (7) If not, why not?

The Hon. D. J. WORDSWORTH replied:

- (1) to (7) The present situation regarding attendance at Camballin School by Aboriginal children is being considered. The Minister for Education has recently discussed the situation with the Camballin principal, and there are no plans for moving the Camballin School to Looma.

GOVERNMENT BUILDINGS

Opening: Government Policy

49. The Hon. Lyla ELLIOTT, to the Leader of the House representing the Premier:

- (1) Is it a practice of the Government to arrange for Liberal backbench members to open schools and other buildings built with public funds, in place of a Minister or the appropriate departmental head?
- (2) If so—
 - (a) when did this practice commence;
 - (b) which buildings have been opened by Liberal backbench members during the present Government's term of office, and by whom; and
 - (c) which ones are planned in the foreseeable future to be opened by other members, and who are the members?

- (3) As this is contrary to the practice of all previous Governments, and the political advantage provided to the members concerned involves the expenditure of public funds, will the Government now cease this practice?

The Hon. G. C. MacKINNON replied:

- (1) It is practice within the Education Department for the particular school involved to issue an invitation to the Minister to officiate at the opening ceremony.

On occasions when the Minister has been unable to attend, he has invited local members to officiate at the opening of school extensions or additions.

In some cases, this has been done also at the request of the local parents' and citizens' association.

- (2) (a) It has always been the practice for Ministers to arrange a representative, usually the local member, when it is impossible for the Minister to attend official functions.
 (b) Such a list is not kept. However, if the honourable member is concerned about any particular building she should cite a specific case.
 (c) There are no plans in the foreseeable future to alter the present system.
- (3) Not applicable.

EDUCATION: TEACHERS

Unemployed

50. The Hon. R. F. CLAUGHTON, to the Minister for Lands representing the Minister for Education:

How many persons who graduated from teacher training courses in this State in 1978 have not yet received an appointment?

The Hon. D. J. WORDSWORTH replied:

Mr Cloughton would be aware that the Education Department is not the sole employer of graduate teachers and that it is therefore not possible to state with any precision the number of 1978 graduates who have not been appointed this year to this date.

However, I am able to provide details of current employment with this department, estimates for employment for the remainder of the year, estimates for independent school employment and hence the estimated over-supply.

The department has received 1467 applications for employment from the 1978 graduates and it is known that these include graduates who have also applied for teaching positions in non-Government schools.

It is estimated that the non-Government schools will require between 200 and 270 graduates in 1979 and that the department will require 990.

To date the department has already employed 639 graduates but it is not known how many graduates have been employed by non-Government schools.

By the end of 1979 it is estimated that about 200 of the 1978 graduates will not have been placed. The fact that a residual over-supply of about 200 teachers was expected was announced in a Press release from the Minister for Education, dated the 16th January, 1979.

RAILWAYS: FREMANTLE-PERTH

Goods Services

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

- (1) Referring to question No. 27 on Thursday, the 5th April, 1979, concerning expenditure involved in the operation of goods services operating over the same lines as the suburban rail passenger service, if this information is not separately recorded, how can Westrail accurately charge the Metropolitan Transport Trust for the provision of passenger services over the same lines used by the goods services?
- (2) Of costs associated with the running of these services, what percentage allocation is made to—
 (a) passenger services; and
 (b) goods services?

The Hon. D. J. WORDSWORTH replied:

- (1) The costs of operating goods and passenger services throughout the rail system are not separately recorded on a section of line basis.

For the purpose of charging the MTT for operation of suburban passenger services, costs are assessed on various statistical bases, e.g. crew costs on the basis of crew hours; track maintenance in proportion to gross tonnes over the section of line.

- (2) As can be seen from the above, this information is not available.

HEALTH

Women's Refuge Centre

52. The Hon. LYLA ELLIOTT, to the Minister for Lands representing the Minister for Health:

- (1) Is it a fact that his department has stopped funding the Emmaus Women's Refuge, stating the reason as being because they are moving to another address?

- (2) In view of the fact that the group retained its funding when it moved from Loftus Street, Nedlands, to Glendower Street, Perth, in April last year, will the Minister advise the real reasons for the cessation?
- (3) As this action could seriously jeopardise the position of the group, who are presently negotiating with the Bayswater Shire Council for use of a property in that shire, will the Minister instruct his department to reinstate payments to Emmaus Women's Refuge?
- (4) If not, why not?

The Hon. D. J. WORDSWORTH replied:

- (1) Funding of Emmaus Women's Refuge has been withdrawn. The refuge ceased operation at the venue designated in the approved project.
- (2) The only venue approved was in Glendower Street.
- (3) No.
- (4) The project, as approved, no longer exists. The organisation has been informed that the department is prepared to consider an application for funding of a new project.

COMMUNITY WELFARE

Child Care Regulations

53. The Hon. LYLA ELLIOTT, to the Minister for Lands representing the Minister for Community Welfare:

- (1) Is it the intention of the Government to amend the child care regulations in the near future?
- (2) If so—
 - (a) when is it anticipated the amendments will be presented to Parliament; and
 - (b) have the persons who run child care centres been adequately represented in any discussions on this matter?

The Hon. D. J. WORDSWORTH replied:

- (1) Yes.
- (2) (a) The 1979 spring session of Parliament.
- (b) There was wide representation on the advisory committee of various community groups involved in aspects of child care. This included at least four persons with management and operational background in the conduct of day care centres.