

Legislative Council

Thursday, 8 July 1993

THE DEPUTY PRESIDENT (Hon Barry House) took the Chair at 2.30 pm, and read prayers.

MINISTERIAL STATEMENT - BY THE MINISTER FOR EDUCATION

Australian Education Council-Ministers of Vocational Education, Employment and Training Meeting

HON N.F. MOORE (Mining and Pastoral - Minister for Education) [2.32 pm] - by leave: I thank the House for granting me leave. I bring to the attention of members the very positive outcomes of the meetings of the Australian Education Council and the Ministers of Vocational Education, Employment and Training - MOVEET - and to address the criticism made by the Federal Minister for Education about the resolutions carried by the meetings of State and Territory Ministers in Perth last week. Members may have heard the statements made by Mr Beazley on the ABC's "7.30 Report" on Tuesday night and read his comments in the print media over the past couple of days claiming that State Education Ministers voted last week to end cooperation on education and training policies and direction.

The decision to return issues such as the national outcomes statement and the Mayer key competencies to the States for review and decision on implementation in no way heralds the end of collaboration between State Ministers for Education and Training. Indeed my counterparts in the conservative States and I recognise such collaborative work as being both valuable and necessary, and the winding up of the majority of AEC/MOVEET committees by September of this year will not mean an end to cooperation on education and training policy issues. Over the next two months, while most of the AEC/MOVEET 100-plus committees will wind down their operations, mechanisms will be put in place to allow any essential committees to continue their operations. There will be a review in December of those committees which seek to justify their continuation. The State Ministers have decided to put a circuit breaker in place to allow time for a review of the handling of national education and training issues and the findings of a number of federally initiated reviews and proposals. What we do not need is a centrally dominated model for educational processes and outcomes.

In the interests of making members aware of the intentions of the State Ministers for Education with respect to national education and training issues, I will read two relevant motions passed at the recent AEC/MOVEET meeting with respect to collaboration on national education issues. The first motion reads as follows -

Acknowledging the decision of the Council of Australian Government that there be formed a Ministerial Council comprising Ministers with responsibility for education, employment and youth affairs, this Council refers this item to a meeting of officers which will consist of one representative from each State/Territory and the Commonwealth which will report its recommendations on the future structure of this Council and supporting secretariat to a meeting of education, employment, training and youth Ministers to be convened in December, noting that at the December meeting Ministers will determine the future, structure and responsibilities of the new Council, its working parties and related bodies.

In the meantime, all AEC/MOVEET committees and working parties shall, where possible, complete their current work program and then cease to operate as at September 1st.

Any committee or working party seeking an extension of a current work program shall submit to the December meeting of the Ministers such evidence as it deems necessary to justify its continuation.

The second motion stated that -

Whilst acknowledging that a collaborative approach between States and Territories is desirable in respect to education and training issues, this Council agrees that a further period of review of initiatives relating to agenda items 2 and 6 is warranted.

Those two agenda items refer generally to national outcomes statements and Mayer key competencies. The motion continues -

Accordingly, this Council refers these matters back to the States for further review involving consultation with their own educational communities so that each State and Territory can determine if the initiatives should be proceeded with.

Any future publication of material shall be the prerogative of each State or Territory.

This resolution implies neither endorsement nor rejection by all States or Territories of the key competencies or national outcome statements or profiles.

With respect to Western Australia's continued involvement in Australian Education Council committees, I advise that I will be reviewing the number and nature of the committees in which this State's education agencies will be involved. The provision and administration of education is constitutionally a province of the States. This is an appropriate, practical and sensible situation, particularly in Western Australia's case with its broad spectrum of demographic, social and ethnic educational needs.

Outcome Statements: I have received correspondence from a wide range of professional, educational and industry groups expressing grave concerns over the technical construction and appropriateness of the outcome statements. These outcome statements and the issue of student profiles have been returned to the States for validation and further consideration in the local context. Mr Beazley has argued that, without national outcome statements or end points and national modelling of education throughout Australia, our education systems will suffer from immobility. These claims are unfounded as research indicates that only a small percentage of Australia's student population moves from State to State. Thus it would seem quite inappropriate to standardise and template each different State's education system according to Commonwealth controlled guidelines. National collaboration on education and training policy must be initiated and controlled by the States and not by the Commonwealth.

I read with some concern Mr Beazley's statements that tied grants funding may be used to coerce States into following the Commonwealth's model. Western Australia will be setting up a number of committees to examine the eight learning area outcome statements which have been proposed and assess their relevance and appropriateness within the Western Australian education system.

Mayer competencies: The Mayer key competencies deal with employment and vocational related skills and have quite considerable inherent value. There is little doubt that these should be embedded in the curriculum. In my view it must be Western Australia and not the Commonwealth which decides how best to incorporate these competencies within the existing curriculum. Regrettably the pace of change associated with the implementation of the competencies to date would place intolerable burdens on classroom teachers.

Conclusion: These Ministerial Council decisions represent a leap forward, not a retrograde step, as Mr Beazley would have us believe. It is a move forward because each State and Territory Government can now provide, within an agreed national framework, its implementation programs determined on the basis of local priorities and circumstances. The key competencies and national outcome statements will be referred to the people who actually create the jobs - employers - and those who actually teach our students. At the same time those countless bureaucrats who have clustered around the education and training agenda at the national level will have an opportunity to justify their role and the considerable cost associated with their activities. Responsible State Governments are in a far better position than the Commonwealth to provide appropriate and responsive management and effective resource allocation.

The recent AEC/MOVEET meeting saw State Governments reclaim their right to administer and guide the functioning of education at a State level and this is a very positive step on the road towards a more responsive education system - a system which will meet the specific needs of the community in which it operates.

PETITION - DUCK SHOOTING, RECREATIONAL

Reintroduction Legislation Rejection

Hon Derrick Tomlinson presented a petition signed by 23 citizens of Western Australia urging Parliament to reject legislation which would allow the reintroduction of recreational duck shooting in Western Australia.

[See paper No 445.]

A similar petition was presented, by delivery to the Clerk, by Hon J.A. Scott (186 signatures).

[See paper No 446.]

MOTION - SELECT COMMITTEE APPOINTMENT

Airports, North West

HON TOM STEPHENS (Mining and Pastoral) [2.41 pm]: I move -

- (1) That a select committee be appointed to inquire into and report not later than Thursday, 9 December 1993 on what action might be taken by the Commonwealth and State Governments and local authorities to encourage and implement greater use, by international passenger and freight air carriers, of airports located in the north west of the State, particularly -
 - (a) the current method of costing airport operations and whether that method deters or penalises remote airports in terms of international traffic;
 - (b) existing customs and immigration arrangements, their costs, and whether, consistent with the operational requirements and efficiency of both services, more cost-efficient arrangements might be introduced;
 - (c) what benefits to the State would accrue from greater use of north west airports in terms of trade and tourism from the Asian region.
- (2) That, within the limits of State power, the committee has power to send for persons, papers and records.

The Minister for Transport, Hon Eric Charlton, has, over recent weeks and again even this week, invited the Opposition to be positive about its approach to transport issues in this State. My motion is a very deliberate attempt to respond positively, not only to the needs of the north west and the people of this State, but also to that invitation. My experience of Governments at a Federal and State level and of Liberal and Labor persuasions is that it is all too easy for the Government and its Ministers to get bogged down in great issues and crises of the day and to not focus adequate attention and energy on long term planning and strategies aimed at advancing a broad cross range of issues that should be advanced by Governments at every level. All too often, Oppositions of all persuasions can become caught up in those same day to day crises and, regrettably, can be reduced to joining in a cacophony of complaints about Government in such a way as to distract the Government from some of the bigger issues of the State and the nation.

Despite my own serious reservations and concerns about what has evolved in the Parliaments of our nation, I recognise that it is part of the evolution of democracy as we know it in this country, is probably inevitable and can be viewed from at least some perspectives as justified. However, the parliamentary process also allows for the establishment of bipartisan committees of the Parliament to address issues that are important to this State to see what progress can be made on those issues of shared

concern. My motion falls into the category of a positive response to the needs of the people of Western Australia and to the very welcome invitation by this new Minister for Transport for the Opposition to do something positive for Western Australia. It seeks to establish a bipartisan committee that will work towards a mutually agreed and desirable goal.

The volume of air traffic currently using north west airports continues to grow. That is a source of great delight to all of us in this House and is certainly a source of great satisfaction to us on the Opposition benches because it results from our efforts in Government. Activities of Governments prior to ours laid much of the groundwork for this growth and other levels of government, including national and local, have the opportunity of sharing in some of the pride resulting from that growth. Northern airports have developed to such an extent where they are servicing adequately the transport needs of the top end of our State.

I recognise, as no doubt do we all, that air transport is not the primary responsibility of the State Government or this State Parliament; it falls across all levels of government, national, State and local. The fact that it is a shared responsibility across three tiers of government can be illustrated by a quick snapshot of some of the major northern airports in our State. The Kununurra airstrip is operated effectively by the local Wyndham-East Kimberley Shire Council on a Commonwealth licence allocated originally to the State Government and transferred recently to the shire council. The State previously had the responsibility for operating that airport. It still owns the land upon which the airstrip operates. That airstrip is adequately meeting the needs of the current air fleet at least for most of the year. That airstrip is not long enough to cater for the capacity of the air fleet that services the north west, primarily the big Ansett commercial carriers including the F28s and the BAe146s, when fully loaded in the hot summer months of the Kimberley wet season, and the shire council is not in a position to easily spend money to extend that strip in the near future. Indeed, that council is right now completing the upgrading of the airport terminal facility, which will make that arrival and departure lounge a showpiece among airports in Western Australia befitting the magnificent area into which passengers embark when they land at Kununurra. At the moment there are no special commercial proposals that will necessitate the extension of that strip. No airlines with bigger aircraft are battering down the doors of State Governments or the national Government to try to establish air routes into the town of Kununurra, which would necessitate the construction of a bigger airstrip.

However, as I have said already, the existing types of aircraft indicate a real need to expand that airstrip in Kununurra. Already in the hot summer months of the wet season on many occasions the BAe146 and F28 aircraft cannot be fully loaded with passengers or freight, or sometimes even fuel. As a result, too often they are obliged to restrict those loadings and/or are required to make stopovers on their return trip to Perth at an airstrip such as Newman - most commonly - adding great cost to the overall operation of Ansett's activities in the north west of this State. That cost, of course, is reflected in the price structures passed to passengers on the Kununurra route.

Hon E.J. Charlton: How much capital investment is needed to bring it to the required length?

Hon TOM STEPHENS: In Kununurra in order to cater for the existing BAe146 aircraft an extension of 200 metres is required, which has been estimated by the shire council to cost \$800 000. That would service the needs of the existing fleets at all times of the year and, in addition, provide an opportunity for the much more exciting future of the region; that is, it would open the area to give larger aircraft access to the airstrips of that region. That prospect is very tantalising to all the residents of the north west and it excites them with a determination to get on with the challenge of making sure these north west airports can cater for larger aircraft.

Hon Sam Piantadosi: I guess the region itself, especially Kununurra, very much wants the 747 aircraft for its horticultural produce.

Hon TOM STEPHENS: People primarily talk about the 737 aircraft. However,

Hon Sam Piantadosi is correct about the prospect of increased freight loads. Freight loads and passenger loads could be combined in the one aircraft and connect some of the north west ports to accelerate the opportunities associated with the growth of the tourism industry. This combination of increased passenger and freight loads would also provide for the exports of the Kimberley region to be more easily freighted. Hon Sam Piantadosi has accurately drawn attention to this sense of compulsion on the part of the participants in the development of the Ord River irrigation scheme to now move to the next phase in the Kununurra scheme.

Hon E.J. Charlton: Do you think the shire will be able to facilitate that extra capital requirement?

Hon TOM STEPHENS: I am sure that opportunities exist and, fortunately, the Minister and I have the opportunity to discuss this with the Minister for Lands in this House, who has one of the keys to this situation. The Kununurra airstrip was and remains a State Government owned reserve. If it had been on Commonwealth land, as so many airstrips were, when the changes were made to the operation of airstrips the Commonwealth would have handed over not only the cash incentive which occurred in every other part of the State, but also would have transferred the land. However, the shire took responsibility for the operation of that airport and we in Government did not take the opportunity presented. In my view there is an opportunity to do something about that in the future. If steps were taken by the current Minister for Lands whereby the Department of Land Administration could transfer that reserve land to the Wyndham-East Kimberley Shire, it would be able to identify land associated with the main terminal, opposite the Kununurra golf links on the Northern Highway almost adjacent to Lake Kununurra, of which 10 hectares could be alienated for sale for the development of additional motel, service station and other facilities. The sale of that land would probably return \$200 000, which could be used to help diminish the overall cost of extending that airstrip. I know this is the cause of some controversy within the shire council, which has spilled over into other issues and has been reported in the Press. There is a dynamic situation within the shire council at the moment with which I do not want to become involved. It is a separate question which should be left alone to resolve itself as it will. However, if we were able to reduce the overall cost to the shire of extending the runway, it may then need only to raise \$300 000 in loans and \$300 000 in other funds to get on with the task of expanding the runway to meet the medium term needs of the Kununurra township and the east Kimberley region which is serviced by this airport.

To give members some idea of the current restraints on passengers travelling into and out of the Kimberley region, the full adult economy return fare between Perth and Kununurra is \$1 142. By any standards that is a swag of money. It is galling not only for those people living in the region but also for those living beyond it, to recognise that this part of Australia remains locked away from them financially because of the limitations of access by regular air passenger transport. Of course, alternative tourist packages which reduce the full cost somewhat are available, but the full economy fare is as stated. It is also galling for people within the area to recognise that the same airline has the capacity to run regular passenger flights from Melbourne and Sydney - and soon from Perth - to Bali with six nights' accommodation at a total cost in the order of \$900. That is a frustrating experience and, although one cannot attribute all the blame to the airline, I believe that Ansett routes in this State are very profitable. I recognise that the airline provides Western Australia with a top quality and most extraordinary service in those regions. Its limitation is the type of aircraft it is obliged to utilise on these routes, partly because of the length of many of the airstrips to which the aircraft are flying, and the current loadings of passengers. One would almost believe the BAe146 and F28 aircraft were designed specifically with the air routes of Western Australia in mind, because they are ideally suited to the current demands of those air links in this State. I am today focusing on the future demands of this region and I would like the proposed select committee to focus on the future.

Hon P.R. Lightfoot: Was it a good idea to fly in and fly out the workers on the Argyle diamond project, bearing in mind that more people would have been serviced in Kununurra had the mine drawn its work force from that town?

Hon TOM STEPHENS: That is a very good question, but unfortunately it is a very complex one and the answer is extremely complex as well.

Hon N.F. Moore: You preferred the money.

Hon TOM STEPHENS: No. I have thought about this question many times, and I have been attracted to every answer on every which way of the question.

Hon N.F. Moore: You mean you are all over the place?

Hon TOM STEPHENS: Sometimes these questions are very complex. In the end the Government made a decision, which I supported at that time - for reasons different from that which the Government had as its primary motivation; nonetheless, I supported it. In recent times I have had the opportunity to visit the Argyle Diamonds mine site and see the way it operates. We must remember that that mine has only another 10 years of life. It is extraordinary to think that despite its great infrastructure the mine has no more deposits on the horizon to enable it to carry on beyond its original life span of 21 years. The implications of fly in, fly out for the rest of the State have been devastating, and I am not sure whether in the end I would still adhere to my original decision to support the proposal put to the Government by CRA Exploration Pty Ltd to have that mode of operation at Argyle. I certainly do not support any fly in, fly out proposal that I have seen since, but in 1983 I happened to be attracted to the combination of arguments put by the company.

However, it is an example of how the future of the Kimberley region in particular will be advanced when we have increased passenger loads operating through those north west airports; because with those increased passenger loads comes the opportunity for increasing the size of the aircraft flying in and seeing the air fare structure tumble well below the current levels which are unfortunately inflicted upon the region. It is a challenge to try to find an appropriate combination and mix of loads that will see passengers and air freight adequately catered for with the arrival of the new aircraft operating on those routes. However, it necessitates in the first instance the extension of airstrips such as that at Kununurra, and I have spoken to the House in response to the Minister for Transport's query about the 200 metre extension that would be necessary in order to facilitate that type of development.

It is not simply a question of airstrip length. Unfortunately, Kununurra is already a bottleneck for tourist traffic. At the peak of the season, right now, the tourist accommodation in that town is overloaded and one currently cannot get a bed there for love or money because the tourist traffic is quite heavy. The alternative I put to the Minister for Transport and the Minister for Lands earlier in the debate would have provided one of the things Kununurra will need; namely, additional accommodation facilities to relieve even the existing pressure on the bottleneck of tourist traffic in that region, not to mention the pressure created by additional aircraft catering for the increased passenger loads that will come through airports such as that at Kununurra.

My attention was drawn by Hon Sam Piantadosi to the produce from the Ord River irrigation scheme. It is important to recognise that much of the horticultural produce from that scheme has an average cash value of about 60¢ a kilogram overall. There is a ballpark figure in relation to standard air freight charges associated with air transport activities for this type of industry.

There are opportunities for the Ord River scheme in a range of niche markets. One of those opportunities is provided by the mangoes which are produced in that valley. Increasing numbers of trees are beginning to bear fruit and vast quantities of beautiful, high quality mangoes are being produced. The volume of production can only grow. If the return is to stay at anything like the current level for producers in the valley, increased market opportunities are a necessity. With careful oversight of the industry on the part of the producers to make sure that their mango production is aimed at a top quality product that can more easily bring high returns for them in our near-Asian markets, the prospects are that the industry will continue to grow and the current fears in the community of an oversupply, leading to a dramatic reduction in the return to producers, can be avoided.

Hon Sam Piantadosi: It can be a billion dollar industry by the end of the decade if it is managed properly.

Hon E.J. Charlton: It will be, and we will see that it happens.

Hon Sam Piantadosi: I am glad to see that you will support Hon Tom Stephens' request for a select committee.

Hon E.J. Charlton: You may be in front of it.

Hon TOM STEPHENS: I have been encouraged by the Minister to be positive in my contribution to this debate. I know he shares my views on questions like this, and I hope he will see here an opportunity to participate in a bipartisan way, acknowledging the genuine concern on this question in all quarters of this Parliament.

I turn now from the horticultural produce of the valley to the questions associated with the Ord River Dam itself, the Argyle Dam, and the produce associated with Argyle Fisheries. There are opportunities for expansion in aquiculture which would guarantee the development of produce from the valley which would be of great cash value to the producers. It could connect more easily to the air freight opportunities associated with the expansion in the region.

Hon P.R. Lightfoot: Wasn't the dam an initiative of Sir Robert Menzies' Government?

Hon TOM STEPHENS: No doubt it was. It was opened by Sir William McMahon and Hon John Tonkin in 1971, but no doubt it was the initiative of Sir Robert Menzies' Government, with the support of Sir Charles Court.

As well as the opportunities for export from the aquiculture products of the area, there is an opportunity for export associated in a surprising sort of way with the beef industry. The abattoir which operates in Kununurra has only a domestic licence.

It is not too hard to imagine the situation in which an export licence is issued. For example, if an operator were producing primal beef cuts in the cattle industry, that person could have more easy access to the markets of the South East Asian region. The prime beef cuts have a cash value of \$2.50 per kilogram, which makes the produce well within the possibility of being air freight.

I do not suggest that Kununurra should necessarily be an international airport. However, I see opportunities for the region in arranging a triangular route from Darwin, to Kununurra, to Derby - the Curtin RAAF air base - to Broome and to the Pilbara and Learmonth.

Hon Sam Piantadosi: There is nothing wrong with including Bali and Singapore.

Hon TOM STEPHENS: Indeed, connections could be made to those places. The north west is close to the South East Asian region, and all members who have visited the north would know the sense of proximity of those destinations. A look at a map of Western Australia will reveal how close Kununurra is to the ports of Denpasar and Singapore. In fact, it is closer to those destinations than it is to the capital of Australia, the eastern seaboard capitals and, of course, the capital of this State. When I was in the back paddocks of a Kimberley station on which I worked some 17 years ago I would listen on the radio to Indonesian generals across the waters giving commands to their troops. This gave a sense of close proximity.

Hon Tom Helm: Did you know that the nearest capital city to Darwin is Port Moresby?

Hon TOM STEPHENS: I am indebted to the member for that information.

Hon Tom Helm: It was given at a Labor Party quiz night on Monday night.

Hon TOM STEPHENS: I am sure that point adds compulsion to the argument.

Hon E.J. Charlton: It turned it right around!

Hon Graham Edwards: Will you support it now?

Hon TOM STEPHENS: I hold great hope for the Minister for Transport's support for this motion. He has requested that the Opposition be positive, and this is a serious

attempt on my part to be positive in collaboration with the Minister. I suppose the second closest capital to Darwin is Dili.

We must consider the problems associated with the expanding volume of air traffic in this area. We have spoken about cost. A way of lessening that cost would be for the Minister for Lands to act as I have outlined and transfer the land associated with the Kununurra airstrip within the Wyndham-East Kimberley Shire. I have provided a snapshot of Kununurra. I now move on to the township of Derby which lies within the Derby-West Kimberley Shire boundary.

The Curtin RAAF Air Base at Derby has the capacity to take aircraft of any size from any part of the world; it is a huge airstrip. It can and does adequately serve the needs of that area. In recent times it has been utilised by Ansett to service that township. It is half an hour from the Derby township, and one and a half hours by road from Broome. The Curtin air base is well positioned to cater for any expansion associated with agriculture from the Fitzroy valley, about which the previous and this Government have spoken. I hope much will be done in this regard in the near future.

Broome has the famous centrally located airstrip in the townsite. This was a source of satisfaction when I lived in Broome as it provided ready access to the airstrip. One could wait until the aeroplane landed before leaving home to head down to catch the plane to Perth. That airstrip services the town which I love; it is a beautiful region of the Kimberley. This airstrip is increasingly catering for great volumes of air traffic of passengers attracted to the tourist opportunities of the area, specifically the flow of traffic across the centre of Australia. Charter flight operations have flown down from Singapore and Bali to Broome. In fact, seven such flights were made last December, and seven flights were made recently direct from Singapore to Broome. These have been very successful, dropping large numbers of tourists into the Broome township to see this part of my electorate of which I am so fond. The air charter operation worked with the very imaginative local staff in the customs and immigration departments, who demonstrated a capacity for flexibility. Passengers were moved on buses directly from the air charter flight to the hotels. The hotels converted their assembly areas into a temporary customs and immigration hall, and this enabled passengers to clear customs before checking into their rooms. That flexibility must be admired.

Currently the Broome airstrip is to undergo an upgrade to the footings and air terminal, to provide a permanent customs hall. The local tourist bureau, the airline, charter operators and the shire are all actively involved in achieving what was required for Broome and the Kimberley region and the entire north west; namely, additional flights to that region.

I am pleased to learn that Mr Ron Buckey from Ansett WA, on behalf of Broome, is in Melbourne this week putting a proposal to his board for flights between Broome and Bali. This will add to the destinations which Ansett currently operates. Melbourne and Sydney - joined soon by Perth - have an Ansett Bali service. I do not necessarily want to see a great flow of Australian tourists to Bali, but this represents great opportunities with the movement of Scandinavian, European, North American and Asian tourists coming down from Bali. The increase in air traffic will increase the demand for operators to participate in the air routes of the north west. Also, the additional operators will add to competition necessary to reduce the air fare structure.

That will ensure that the larger aircraft can be utilised. I am very pleased that the Kimberley tourist association has been successful in securing funds for a full time person to develop a marketing plan aimed at attracting international operators to this region. We have seen the success of private charter operators, and it is now important for regular passenger transport flights to start up and to continue as a permanent link, an air bridge, for freight and passengers between the Kimberley region in the north west and our near Asian neighbours.

Port Hedland has a successful domestic airport owned by the shire council which very adequately caters for the existing needs. It has regular scheduled flights to Denpasar which are heavily utilised and attracting passengers both ways. I am sure that air route has a continued future along with the developments about which I speak. The Karratha

domestic airstrip services enormous volumes of air traffic. It will continue to expand as it caters for the industrial activities associated with the North West Shelf gas project, the iron ore industry, the residents and workers of the area as well as tourist traffic. The Learmonth airstrip is probably the best example of all the north west airports of an underutilised facility. It is ideally located adjacent to the Ningaloo Marine Park, one of the great wonders of the world about which we spoke in this Chamber in debate on another question. The North West Cape represents an area of singular importance to the State of Western Australia. It is associated with an inventory of natural assets which are second to none anywhere in the world. It is a location that has the capacity to provide for an extraordinary increase in the number of tourists coming into our State in pursuit of nature based or ecotourism that cannot be rivalled by any other location in the world.

Hon Bob Thomas interjected.

Hon TOM STEPHENS: I have never been to Albany.

Hon Tom Helm: The north west is better.

Hon TOM STEPHENS: Hon Tom Helm tells me that I am right about the North West Cape. I know that great people like Hon Bob Thomas come from Albany.

Hon John Halden: People like the member for Albany in the other place?

The DEPUTY PRESIDENT (Hon Barry House): Order!

Hon TOM STEPHENS: In the brief time I was Minister for the Gascoyne, Hon Ian Taylor, the former Minister for State Development, and I were successful in attracting Commonwealth Government funds for a major study to identify sites for tourism development at the North West Cape. I am pleased to learn that the Federal Government will soon have the results of that study. In its draft report the study has made recommendations that can easily be put into action for the development of the North West Cape as part of an expanded tourism industry. It is so important that happens for the people of Exmouth and for the State. The RAAF Learmonth base is an airstrip which could be utilised by international commercial aircraft, as a first point of arrival in Australia for aircraft flying nonstop from Europe. Already the strip is available as an alternative destination for Qantas aircraft coming in from Singapore when fog blankets the Perth airstrip. Airlines have the opportunity of utilising this large airstrip as an alternative to the Perth airstrip.

The DEPUTY PRESIDENT: If members refrained from their audible conversations Hansard would be able to hear the member's speech more clearly.

Hon TOM STEPHENS: I have been in contact with people associated with an exciting project for the Exmouth and Learmonth area. The Tradewinds company in Singapore has secured the interests of Silkair in commencing a series of charter flights from Asia. This will provide a much needed flow of tourists during the shoulder of the peak season. That is a snapshot of the airstrips at Kununurra, Derby and Learmonth which are operating in areas where agriculture and horticulture producers continue to increase their production. Extremely attractive opportunities exist for air freight operators to move that produce to the near north into Asia and beyond. It is my view, and I am sure the view of all members of this House, that this State should not miss those opportunities, they must be grabbed quickly and immediately.

While I was Minister for the Gascoyne I had the pleasure of receiving from the Gascoyne regional development advisory committee a study which identified strategies to build up a regular and reliable air bridge to Asia from that region. The people of that region, the Camarvon horticulture producers in particular, are desperate to try to find ways so that strategy will work. Much work has been done, and much needs to be solidified and combined to ensure we can move to the next phase beyond potential to reality. That task is something that must be put beyond narrow political debate and brought into reality with the cooperation of members from all levels of government, national, State and local and from all political parties. We on this side of the House are well positioned because of our links with the Federal Labor Government to continue to put pressure on the Federal Government to advance this State and this region with air link opportunities for

the north west. I attended the northern Australia development conference in Exmouth and I was particularly interested to hear from various people associated with the airline industry about options for developing air transport. Much was made of the hub concept that operates in North America. Mr Deputy President, you would be only too well aware of the operations of the hub concept in airports such as Atlanta, which is evident in the air routes of organisations like Delta Airlines. I am not sure that the hub concept is the only concept that would work for air transport operating in Australia, particularly in the north west of Western Australia. I am interested in exploring further ways of operating airlines that can ensure that the region is adequately serviced by the air links beyond the parameters of our coast. I am very conscious that North Queensland has now become a popular international gateway to Australia. In my view, the north west of Western Australia should not be denied the opportunity of expanding its links with our near neighbours. So much depends on a resolution of that challenge.

[Resolved, that the motion be continued.]

Hon TOM STEPHENS: As I have said, the domestic carrier runs a world class service in the north west; however, it is prohibitively expensive. A challenge lies ahead for us to assist that airline operator and other operators to provide a more economic service. I do not accept that the restraints of the aircraft size and the volume of traffic cannot be changed. We must explore ways of increasing the demand for seats, thereby increasing the demand for larger aircraft and the length of some airstrips, and creating opportunities for other airline operators to come into our market. We must ensure that the region fulfils its destiny as a major world tourist destination. With increased international tourist numbers into and through that region we will see immediate benefits which will open up increased opportunities for other carriers to enter the domestic air routes of the north west of Western Australia. Additional carriers are essential to impact upon the current prohibitive air fare structure which applies to those air routes. The prospects of international air connections are dependent on keeping down the costs associated with the operation of existing airports and on ensuring that additional costs associated with any necessary customs and immigration facilities are not transferred across to air fares in such a way as to make them prohibitively expensive.

I have been impressed by the capacity of customs and immigration officers in Broome to respond creatively and imaginatively to the challenges of the air charter operations. I believe that with a little determination, planning and effort, and a minimum of fuss, we will see the transfer of that same flexibility to alternatives that will open up great opportunities for that region of the State. One example of such flexibility could be examining the notion of forward porting of customs and immigration operations away from our coastline to ports such as Singapore and Bali to enable flights from those ports into the north west or any other port of Australia with a pre-clearance. That would make it unnecessary to duplicate customs and immigration operations throughout the north west airports, which clearly need air bridges with Asia, specifically an air route to Bali and Singapore. People within the industry and within the customs and immigration bureaucracy tell me that that suggestion has many thorns and difficulties. However, I would be keen for the select committee to work on that specific area to determine whether the difficulties they envisage could be overcome so that we could produce for this nation a result that would benefit not only the people of the north west or our State, but also the entire nation.

I am sure that members realise that I am determined to come forward with a positive response to what was clearly a genuine invitation by the Minister for Transport to the Opposition to be positive on some questions. Just as Governments have been placed on their mettle by debates that occur in this place and outside, the Minister for Transport has put the Opposition to a test to be positive in response to his invitation. My suggestions are a deliberate attempt to respond positively to that invitation. The Opposition would like an opportunity to work with the Government to resolve those questions. It does not want another parliamentary report from another committee gracing the Parliamentary Library's shelves; rather, it wants an opportunity to work in close collaboration with the Minister for Transport and his department. Perhaps it is even an opportunity for the

Minister to second to the committee an officer of his department who could assist the committee and in turn assist in harnessing the energy and determination that the Minister clearly has in Government on questions such as this, and ensure that it is focused in a deliberate way to obtain a result of which we could all be proud. Too often in this place members get caught up in the other side of politics. We can come out of our parliamentary and political careers looking back wondering what that was all about. An opportunity exists with this matter for members on both sides of the House to participate in a select committee and to have an opportunity in later years of looking back and saying that they worked in partnership with their political opponents, and that it is something of which they were proud because as participants they produced for this State something of benefit to everybody. I hope that any narrow political considerations will be waived.

Hon E.J. Charlton: Since December I have been to the Pilbara three times. I have met with all the people you have, and I already have people working on those matters. That does not mean that the Government is not supporting what you are putting forward. We have the same concerns that you have in this matter.

Hon TOM STEPHENS: I recognise that the Minister has made some worthwhile trips to my electorate. I am pleased he was there and was able to consider some of the questions of the day. I was able to be with him and see the diligence he demonstrated in the consideration of those local issues. I am sure the Minister will have focused his attention on those questions. I am offering additional effort on the part of the Opposition and am providing a chance for this Parliament to participate in the process of resolving those questions with all the alacrity that can possibly be mustered with a view to ensuring that these questions are not put into the too hard basket at, for instance, a national level. As the Minister has pointed out to me on a number of occasions, we on this side of the House are lucky to have solid links with the Federal Government and can provide the people of Western Australia with a chance to get that Government, which can so often be remote from the needs of people in the far flung regions of this State, focused on a specific goal such as getting air links into the north west of Western Australia and establishing air connections with Asian ports.

I indicate again to the Minister that this motion is nothing more than a genuine and deliberate attempt to respond to his invitation and to the challenges that are held out and identified by so many of us as we assess the needs of that region. A need exists for bipartisan cooperation and focused energy to work through the problems associated with this question to ensure that this Parliament delivers strategies to the local, State and Federal Governments that will make this dream a reality. As a State we cannot afford to do otherwise. I urge members to support the motion.

HON TOM HELM (Mining and Pastoral) [3.40 pm]: I second the motion. Hon Tom Stephens' contribution to this debate was admirable and he explained in detail the significance and importance of the airports in the north west of this State. I will go down a slightly different path. The north west airports serve the needs of the area in spite of the limitations placed on them. A contribution from the State Government would improve the services they offer.

I will explain the activities of the tourism industry in the north west and to do that I will refer to my involvement in that industry. When I was working as a rigger with Hamersley Iron Pty Ltd I viewed tourists in the Pilbara as terrorists. The only thing they did was to get in the way when one was travelling to and from work, from the inland towns to the coast or to Perth. The view I had of tourists was shared by the people with whom I worked.

I have been a member of the Pilbara regional tourism association for the last five or six years. When I joined the association it was a parochial organisation as it was concerned only with tourism opportunities in the Pilbara. We pursued that parochialism to the exclusion of other regions in the north west. We looked to towns like Broome and saw the finance infrastructure that was provided to promote tourism and we viewed the Pilbara as its poor relation. It had the impression the people in Perth thought the Pilbara was solely for the purpose of producing iron ore and that it did not have any tourism opportunities to offer.

In the time I have been involved in the Pilbara regional tourism association its members have changed their attitude and they are no longer protective of the Port Hedland airport being classified an international airport and providing the immigration and customs facilities required. They now believe it does not matter as long as some of the airports in the north west have the ability to cater for tourists and can provide the infrastructure that tourists require. Tourists will be attracted to the entire north west region and they can visit places like Cable Beach, Eighty Mile Beach, the Karijini National Park and the Bungle Bungle. As Hon Tom Stephens pointed out these places of interest could be included in wonderful package tours. Blind Freddy would see that tourists from Europe and other countries could be attracted to the north west. Their point of arrival could be somewhere in the Kimberley and they could travel through the Pilbara, through the Gascoyne and Learmonth and then depart for other destinations like Bali. It is interesting that the Minister for Transport is supportive of the concept of a select committee to investigate the use of the north west airports.

Sitting suspended from 3.45 to 4.00 pm

[Questions without notice taken.]

Hon TOM HELM: I was about to wax lyrical on the work done by the tourist associations in the north west, but I have been told that time is limited.

The indication from Hon Tom Stephens that the Minister for Transport will look favourably on the appointment of this select committee is welcome. The work of the committee will dovetail with the work done by the tourist associations which, of course, is done on a voluntary basis. It will dovetail also with the intention of the Chamber of Commerce in Port Hedland to spend money promoting tourism in the Port Hedland region in conjunction with the Town of Port Hedland. I advise the House - and the Minister when he reads *Hansard* - that if he continues to be as cooperative as he has been with regard to Hon Tom Stephens' motion, that will be greatly appreciated and respected.

The proposed select committee will be one of the most successful committees established. Even taking into account the opportunity for junkets, the committee will still visit Port Hedland, Kununurra, Wyndham, Derby and Karratha. Whoever the members of that committee are, they will certainly have their eyes opened to the potential of those places and the work done by the tourist associations, which are well represented by the shire councillors and town councillors in the north west. They work hard to make sure that the tourism potential of the north west is exploited to the maximum on a self-help basis rather than by asking for handouts. I support the motion.

Debate adjourned, on motion by Hon Muriel Patterson.

LOCAL GOVERNMENT (SUPERANNUATION) AMENDMENT AND REPEAL BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by Hon George Cash (Leader of the House), read a first time.

Second Reading

HON GEORGE CASH (North Metropolitan - Leader of the House) [4.50 pm]: I move -

That the Bill be now read a second time.

This Bill provides for the transfer of the current statutory local government superannuation scheme to a private trust deed arrangement. This requires the repeal of the Local Government Superannuation Act and the inclusion of a power in the Local Government Act for a new scheme to be established and applied to all local governments.

There are currently two superannuation schemes for local government: The statutory scheme under the Local Government Superannuation Act, and a trust deed scheme set up to receive the three per cent productivity award. I am pleased to advise that the

Australian Services Union and the Local Government Association have now agreed to amalgamate the two schemes, under the non-statutory Western Australian local government occupational superannuation fund. As part of this process, the trust deed will be amended to increase the number of trustees from four to six, with one new trustee coming from the employer side and the other elected by the members. In addition, other improvements to the scheme have been agreed to under the trust deed which will address criticisms of inflexibility under the existing arrangements.

The benefits of transferring from a statutory scheme to a trust deed are principally of an administrative and financial nature. Amendments and improvements to the scheme will no longer involve the amending of a State Act or the regulations which accompany that Act. This will, hopefully, make it more attractive to local government workers. The trustees representing the union and employer groups will administer the scheme, subject to the terms of the agreed deed. Proposed new section 169 of the Local Government Act will make provision for the trust deed scheme to apply to all local governments. A similar Bill was introduced two years ago by the previous Minister for Local Government, but subsequently it lapsed when the union and employer groups could not agree on the various requirements for the new scheme. The Bill includes several transitional provisions to ensure a smooth transfer of operations from the current board to the new trustees.

In response to criticism of the performance of the schemes, the Minister for Local Government requested the Auditor General to conduct an inquiry, and although this report is not yet completed, I understand that no fundamental problems are highlighted by the Auditor General. The Minister for Local Government has requested the board to give careful consideration to the report and its recommendations.

I draw members' attention to the importance of bringing this legislation into operation as quickly as possible. The merged trust deed is proposed to commence from 1 July 1993, and accordingly this Bill contains commencement clauses deeming the legislation to operate from 1 July. Also, commencement from this date will provide significant financial savings for the fund and will ensure that the scheme is in operation to comply with Commonwealth requirements. It should be noted that without this legislation in place by August, local governments will incur penalties under the Commonwealth superannuation guarantee levy due to their inability to contribute while the current legislation is in place.

I commend the Bill to the House.

Debate adjourned, on motion by Hon Tom Helm.

ADDRESS-IN-REPLY

Motion

Debate resumed from 7 July.

HON BOB THOMAS (South West) [4.53 pm]: It is customary at the first opportunity that a member has after an election or at the commencement of a new parliamentary year to acknowledge various people. I take this opportunity to congratulate you, Mr Deputy President (Hon Barry House), on your election to the position of Chairman of Committees. It is good to see someone from the South West Region reach that position. I also congratulate the Governor for the role that he has played as Governor over the past year. I did not think I would see him here this year - I thought he would have retired - but I am grateful that he has seen fit to extend his term as Governor. He has performed his duties well. I think very highly of the Governor. He is a man of great intellectual standing and is comfortable in all manner of social situations. Above all, he is well able to empathise with ordinary men and women, and that makes him a special person to fill the position of Governor. In fact, I hold him in such high regard that if Australia ever became a republic, I would choose Sir Francis Burt as one Western Australian who should be considered as a candidate for president. I also congratulate Hon Clive Griffiths on his re-election as President of this House. My recollection is that that makes him now

the longest serving Presiding Officer in any Parliament in the Commonwealth. If that is not correct, he is certainly the longest serving Presiding Officer in any Parliament in Australia. That is probably a product of the way in which the members of this House are elected, but it is also a tribute to the esteem in which Hon Clive Griffiths is held within his electorate and his party.

I am proud to see Hon Alannah MacTiernan, Hon Nick Griffiths and Hon John Cowdell join the Labour team in this House. Those members have special skills and are people whom I have admired for a long time. I hope those members all harbour ministerial ambitions and become Ministers. I shall do everything within my power to ensure that they take up ministerial portfolios in a future Government.

Hon Tom Stephens: All at once?

Hon BOB THOMAS: Each has the capacity to be an admirable Minister.

Hon T.G. Butler: I think you just shot a hole in Hon Tom Stephens' plans!

Hon Graham Edwards: HMAS *Melbourne* could not dent those hopes!

Hon BOB THOMAS: I am fiercely proud of Hon Tom Stephens, and he deserved his term - albeit a short one - as a Minister last year.

I congratulate the Labor Party's candidates in the seats of Albany, Stirling and Warren at the last State election. Those candidates all deserve the highest praise. Mr Keith Lillie, our candidate for Warren, is to be applauded for agreeing at the last minute to stand in what is an unwinnable seat under the new boundaries in existence since 1989. We had virtually no money to spend on his campaign, and we knew that we had to counter campaigns against us by our opponents and other single issue groups, who appeared to have unlimited resources. We knew also that some of the issues being raised in the campaign would result in some acrimony toward him. We ran his campaign on a shoestring, but to a deliberate strategy, which I must say had the desired result. Mr Lillie was able to evoke the responses that we were aiming for, and these provided us with windows of opportunity at the State level. He can take some small part of the credit for the Labor Party's getting as close as it did Statewide on 6 February.

Our candidate for Stirling was also a last minute decision. Mr Tony Hughes was, however, one of our most capable candidates at the 6 February election. He is a small farmer-musician, and has a beautiful property on the outskirts of Albany. Although his sister, Wendy Hughes, is probably better known to many members, Mr Hughes is nevertheless one of life's most interesting characters. His love for the environment and deep commitment to social justice are a reflection of how genuine he is. It was a privilege for me to work on his campaign with him and the campaign manager, Ian Bishop. I pay special tribute to the campaign run by our candidate for Albany, Mrs Ursula Richards.

Hon Graham Edwards: Hear, hear! She was a top candidate.

Hon BOB THOMAS: She is my electorate officer.

Hon Graham Edwards: That shows that you have good judgment!

Hon John Halden: How is the new member for Albany going?

Hon BOB THOMAS: I would prefer not to comment on the adverse publicity that he has surrounded himself with over the past few days.

The DEPUTY PRESIDENT (Hon Barry House): In view of Standing Order No 97, I believe you should not.

Hon BOB THOMAS: I thank you for your advice, Mr Deputy President.

Most members would be aware that Mrs Richards is a South African from Cape Town. She was preselected in December 1991. After her annual leave over December and January she returned to Albany and commenced her election campaign. She began doorknocking at the end of February 1992, addressing the issues that people raised with her. Towards the middle of the year she began her campaign proper and complemented

her doorknocking with pamphlet drops and advertisements in the newspapers. She received numerous invitations to address groups and meetings, and she set her agenda by using the local media to address local and exclusively Albany-type issues. I found most of those issues interesting, as did the majority of constituents to whom I have spoken since the election.

Mrs Richards should be complimented because the overriding object of her campaign strategy was to address issues rather than personalities. To this end, she was successful in setting the agenda on issues such as buying Australian, traffic management, and the present need for improved social and cultural facilities in Albany such as improvements to the entertainment centre, a regional art gallery, and the like. That Mrs Richards' strategy addressed the relevant issues rather than personalities did not go unnoticed by the media. After the election, one impartial observer in the media acknowledged that Mrs Richards ran a copybook election campaign. The best tribute to Mrs Richards was paid by the electors of Albany because after the distribution of Independent and National Party preferences, Mrs Richards, the ALP candidate, was leading the Liberal and National Party candidates. The Liberal Party primary vote had fallen from 43 per cent in 1989 to just over 30 per cent in 1993. Mrs Richards can take most of the credit for having prised some of those votes from the Liberal Party. It is history now that many of the votes went to the National Party and were redirected to the Liberal Party but Mrs Richards can take much of the credit for the way in which the Liberal vote has become more uncertain than in the past.

Hon N.D. Griffiths: Will she be the next member for Albany?

Hon BOB THOMAS: I hope that she will become the member for Albany in 1997. If she is our candidate, I think she has a chance to go close, if not win.

Hon John Halden: She may have a chance earlier than that.

Hon BOB THOMAS: I congratulate members of that campaign team. They did a marvellous job. They were very wise people, and great to work with. They can take credit for the way our two party preferred vote held up and even increased slightly against the backdrop of the Labor vote falling in existing Liberal seats. I say well done to all those people.

It is also important to congratulate members of the Labor Party who were returned to this House in February. I enjoyed working with them in the last Parliament and I hope we continue in the same vein. It is pleasing to see a man of the calibre of Hon Jim Scott elected to this House to represent the greens for the first time. I wish him well during his term as a member of Parliament. I extend my congratulations also to members of the coalition Government who have been newly elected to this place. I listened to most of the maiden speeches and I can see that they will make significant contributions to the deliberations of this House. May I also congratulate all the coalition Government members who have been returned for a further term in office, and those who have been appointed to Cabinet posts. I also congratulate Hon Reg Davies. It was no mean feat for a person to win 12.5 per cent of the vote in an area which extends from here up the coast beyond Wanneroo. We cannot afford Hon Reg Davies enough credit for his achievement. I congratulate him and the large number of people who worked to achieve his re-election as the first Independent member ever in this House. I do not recall any Independent member having preceded him.

I turn now to the closure of the Midland Workshops. That closure will be to the Richard Court Government what the Fremantle railway line closure was to the Sir Charles Court Government. It will prove a rallying point for the community, especially the community at Midland.

Hon T.G. Butler: And for the electorate of Swan Hills.

Hon BOB THOMAS: That is correct. That closure will dog this Government for the remainder of its term in office. It has the potential to bring about the political demise of the Minister for Transport, Hon Eric Charlton.

An Opposition member: Who will be the new Dr Dadour?

Hon John Halden: It will not be Hon Eric Charlton.

Hon BOB THOMAS: Having listened to Hon Derrick Tomlinson's comments a few weeks ago, it is pertinent to bring to the attention of the House some of the historical background to the discussions held within the transport, racing and gaming subcommittee of Caucus, of which I was a member. I assure the House that at no stage was a recommendation brought before the committee for the closure of the Midland Workshops, and I can prove that. Hon Fred McKenzie was chairman of the committee and had I missed any of the meetings I would not have heard the end of it because Hon Fred McKenzie is passionate about all things railway. He would have lobbied all members to ensure that we worked hard against any proposal to close the workshops. A suggestion was made towards the middle of November that the Midland Workshops should be down-sized once again. We talked about that outside the committee room. A proposal had been put to the Minister which was not in keeping with a policy of the previous Labor Government to improve the efficiency and viability of the railway. It was started as far back as the time Hon David Wordsworth was Minister for Transport. He introduced the first notion of deregulation of some of Westrail's services and of Total West. When we were elected to Government in 1983 we continued the process of reform. We deregulated the wool industry and the use of container cargoes, and a host of other things, which saw the number of staff at the Westrail Workshops fall from 9 500 when we came to power to the current figure of 5 000. That was part of an overall drive by the Labor Government to ensure that Westrail became an efficient and competitive transport service. We recognised that transport is an intermediary cost in the production of our exports.

We need to ensure that our export industries such as wheat and wool maintain their international competitiveness. That can be done only by ensuring we have the most cost effective transport system through both Westrail and our port system. It was the Labor Government that continued that process of reform of Westrail. The Midland Workshops were a part of that reform. I can recall discussions in a transport, racing and gaming subcommittee on the effectiveness of Westrail's Midland Workshops. We were looking at nineteenth century workshops that were a collection of individual autonomous workshops. When a job came into those workshops there was no coordination between the workshops and nobody took responsibility for the job from workshop to workshop. After a lot of anguish it was the Labor Government that said that the Midland Workshops must become modern maintenance workshops, that their processes needed to change, and rather than being a collection of autonomous workshops they needed a continuous line approach. When a job came in somebody must be responsible for it all the way through until it was completed. Time limits must be put on a job, because the maintenance workshops were an integral part of Westrail's operations, and one of the ways the Government was trying to ensure that Westrail became more efficient was by addressing the turnaround time for each individual piece of rolling stock. If the rolling stock was out of action in this antiquated workshop process for too long, Westrail would need a lot more rolling stock than if it had a more efficient system where maintenance time was reduced to a minimum. If the workshops could do that, they could reduce the amount of very expensive rolling stock that was needed. As a process of changing the Midland Workshops' procedures a certain amount of downsizing was effected, and the number of workers was reduced from 2 000 to 750.

In November last year another proposal was made for those workshops to be downsized even further, but the subcommittee did not receive any proposal for Westrail's Midland Workshops to be closed. I can assure the Deputy President (Hon Derrick Tomlinson) that comments made by him last week were incorrect. My own view of what has happened is that the Public Service has used a new, inexperienced, naive, gullible Government to push for a further downsizing of the Midland Workshops, which the Labor Government rejected last year. The public servants waited 10 days after the election of a new Government - that was while the new Minister was chosen - opened up their filing cabinet, pulled out the old submission for downsizing of the workshops, dressed it up a bit and put it in the terms that they knew would be pleasing to the new Minister. They

would have read plenty of *Hansard* reports and would know the sort of jargon to which the Minister would relate. They dusted off the proposal and the Minister took it to a Cabinet subcommittee and because Cabinet was busy and they were a new Government and desperately trying to come to grips their new portfolios - as they should have done as competent Ministers - I do not think they gave this proposal the consideration they should have. The twist is that instead of going for the downsizing that Westrail presented to the previous Government, Westrail went for an ambit claim which included the closure of the Midland Workshops, all along thinking that in the way of ambit claims the new Government would say, "No, but you can downsize" and they would get what they wanted. This proposal went to the Cabinet subcommittee and it was presented to Cabinet, and I doubt very much whether half the members of Cabinet would have read the submission because they were busy.

Hon Sam Piantadosi: It was recommended by Hon Derrick Tomlinson.

The DEPUTY PRESIDENT (Hon Derrick Tomlinson): Order!

Hon BOB THOMAS: I doubt that. It went to Cabinet and Ministers who were busy did not have time to research and examine the proposal, which was really an ambit claim. We can put this down to the gullibility of this Government as well as the fact that it was very busy, but also to the persistence of the bureaucracy. After all they were the ones looking for another downsizing of Westrail.

I took offence at the comments made about Hon Pam Beggs. When she rejected the proposal for downsizing last year she was fully aware of the impact a different decision would have had on the families of those people who worked there and how it would have affected the economic viability of many businesses in Midland. She showed compassion to reject that submission for downsizing. She acted with great integrity to knock it back.

Hon T.G. Butler: Hear, hear!

Hon BOB THOMAS: She should be applauded, not derided, for having done what was right rather than having been snowed by public servants and bureaucrats with their pet project.

I was also pleased to see Hon Tom Butler stand and ask a question about Lark Hill. A couple of weeks ago I had the pleasure of spending a weekend in Mandurah and I took the opportunity to go to Lark Hill and observe trackwork there on Saturday morning. Lark Hill has about 200 horses in training and about 30 jockeys working from there with a dozen or so trainers. It is with much pride I tell members that the previous Labor Government had a lot to do with the establishment of the Lark Hill training track. Hon Brian Burke saw its value and was prepared to commit \$500 000. The racecourse development trust also committed money to Lark Hill, but over and above that there has been a lot of hard work and commitment from owners, jockeys, trainers and friends to ensure they have first class facilities. One of the first things I will do when we get back into Government will be to have Lark Hill upgraded to racing track status and to have regular racing meetings there. That should happen for two reasons. First of all, in the same way as Western Australian football is now seeing the advantages of moving out to the population nodes, so should the racing industry. We can see the massive population growth occurring in the south east corridor and in the near future the area will have the population to support a racetrack. It is imperative for the racing industry so it can attract people back to the races. We have seen them for too long being dependent on Totalisator Agency Board distributions for their operating funds. The principal racing clubs receive about 50 per cent of their operating funds from the TAB distribution. During the 1980s, when the economy was growing at a much faster rate than inflation, the TAB turnover was only increasing in line with the rate of inflation. That indicates that we had lost a generation of punters in the 1970s and 1980s. If the racing industry wants to become more resilient and better able to withstand economic downturns, it must attract people back to the track. The only way it can do that is to move out where the population is. Lark Hill is well placed for the industry to begin doing that. In the same way that football has moved out to Joondalup, racing should move to the fast growing population centres.

A couple of weeks ago I noticed in *The West Australian* a report indicating that the Esplanade Hotel and Extravaganza Gallery won the Building Owners and Managers Association award this year. Members will recall that I have spoken about my respect for Joan and Paul Terry and about the confidence they have shown in my home town of Albany in building the Esplanade Hotel and Extravaganza Gallery. The confidence they have in our town and the tourism industry to spend about \$20m on the hotel complex and to build the Extravaganza and fill it with about \$30m-worth of vintage cars should be applauded. Most people who build such facilities or who are involved in the tourism industry will build a hotel or venue to take advantage of an attraction which brings tourists to an area. However, Joan and Paul Terry not only built a hotel but also what is in itself an attraction - the Extravaganza. I am proud of that project. I take my guests to the Extravaganza. I was pleased to see that they won the award this year. *The West Australian* stated -

Entries in the BOMA Award are judged on commercial viability, maintenance and operation efficiency, quality of design and finish, tenant facilities and industry perception.

I congratulate the Terrys on winning that award and also on their attitude to training. I believe that training will be the key to the viability of tourism in the region. It is pleasing to enter their facility and see people who are highly trained and proud of that fact, and proud also that they are able to give a high quality service. It is pleasing to see that Joan and Paul are setting the lead on this issue in Albany.

I intend to move an amendment to the Address to His Excellency. His address to this Parliament omitted Hon Bill Grayden's name from the list of Legislative Assembly members who retired at the last State election. Mr Grayden has a legendary reputation in politics in Western Australia. He first entered Parliament in 1947 and is one of the few people who have won a seat in the Federal and State Parliaments. I understand that Mr Grayden at one stage won his seat of South Perth, when it was called Middle Swan, as an Independent. He had a reputation as one of the best debaters in his earlier years in the Legislative Assembly and for entertaining many people with his wit and depth of knowledge on a range of issues. I became aware of Mr Grayden through the awards he won as a boxer. A good friend of mine, Mr Ben Jeffries of Pemberton, speaks highly of Bill Grayden and says that he was not only a brilliant sportsman when he was younger but also a man of very genuine character. I take this opportunity to amend an error, which I am sure was typographical, in omitting Mr Grayden's name from the Address of His Excellency.

Amendment to Motion

Hon BOB THOMAS: I move -

That the address to His Excellency be amended by adding -

but we regret to inform Your Excellency that the speech you were pleased to deliver in accordance with the advice of your Ministers omitted from the members of the Legislative Assembly recently retired, acknowledgment of Hon W. Grayden, the longest serving member whose record of parliamentary, ministerial, and community service in this State and within the Commonwealth extends over many decades and is impressive by any standard.

We therefore take this opportunity to record our appreciation of the contribution made by Hon W. Grayden to the residents of South Perth and the people of Western Australia throughout his parliamentary career.

HON JOHN HALDEN (South Metropolitan) [5.26 pm]: I second the amendment. It is unfortunate that the name of Hon Bill Grayden was omitted from the address to Parliament delivered on opening day. Bill Grayden was born on 5 August 1920. He was educated at Nedlands Primary School and in various schools throughout the United Kingdom and Victoria. He completed a mechanical engineering course at Perth Technical College. Early in World War II, in October 1940, he enlisted as a private in

the AIF. He was promoted to the rank of lieutenant in 1942 and was confirmed as a captain in 1943. He saw active duty in Syria, the Middle East, New Guinea, Borneo, and the Celebes, until the termination of full time duty in 1946. From 1946 to 1947 he worked as a freelance journalist, but he had a passion for politics and for helping people.

He was first elected to the Legislative Assembly in Western Australia as the member for Middle Swan in 1947. He resigned his seat on 27 October 1949 to contest the Federal election. He was elected to the Federal Parliament at that election and was re-elected in 1951. He was defeated in the general election of 1954. Soon after that he was re-elected to the State Parliament on 7 April 1956 as the member for South Perth. He held that position continuously until the last election.

During his time here Bill held a number of ministerial positions in the Court Government. He was the Minister for Labour and Industry, Consumer Affairs, and Immigration and Tourism from 1974 to 1978. He was the Minister for Education, Cultural Affairs and Recreation from March 1980 to January 1982. Besides those accomplishments, in 1956 Bill chaired a select committee which inquired into native welfare conditions in the Laverton-Warburton Range area. To many of us who have spoken with him, he spoke with great compassion about the plight of Aborigines although one could say that his views were quaint - I do not mean that disrespectfully - in terms of how he expressed Aborigines. His heartfelt feelings for the concerns of Aboriginal people were well known to all of us. To highlight his concerns I will refer to Mr Grayden's first speech in the Legislative Assembly. He said -

I will deal first with our attitude, in this State, towards our coloured and slightly coloured people.

That illustrates his quaint turn of expression. To continue -

Although only a small proportion of our population is affected, and most of them do not have the right to vote, their conditions by all standards of humanity are such that their plight becomes a matter of great urgency. I had occasion recently to help a slightly coloured family living close to Perth. The treatment they had received was typical of our attitude to such people in Western Australia.

The family of which I speak had been living for several months in a tent, within four miles of the G.P.O. on the Guildford road. The tent had no fly and was not rainproof. Its sole furniture was a small table and a bed. On that bed, four or five feet wide, slept a man, his wife and their four children, the eldest of whom was about seven years of age. Members will understand their plight; a family of six spending these wet and windy months in a dilapidated and leaking tent, all of them sleeping at night in a rain-sodden bed. Under those conditions, the woman collapsed. She was taken to the King Edward Hospital where her baby was born two months prematurely. She was almost blind as a result of her experiences. She would have been much worse had not some neighbour sent for an ambulance.

He continued in a very caring and well thought out way. I make the point that Bill Grayden questioned the role of Government and whether it could actually influence individuals to change their attitude towards Aboriginal people. Our minds are now focused on the plight of Aboriginal people and the claims they are making and perhaps members on both sides of the House should reflect on these very wise words. Bill Grayden said that as individuals in this society we must change our attitude to the plight of Aboriginal people.

I will not quote from his speech again, but he went on to say that he was able to move those people from their tent to accommodation at the back of an RSL hall. However, the people living nearby complained about them. He then went to the Premier of the day, Sir Ross McLarty, who personally assisted him in finding accommodation for these people. He explains how they eventually gained accommodation, but that people in close proximity to them complained bitterly, not because of what they did, but because, to use Bill's words, they were coloured - I would say they were Aborigines. Mr Grayden spoke about his desire to want to understand these people. He visited the local school and

spoke to the children's teachers. They told him that in spite of this family living in appalling, third world conditions the children attended school every day, were neatly attired and were endeavouring to succeed at school. The children's father told Bill Grayden of his hopes and aspirations for his children. He wanted them to receive an education so they could obtain worthwhile jobs and have a standard of living that was better than that they were used to. I am sure that Bill Grayden, like many members in this Chamber, was fearful that in spite of the efforts of the Aboriginal people to increase their prospects and improve their lifestyle, it was the Anglo Saxon attitude towards them that would eventually infuriate them and lead to the stifling of their aspirations.

I advise members that Bill Grayden delivered this speech on 12 August 1947 and it is recorded in *Hansard*. In referring to Bill Grayden's contribution to this State, one could go no further than to consider the remarkable insight he had in 1947. It was not a time when people had a reasonable attitude towards Aboriginal people. His insight will be recorded in history forever.

It may seem strange that a member of the Opposition would want to second this motion. I will briefly refer to the relationship my wife and I have with Bill Grayden. As a member for the South Metropolitan Region I shared part of my electorate with Bill Grayden. He is a man of remarkable tolerance and he was, and still is, only too happy to discuss matters with people from all political persuasions. He was forthright, but tolerant of people's differing views and he was forthright in putting forward his views. Bill Grayden and I worked together on a number of issues. My wife had the opportunity of being his private secretary when he was Minister for Education. Later she was elected to the South Perth City Council and then elected deputy mayor and in those positions she enjoyed, and still enjoys, the discussions she and Bill Grayden have had and still have. To this day they both sit on a number of local committees and she tells me that he is probably one of the most decisive thinkers with whom she has had the pleasure to work.

Bill Grayden spent 40 years in State Parliament and five years in Federal Parliament, but he continues to be involved in community organisations. At 73 years of age one imagines he would be tired of this community involvement. He relishes the opportunity to assist people and he enjoys the fruits of community involvement. He values the concept of the community working together to achieve the goals they collectively decide are important. As well as being keenly involved in Aboriginal affairs and chairing the select committee into native welfare conditions in the Laverton-Warburton Range area in 1956, he was also a member of the select committee which inquired into alcohol and drugs in Western Australia. In 1984 he was a member of the select committee which inquired into the establishment of the Small Claims Tribunal. In 1986 Bill Grayden became the father of the Legislative Assembly. It took him a number of years to achieve that honour. Apart from his involvement in politics, Bill Grayden wrote a book titled *Adam and Atoms*. I must admit that although he has told me about it, I have not read it. When I have some free time I will take that opportunity. Bill Grayden's involvement in community groups in South Perth and his involvement in State and Federal politics warrant members of this House supporting the amendment that has been moved by Hon Bob Thomas. One could go to the conspiratorial theory and suggest that it was not accidental that this man's name was left out of the Governor's speech, but I would not go to that extreme.

Hon N.F. Moore: I am pleased you would not; that is stupid.

Hon JOHN HALDEN: It has been suggested.

Hon N.F. Moore: By whom?

Hon JOHN HALDEN: In the Press.

Hon N.F. Moore: Mr Grayden is very highly regarded by members on this side of the House.

Hon JOHN HALDEN: The member opposite does not have to be touchy about this.

Hon N.F. Moore: I am not. I want to make sure you get the right message across. You are trying to suggest it was done on purpose.

Hon JOHN HALDEN: I am not suggesting anything of the sort.

Hon N.F. Moore: You are.

Hon JOHN HALDEN: I am saying that it has been suggested that it was a conspiracy, but I do not think that is right. I am suggesting that it was a genuine oversight, although regrettable, and now we have the opportunity to correct the record. I do not think it would in any way be considered a snub to the Governor if this House, having realised the omission, draws it to his attention and has the record corrected. I do not want to pursue any other lines of thought about why this has occurred, but I do not want to give credence to any of the media comments that have been made about that, because at the end of the day that would not do Hon Bill Grayden any good either. His commitment to the Liberal Party over such a long time speaks for itself. There is no doubt that he entered politics as an Independent, then became a Liberal Party member, and for the best part of 45 years in State and Federal politics believed in the philosophy of the Liberal Party. I know from some of the discussions I had with him that he had difficulty with some of the policies of the Liberal Party of later time, but that did not mean - and I want to be very careful about this - that he had lost his commitment to the basic philosophy of the Menzies Liberal period.

Hon Derrick Tomlinson interjected.

Hon JOHN HALDEN: Just a bit, perhaps, but that was because of political considerations. That was because he did not believe in some of the decisions that were made in regard to policies that were being adopted by the Liberal Party. However, his small "I" Liberal philosophy and his commitment to the free enterprise system continued and was in no way waned by the process of time. He believed in individual freedoms and the absolute right of people to be judged not by what they were but by what they did and by what they strived to achieve. If all of us on either side of the House, no matter what our differences in political philosophy, judged people on that basis, society would be a better place.

The House should take this opportunity to accept the amendment to the Address-in-Reply. That is not done often, and it is normally done with a considerable degree of rancour, argument and disquiet, but Hon Bill Grayden has had a distinguished career in politics at the local, State and Federal levels, and it was most unfortunate for him to be left out of the Governor's speech. This omission should be corrected now by this House. I thank the House for the opportunity to speak, and I hope it will support the amendment.

Debate adjourned, on motion by Hon Muriel Patterson.

MINING AMENDMENT BILL

Order of the day read for consideration of the Bill in Committee.

Motion - Order of the Day to be Discharged and the Bill Referred to Standing Committee on Legislation

HON GRAHAM EDWARDS (North Metropolitan - Leader of the Opposition)
[5.43 pm]: I move -

That Order of the Day No 2 be discharged and the Bill be referred to the Standing Committee on Legislation for consideration and report.

Although I have not spoken on the Bill because it has been ably handled by my colleague Hon Mark Nevill, the Opposition shares his view that this is a non-contentious Bill and is the sort of Bill that should be referred to the Standing Committee on Legislation. It is interesting to reflect that the Leader of the House today moved for the establishment of our standing committees, including the establishment of the Standing Committee on Legislation. That matter will be dealt with when we resume after the recess. It is appropriate, in the case of a non-contentious Bill like this, that the House support this motion in order to give that committee a task which it can immediately take up.

Given the high regard that the Leader of the House holds for this committee, and the

admirable work - although at times I have disagreed with it - done by Hon Peter Foss, Hon Derrick Tomlinson, and, certainly, Hon Garry Kelly, who was well and truly praised for his contribution to the Legislation Committee, and while I have some concerns about the make-up of this committee, which we will debate when we resume after the recess, it has demonstrated that it is capable of good work of examining non-contentious Bills, and that it can fully consider this type of non-contentious legislation and all aspects of this Bill and the various points of view that members of the community, particularly the mining community, have about it.

The motion calls for the committee to report to the Legislative Council. Of course, that report could defer or make unnecessary some of the discussion at the Committee stage that would otherwise be necessary. The will of the House on this occasion will really reflect its attitude to standing committees, particularly the Standing Committee on Legislation, because I certainly hope that this and other committees will have matters referred to them not just by the Government, the Government of course having the numbers on the floor of this Chamber. It will be interesting to see the attitude of the Government and whether it will be prepared to utilise these committees to do in the future the sort of work that they have done in the past. If the Government does not support the motion that this legislation be referred to the Legislation Committee, that will augur poorly - indeed, badly - for the future of the Legislation Committee. If committees are to be set up to work properly and to give some meaning to the work that they will do and, indeed, to the work of this House, we must have some agreement that legislation can be referred to these committees not just from the Government, but also from the Opposition, particularly when that legislation is as non-contentious as this legislation.

It makes good sense, and it will provide an opportunity for the Legislation Committee to have a good look at the legislation and to report to this Chamber on improvements and enhancements. This legislation was born during the time of the previous Government and if the legislation had come to this House in the previous Parliament, one could bet one's bottom dollar that it would have been shot to the Legislation Committee.

Hon Max Evans: Because Hon Garry Kelly would have asked for it to be done!

Hon GRAHAM EDWARDS: However, these committees should not be used by parties, especially by the one with the greatest number. In this Chamber we have two independents; namely, a Greens (WA) member and Hon Reg Davies. Undoubtedly, occasion will arise when these members will want to send legislation to the Legislation Committee and I hope that we do not deny them that opportunity just on party lines. The worth of the Legislation Committee will be in the type of legislation referred to it. Hon Mark Nevill, who was handling this Bill, is of the view that this is exactly the type of legislation which should go to that committee. The Opposition supports that view.

HON GEORGE CASH (North Metropolitan - Minister for Mines) [5.53 pm]: I oppose the motion, and I shall explain why. When legislation has been referred to the Legislation Committee in the past, it was done for good reason. It is interesting that this Bill, as indicated by the Leader of the Opposition, just happened to be the same Bill as that introduced by the previous Government last year. However, it was not processed through the Parliament last year not because it contained any contentious issues, but because the previous Government did not allocate it sufficient legislative priority. At that time we were happy to support the Bill. However, it never rose high enough on the Notice Paper for it to be dealt with.

The Mining Industry Liaison Committee, which comprises a considerable number of mining group representatives, regularly considers mining legislation in this State. This committee advises the Government and suggests amendments to legislation. Its advice, accepted by the previous Government, is the basis of this legislation. When we came into Government we said to the mining industry that we recognised a delay had occurred in processing the Bill, and that we would deal with it promptly.

The attempt to refer the legislation to the Legislation Committee is a delaying tactic. Analysing Hon Mark Nevill's speech in the second reading debate, the only matter on which he raised questions was the retention licences.

Hon Graham Edwards: He forecast during the second reading debate that he wanted to refer the legislation to the Legislation Committee.

Hon GEORGE CASH: I do not dispute that Hon Mark Nevill provided that advice.

Hon N.F. Moore: Was he going to do that last year?

Hon GEORGE CASH: Indeed!

Hon Graham Edwards: We will never know.

Hon GEORGE CASH: He had no intention of doing so last year. Hon Mark Nevill has advised many people in the industry that he does not fully understand or support - I am unsure of which - the concept of retention licences.

Hon P.R. Lightfoot: Maybe both.

Hon GEORGE CASH: Maybe the member is right.

Hon Graham Edwards: That's rather rough; he fully understands it, and you know it.

Hon GEORGE CASH: If the member understands the concept, what is his problem?

Hon Graham Edwards: He has said to you that representations have been made to him to which he wants to give consideration. He also wants the Legislation Committee to consider them. He is not saying it is contentious.

Hon GEORGE CASH: It is unnecessary for the Legislation Committee to deal with this matter. It is important that we move to the Committee stage of this Bill so that Hon Mark Nevill's questions can be answered.

Hon Tom Stephens: In earlier debates you indicated that Hon Mark Nevill had had briefings from the Department of Minerals and Energy, yet he tells me that he has had no such briefings or discussions with the department.

Hon GEORGE CASH: *Hansard* indicates that my response was that I understood he had raised the matter of retention licences in briefings in the department. However, officers said to me that they had tried to convince the member but to no effect; they said they were wasting their time because the member did not want to be convinced. As I said during that debate, if the member requires further briefings from the department, I have already instructed it to provide briefings so he fully understands the importance of retention licences. That was the general context of discussions I had with Hon Mark Nevill. Given the time, I indicate that the Government cannot support the motion.

Adjournment of Debate

HON TOM STEPHENS (Mining and Pastoral) [5.57 pm]: I move -

That the debate be adjourned.

Division

Question put and a division taken with the following result -

Ayes (11)

Hon T.G. Butler
Hon Kim Chance
Hon J.A. Cowdell
Hon Graham Edwards

Hon N.D. Griffiths
Hon John Halden
Hon A.J.G. MacTiernan
Hon Sam Piantadosi

Hon J.A. Scott
Hon Tom Stephens
Hon Tom Helm (*Teller*)

Noes (13)

Hon George Cash
Hon E.J. Charlton
Hon M.J. Criddle
Hon B.K. Donaldson
Hon Max Evans

Hon P.R. Lightfoot
Hon P.H. Lockyer
Hon N.F. Moore
Hon M.D. Nixon
Hon R.G. Pike

Hon W.N. Stretch
Hon Derrick Tomlinson
Hon Muriel Patterson (*Teller*)

Pairs

Hon Cheryl Davenport
Hon Bob Thomas
Hon Doug Wenn

Hon Peter Foss
Hon Murray Montgomery
Hon B.M. Scott

Question thus negated.

Debate adjourned, pursuant to Standing Order No 61(b).

ADJOURNMENT OF THE HOUSE - SPECIAL

On motion by Hon George Cash (Leader of the House), resolved -

That the House at its rising adjourn until Tuesday, 3 August 1993.

ADJOURNMENT OF THE HOUSE - ORDINARY

HON GEORGE CASH (North Metropolitan - Leader of the House) [6.02 pm]: I move -

That the House do now adjourn.

Adjournment Debate - Personal Explanation - Motor Vehicle Third Party Claims

HON MAX EVANS (North Metropolitan - Minister for Finance) [6.02 pm]: I want to make a personal explanation in relation to a question to me this afternoon about motor vehicle third party claims. There will be amendments to the relevant legislation. However, we are still looking at what those amendments will be.

Point of Order

Hon JOHN HALDEN: During question time today the Minister for Transport quoted from a document relating to State-Federal financial agreements about road funding. Could I ask the Minister to table that paper.

The **DEPUTY PRESIDENT**: It is entirely at the discretion of the Minister whether he tables the document. The question before the Chair at the moment is that the motion be agreed to that the House do now adjourn.

Adjournment Debate - Hamersley Iron Pty Ltd-Metal and Engineering Workers Union Dispute, Tom Price

HON TOM HELM (Mining and Pastoral) [6.04 pm]: The House should not adjourn until I am able to give some background to the dispute that is taking place between Hamersley Iron Pty Ltd and the Metal and Engineering Workers Union at Tom Price. I will try to give some meaning to the newspaper report this morning about the dispute. The dispute comes about from a claim of unfair dismissal of the convenor of the metal workers' union in Tom Price, John Mercer.

In 1987 an historic agreement was signed between the Mining Unions Association and Hamersley Iron, one that bought about the ability for the unions and the employer to work together to bring about a more efficient use of the labour force. It resulted in a doubling of the company's profits and its operation in the Pilbara enjoyed very sensible industrial relations. That approach by the MWA was criticised for being too compliant. It was an historic agreement, and the MWA was criticised for being too friendly with the employer and for selling out some of the rights and obligations that trade unionists like myself had fought for. That agreement allowed for multiskilling, for mobility, and for the operation to run at a much more effective rate than it had previously. In hindsight, it was a welcome agreement that proved to be very successful. It showed the rest of Australia how employers and employees could work together. John Mercer, the convenor at Hamersley Iron, played an integral part in the signing of that agreement.

Between 1987 and the Beales dispute in July 1992, there was industrial harmony. There was a recognition that only union members could work at Hamersley and Tom Price. That was an historic achievement, something that had not been in place in the days of

right wing conservative Governments. There was an understanding that because of the harmony and the productivity that took place in those mines, they were closed working areas. The people live and work at the mine sites cheek by jowl. Therefore, if one part of the operation seems to be upset, everything else is upset.

The principle of the agreement is that each member of the work force should be a member of the union. The unions went in to bat hard and in 1987 brought about revolutionary changes for which they received a lot of criticism. At the same time the company agreed that each and every employee on the site would be a union member. In July 1992 a small number of people decided that they no longer wanted to take part in that social and industrial understanding, that ability for people to have the benefit of the work the union had done. The people who came onto the sites knew that one of the conditions, one of the understandings, one of the agreements, was that each person would be a member of the union. In July 1992 someone chose to break that agreement. For some reason, up to the time when this House is now sitting, no spokesman has made a statement in regard to the dispute that is taking place in Tom Price.

Nonetheless Hamersley Iron Associates supported the person who would not join the union. There was a bitter strike in July 1992, but it was a short lived strike because Hamersley Iron went to the legal fraternity and took the matter to the High Court. Writs in excess of \$60m were issued against individual unionists and collectively as a union. A writ was issued against John Mercer, who was one of the people responsible for the revolutionary agreement between the union and the company in 1987. He, his wife and his family are all under threat of losing all they have worked for in their years in the Pilbara. I have had reports from unionists - not from non unionists - that John Mercer has been subjected to constant harassment and of company instigated provocation and has been taken to the limits of his tolerance with these attempts to get him to toe the company line.

In December 1992 Hamersley made a statement that its iron ore sales had been substantially reduced in comparison to its plan. No-one knew what the plan was, and that allegation of substantial reductions has never been demonstrated. Following the company's statement people who have worked for Hamersley Iron for more than 15 years, who could not be considered to be union people, who took a pride in what they did as miners in the forefront of technology were given letters advising that they no longer fitted into Hamersley Iron's corporate plan. There were people who were over 50 years of age, and who had spent more than 15 years working for Hamersley Iron.

Hon Derrick Tomlinson: Because they broke their contracts.

Hon TOM HELM: If, as Hon Derrick Tomlinson said in that unruly interjection, they had broken their contracts, I would not be on my feet now. Hamersley Iron did not say anything about their work record; in fact, the foremen and superintendents gave those people excellent references. As Hon Derrick Tomlinson will find out one day, it is very hard to get a job if one is over 50 years of age.

Hon P.R. Lightfoot: We have had 10 years of misrule by Labor; that is why people can't get jobs.

Hon N.F. Moore interjected.

Hon TOM HELM: The Minister for Employment and Training would not know an employee if he saw one.

Hon George Cash: What a dope you are.

Hon TOM HELM: I am putting the record straight. The rights of John Mercer and other workers should have been respected, but Hamersley Iron did not respect its employees, it told them they no longer fitted the corporate plan. The company asked the work force whether they would support the Marandoo project. The work force said yes to Marandoo, but what happened? In December 1992 they were advised that their services were no longer required.

Hon Graham Edwards: That is what they will say to members opposite.

The DEPUTY PRESIDENT: Order!

Hon TOM HELM: I am using this opportunity to try to put some meat on the strike. The anatomy of the strike is that it has been going for a long time and it reflects the purposes of Hamersley Iron.

Adjournment Debate - Currambine Railway Station, Opening Delay

HON E.J. CHARLTON (Agricultural - Minister for Transport) [6.14 pm]: During question time I advised the House that the Currambine Railway Station would open on 1 August. I am advised that there has been some slight delay and the opening will now take place on 8 August.

Hon Tom Stephens: Can you tell us whether you will table the report?

Hon E.J. CHARLTON: I do not have it with me, but when Parliament resumes I will give the member a detailed ministerial statement on the road funding situation.

Question put and passed.

House adjourned at 6.15 pm

QUESTIONS ON NOTICE

POLICE - FARMERS, EVICTION ACTION, SOUTH AUSTRALIA

213. Hon KIM CHANCE to the Leader of the House representing the Minister for Police:

- (1) Has the Minister for Police received a facsimile via the Rural Action Movement, Merredin, which advised of an eviction action against two farmers in South Australia in which the sheriff will be supported by armed police?
- (2) If so, can the Minister assure the House that no similar action will take place in Western Australia?
- (3) If the Minister can not give this assurance, why can he not give this assurance?

Hon GEORGE CASH replied:

The Minister for Police has provided the following reply -

(1) Yes.

(2)-(3)

Police officers are required to keep the peace and are bound by the Justices Act in the execution of lawful process. However, it is not normal for WA police to carry firearms in these particular circumstances.

REPORT OF THE INDEPENDENT COMMISSION TO REVIEW PUBLIC
SECTOR FINANCES - NAHAN, MIKE, INSTITUTE OF PUBLIC AFFAIRS
Role

234. Hon MARK NEVILL to the Minister for Finance:

In respect of the commission of audit -

- (1) What role did Dr Mike Nahan from the Institute of Public Affairs play in the independent commission of audit?
- (2) Was he involved in the review of the former department of State Development or its successor/s?
- (3) What were the terms of his brief?
- (4) What other work was undertaken by the IPA or its employees for the commission?

Hon MAX EVANS replied:

(1)-(4)

I do not have the information requested by the member. The appointment of consultants and members of committees was entirely a matter for the commission. I am advised that the commission proposes to list consultants and persons who served on committees in the second volume of its report.

REPORT OF THE INDEPENDENT COMMISSION TO REVIEW PUBLIC
SECTOR FINANCES - LENZO, JOE, CHAMBER OF COMMERCE AND
INDUSTRY
Role

235. Hon MARK NEVILL to the Minister for Finance:

In respect of the commission of audit -

- (1) What role did Mr Joe Lenzo from the Chamber of Commerce and Industry play in the independent commission of audit?

- (2) Was he involved in the review of the former Department of State Development or its successor/s?
- (3) What were the terms of his brief?
- (4) What other work was undertaken by the Chamber of Commerce and Industry or its employees for the commission?

Hon MAX EVANS replied:

See answer to question 234.

**REPORT OF THE INDEPENDENT COMMISSION TO REVIEW PUBLIC
SECTOR FINANCES - FIRST REPORT**
Adjustments, Reflecting Private Sector Practice and Accounting Standards

236. Hon MARK NEVILL to the Minister for Finance:

Do the adjustments made by the commissioners of audit in their first report reflect private sector practice and private sector accounting standards?

Hon MAX EVANS replied:

This question is not understood.

McCARREY REPORT - CONSOLIDATED FUND DEBT \$560m
Complying with Private Sector Accounting Standards

237. Hon MARK NEVILL to the Minister for Finance:

- (1) Does the estimated consolidated fund debt of \$560m for 1993-94 in the McCarrey report comply with private sector accounting standards?
- (2) Does this prediction assume no change in policy?

Hon MAX EVANS replied:

(1)-(2)

As the member could ascertain by reading volume 1 of the commission's report, the cash accounting basis currently employed by budget sector agencies understates the true cost of providing Government services. If private sector accrual accounting standards applied, the estimated consolidated fund deficit for 1993-94 shown in the report would be significantly higher.

STATE GOVERNMENT INSURANCE OFFICE - FLOAT
Funds Raised; State Government Insurance Commission, Amount

239. Hon MARK NEVILL to the Minister for Finance:

- (1) What amount of funds is it expected will be raised by the float of the State Government Insurance Office?
- (2) What proportion of funds from the sale of the State Government Insurance Office will accrue to the State Government Insurance Commission?
- (3) If the Government does not intend to direct all the funds from the sale of the SGIO to the SGIC, where will the remainder of the funds be credited and for what purpose will they be used?

Hon MAX EVANS replied:

- (1) The amount of funds that will be raised from the SGIO float depends on market conditions at the time of the float, the performance of the SGIO before that date, and its expected performance in the future. The Government anticipates receiving at least the net worth of the SGIO at that sale date. At 30 June 1992 the net worth of SGIO was around \$61m. In addition, the Government will approach the Commonwealth for tax compensation. As the member is aware the Commonwealth has recently

proposed to limit such compensation payments. Finally, the SGIO at its float will seek additional capital to add to its balance sheet. These funds will remain with SGIO Insurance Limited after its sale, and the amount of the required recapitalisation will be decided on the basis of actuarial and financial advice closer to the sale date.

- (2) The member is referred to section 23 of the SGIO Privatisation Bill 1992. The SGIC, as owner of SGIO Insurance Limited, will receive the proceeds of the float, excluding any tax compensation payment, which goes to the WA Government, and excluding the additional capital raised.
- (3) The member is referred to section 23 of the SGIO Privatisation Bill 1992.

STATE GOVERNMENT INSURANCE COMMISSION - THIRD PARTY INSURANCE

Exclusive Provision

240. Hon MARK NEVILL to the Minister for Finance:

Will compulsory third party insurance continue to be provided exclusively by the State Government Insurance Commission during this term of Government?

Hon MAX EVANS replied:

Yes.

STATE GOVERNMENT INSURANCE COMMISSION - BHP LTD SHARES PURCHASE

Purchase Price; Sale Price; Sale Date

241. Hon MARK NEVILL to the Minister for Finance:

- (1) What was the total purchase price of the 2.5 per cent BHP Ltd shares purchased in 1987 by the State Government Insurance Commission?
- (2) What was the total sale price of those shares?
- (3) When were they sold?

Hon MAX EVANS replied:

- (1) 39.2 million BHP Ltd shares were purchased on 16 November 1987 for \$285.6m.
- (2) Total proceeds from sale of shares - \$318.2m.
- (3) Shares sold over a 12 month period commencing 31 May 1988 through to 19 May 1989. SGIC retained 100 000 shares.

STATE GOVERNMENT INSURANCE COMMISSION - INFORMAL NEGOTIATING FORUM, THIRD PARTY CLAIMS SETTLEMENT INCREASE

Effect on Financial Position

243. Hon MARK NEVILL to the Minister for Finance:

What effect has the State Government Insurance Commission's informal negotiating forum set up in 1989 and the subsequent rapid increase in the settlement of third party claims had on the financial position of the SGIC?

Hon MAX EVANS replied:

The informal negotiating forum was established to provide a more efficient claims settlement process and keep legal costs to a minimum. The precise financial benefits are not quantifiable.

STATES AND TERRITORIES - PRIVATE THIRD PARTY INSURANCE *Standard Sedan, Premium; Pensioner Discounts; Common Law Claims*

244. Hon MARK NEVILL to the Minister for Finance:

Will the Minister provide information for each State and Territory on -

- (a) which States have private third party insurance;
- (b) the premium for a standard sedan;
- (c) whether pensioner discounts are offered;
- (d) whether common law claims are allowable;
- (e) what thresholds apply under part (d);
- (f) what limits apply under part (d); and
- (g) what deductions are made for general damages under common law claims?

Hon MAX EVANS replied:

- (a) NSW, Queensland and ACT.
- (b)

WA	\$192 plus \$50 levy
VIC	\$280.50
NSW	\$210 (average) plus \$40 levy
SA	\$186
NT	\$185
TAS	\$158
QLD	\$166
ACT	\$160
- (c)

WA	Yes
VIC	Yes
NSW	Yes
SA	No
NT	Yes
TAS	Yes
QLD	No
ACT	No
- (d) Common law claims are allowable in all States; however, in the Northern Territory residents are excluded.
- (e)

WA	\$15 000 up to \$40 000 general damages for pain and suffering. \$15 000 diminishes to zero at \$55 000.
VIC	30 per cent disablement. \$29 860 independently for pain and suffering and economic loss.
NSW	Similar to Western Australian proposal with a current threshold of \$17 500 ceasing at \$64 500.
SA	\$14 000 medical expenses must be incurred before payment for non-economic loss is allowable.
NT	Nil
TAS	Nil
QLD	Nil
ACT	Nil
- (f)

WA	\$200 000
VIC	\$671 960 economic loss and \$298 640 pain and suffering and \$500 000 for a dependency claim
NSW	\$211 000
SA	\$78 000
NT	\$128 731
TAS	Nil
QLD	Nil
ACT	Nil
- (g) In accordance with (e).

GOLDMINING COMPANIES - DEEP MINING INVESTMENT
Job Creation

247. Hon MARK NEVILL to the Minister for Mines:

In reference to media release dated 28 February 1993 -

- (1) Which goldmining companies does he consider will possibly undertake deep mining investment as a result of amendments to the Mines Regulation Act to allow for continuous mining?
- (2) How many extra jobs will be created in the mining industry?

Hon GEORGE CASH replied:

- (1) I do not believe that it is appropriate for a Minister to suggest what investment particular goldmining companies may undertake. The role of this Government has been to remove unwarranted constraints and create a favourable climate for investment, but not to influence speculation in the share market by making predictions on particular goldmining companies. Commercial decisions on deep mining investment are properly undertaken by the private sector.
- (2) Additional employment will be determined by a range of economic factors in the marketplace. A positive factor will be the removal of constraints on operations. Actual numbers employed will be determined by the interaction of these market factors.

MINES AND MINING INDUSTRY - MERCURY, BLOOD LEVELS

248. Hon MARK NEVILL to the Minister for Mines:

- (1) What is the accepted maximum level of mercury in blood for Western Australian mineworkers?
- (2) On how many occasions have blood level tests for mercury in Western Australian mining industry workers exceeded the acceptable maximum since 1 January 1990?
- (3) At which worksites on which mines did mineworkers test above the accepted maximum level for mercury?

Hon GEORGE CASH replied:

- (1) Health authorities recommend the use of urinary tests rather than blood tests and the Department of Minerals and Energy, on the advice of the mines medical officer at the Department of Occupational Health, Safety and Welfare, has adopted a biological exposure index of 50 micrograms per gram of creatinine.
- (2) This information is not maintained by the Department of Minerals and Energy. However, details will be sought from DOHNSWA and provided when available.
- (3) Advice from DOHNSWA indicated that individual test results above the recommended biological exposure index have been recorded at the following minesites -

Poseidon Gold Limited, Kaltails Project Kalgoorlie
 Moregold Carbon Services, Kalgoorlie
 Broad Arrow Mill Pty Ltd, Broad Arrow
 Amalg Syndicate, Mt Ferrum Project, Kalgoorlie

MINES AND MINING INDUSTRY - LEAD, BLOOD LEVELS

249. Hon MARK NEVILL to the Minister for Mines:

- (1) What is the accepted maximum level of lead in blood for Western Australian mineworkers?

- (2) On how many occasions have blood level tests for lead in Western Australian mining industry workers exceeded the acceptable maximum since 1 January 1990?
- (3) At which worksites on which mines did mineworkers test above the accepted maximum level for lead?

Hon GEORGE CASH replied:

- (1) The Department of Minerals and Energy, on the advice of the mines medical officer at the Department of Occupational Health, Safety and Welfare, has adopted a maximum biological exposure index value of six micromoles per litre of red blood cells.
- (2) This information is not maintained by the Department of Minerals and Energy. However, details will be sought from DOHSA and provided when available.
- (3) Advice from DOHSA indicated that individual test results above the recommended biological exposure index have been recorded at the following minesites -

Western Mining Corporation, Hill 50 Project, Mt Magnet
Australian Gold Refineries, Kalgoorlie

MINES AND MINING INDUSTRY - RESIDENT MANAGERS

250. Hon MARK NEVILL to the Minister for Mines:

At which Western Australian mines is the resident manager not the registered manager?

Hon GEORGE CASH replied:

The Department of Minerals and Energy does not maintain a register of persons designated as resident manager. The department has a record of registered managers, whose appointment by the body corporate operating the mine must be notified under the Mines Regulation Act. The term "resident manager" is one used by some corporations, but it has no relevance to the Mines Regulation Act.

BUDGET - SUPPLEMENTARY BUDGET INFORMATION, TABLE 1 *Government Agencies, General Government Sector: Summary Statement of Transactions*

251. Hon MARK NEVILL to the Minister for Finance:

- (1) On a similar cash basis to that of table 1 of the 1992-93 Supplementary Budget Information, what is the summary statement of transactions conducted by agencies which fall outside the scope of the consolidated account but within the scope of the general government sector as defined by the Australian Bureau of Statistics?
- (2) What is the reconciliation to the government finance statistics net financing requirement for these agencies?
- (3) What percentage of the gross expenditures of these agencies is accounted for by the four universities?
- (4) What percentage of the gross revenue of these agencies is accounted for by the four universities?

Hon MAX EVANS replied:

(1)-(4)

This information will take considerable time and effort to compile and I will advise the member in writing as soon as possible.

BUDGET - SUPPLEMENTARY BUDGET INFORMATION, TABLE 1
Government Financial Statistics Basis, Economic and Financial Overview Table, Reconciliation

252. Hon MARK NEVILL to the Minister for Finance:

- (1) What is the reconciliation of table 1 of the 1992-93 Supplementary Budget Information, giving a consolidated account summary statement on a cash basis, to the government financial statistics basis of table 6, page 39, of the Budget 1992-93, Economic and Financial Overview, where gross revenue and gross expenditure are broken down into the GFS economic categories of revenue, outlays or financing transactions, for each of the years -
 - (a) 1989-90;
 - (b) 1990-91;
 - (c) 1991-92; and
 - (d) 1992-93?
- (2) On the GFS basis used in the economic and financial overview table, what is the current deficit, the capital deficit, the total deficit and the net financing requirement on the consolidated account for each of the years -
 - (a) 1989-90;
 - (b) 1990-91;
 - (c) 1991-92; and
 - (d) 1992-93?
- (3) With respect to the tables referred to in (1), how can the apparently differing treatments of the budgeted 1992-93 transfer of \$30.5m from the revenue equalisation account to the consolidated revenue fund be reconciled? The Supplementary Budget Information table treats the REA transfer as a financing transaction rather than revenue, while the Economic and Financial Overview does not.

Hon MAX EVANS replied:

(1)-(3)

The issues raised are very complex and I will provide a written response to the member as soon as possible.

BUDGET - CONSOLIDATED REVENUE FUND, GENERAL LOAN AND CAPITAL WORKS FUND
Expenditure and Revenue, Final Results

253. Hon MARK NEVILL to the Minister for Finance:

When are the actual 1992-93 full year expenditure and revenue results for the consolidated revenue fund and general loan and capital works fund likely to be finalised?

Hon MAX EVANS replied:

The Government is planning to issue a statement on the final results later this week.

BUDGET - PUBLIC SECTOR OUTLAYS AND REVENUE
Items, Abnormal Classification

254. Hon MARK NEVILL to the Minister for Finance:

- (1) What item of Western Australian public sector outlays and revenue would be classified as abnormal in -
 - (a) 1989-90;
 - (b) 1990-91;

- (c) 1991-92; and
- (d) 1992-93;

either in the sense of a one-off transaction or in a sense of a net investment transaction, as is the basis used by Standard and Poor's - Australian Ratings Monthly Ratings Bulletin, February 1993, pages 4-14?

(2) For each item -

- (a) does it fall into the one-off category or the investment category;
- (b) what is its value in nominal dollars;
- (c) what month(s) and year did it occur?

(3) Which of the items are classified to the general government sector, and which to the public trading enterprise sector, and if the former, which fall within the scope of the consolidated account - the consolidated revenue fund and the general loan and capital works fund?

Hon MAX EVANS replied:

(1)-(3)

This information will take considerable time and effort to compile and I am reluctant to divert scarce Treasury resources currently engaged on the Budget formulation process. I will advise the member in writing as soon as possible.

BUDGET - CONSOLIDATED FUND BASIS, PRESENTATION PROPOSAL *Other Jurisdictions, Difference*

255. Hon MARK NEVILL to the Minister for Finance:

In what way does the proposed presentation of the Western Australian Budget in a consolidated account format differ from that of other jurisdictions, in particular the Commonwealth and New South Wales?

Hon MAX EVANS replied:

The Western Australian Budget, to be presented on a consolidated fund basis, will be consistent with the approach adopted by New South Wales. However, the Western Australian Budget is to be presented on a cash basis in 1993-94 whereas New South Wales incorporates accrual accounting information at agency level. In keeping with the consolidated fund concept, the Budget estimate for each agency will provide detail of recurrent and capital expenditures and the Budget papers will provide whole of Government financial information on a Government financial statistics basis as well as a reconciliation between consolidated fund and the financial statistics.

The Commonwealth Budget will differ from that of Western Australia and those States which have adopted a consolidated fund approach as the Commonwealth continues to maintain a consolidated revenue fund and an equivalent general loan and capital works fund.

PORT HEDLAND - SMALL BOAT FACILITY, BUILDING PROPOSAL *Senior Fisheries Officer, Future Position*

256. Hon TOM HELM to the Minister for Transport representing the Minister for Fisheries:

- (1) In view of the proposal to build a small boat facility, by the people of the town of Port Hedland, incorporating a fishing boat harbour, can the Minister assure the community that the position of senior fisheries officer of Port Hedland will continue?
- (2) If the answer is no, will he explain why?

Hon E.J. CHARLTON replied:

The Minister for Fisheries has provided the following response -

- (1) No.
- (2) The future of this position must be considered within the Budget context and also whether, with the recent creation of a two man office in Karratha, efficiencies can be gained by patrolling the north west from that base.

PORT KENNEDY - SQUATTER SHACKS REMOVAL

258. Hon J.A. SCOTT to the Minister for Lands:

- (1) Has the operation to remove squatters from the Port Kennedy reserve been approved by the Environmental Protection Authority?
- (2) If not, why has the Department of Land Administration not sought environmental clearance for this work?
- (3) Will the Minister halt this operation until the environmental aspects have been assessed?

Hon GEORGE CASH replied:

- (1)-(3) The removal of the squatter shacks at Port Kennedy is required pursuant to the Port Kennedy Development Agreement Act 1992. The EPA formally assessed the Port Kennedy project the subject of the development agreement Act, which involved the setting of environmental conditions by the Minister for the Environment. The Port Kennedy project involves, in part, redevelopment of the land currently occupied by the squatter shacks. Demolition is being undertaken in consultation with all relevant authorities and the land conservation district committee.

QUESTIONS WITHOUT NOTICE

RAILWAYS - NORTHERN SUBURBS RAILWAY

Bike Lockers, Wanneroo Area, Increase Approach

153. Hon GRAHAM EDWARDS to the Minister for Transport:

- (1) Following the overwhelming popularity and patronage of the northern suburbs railway, has the Minister been approached to provide more bike lockers at stations in the Wanneroo area?
- (2) If yes, has he approved additional lockers?
- (3) If he has not been approached, will he investigate the matter with a view to providing more locker space?

Hon E.J. CHARLTON replied:

- (1)-(3) No, I have not been approached regarding additional bike lockers. A number of complaints and comments have been made about the safety and security of bikes and, to a greater extent, motor vehicles left in parking areas. That is becoming an increasing problem. I will certainly look into the question of bike lockers as a result of the member's question.

RAILWAYS - LIGHTS, PARKING AREAS

Turn Off After Certain Hour, Departmental Policy

154. Hon GRAHAM EDWARDS to the Minister for Transport:

In relation to the question of security, is it departmental policy to turn off the lights in parking areas adjacent to railway stations after a certain hour in the evenings?

Hon E.J. CHARLTON replied:

I am not aware whether it is policy, but the whole question of security is now being addressed by Transperth and the Department of Transport to see what change we can make to encourage people to leave their cars in these parking areas and to ensure that they are not discouraged from using the public transport system.

WESTRAIL - PRIVATE ENTERPRISE, WORK OPPORTUNITIES
Regional Centre Meetings, Attendance Rate

155. Hon JOHN HALDEN to the Minister for Transport:

What has been the attendance rate at meetings in the regional centres of Bunbury, Geraldton, Merredin and Northam to encourage private enterprise to perform work for Westrail that is currently undertaken at the Midland Workshops?

Hon E.J. CHARLTON replied:

I do not have the specific attendance figures for those meetings, which were arranged on the basis of general advertising. Because of the lack of acknowledgment by those people who will have a direct interest in any proposals or expressions of interest from engineering firms in country areas, it was obvious that a different approach had to be taken to ensure that they were made aware of that opportunity being made available to them.

As a consequence of the visits, we have arranged a meeting - which is taking place in Perth today - between the respective development authorities and commissions in the regions around the State and Westrail, to enable those organisations to be given the details of what is available and what those companies in country areas can have an expression of interest in. As a result of today's meeting a communication network will be set up to go to those businesses and industries in country areas of Western Australia, in addition to metropolitan areas, to give a direct comment to them about the opportunities that have now presented themselves.

WESTRAIL - PRIVATE ENTERPRISE, WORK OPPORTUNITIES
Kalgoorlie Meeting, Failure

156. Hon JOHN HALDEN to the Minister for Transport:

Does the Minister agree with the *Kalgoorlie Miner* when it describes as a failure the meeting at Kalgoorlie to encourage private enterprise in that town to take up work currently performed at the Midland Workshops?

Hon E.J. CHARLTON replied:

I am not sure what the question is trying to prove.

Hon John Halden: Just say yes or no. Was it a failure?

Hon E.J. CHARLTON: The member is seeking an opinion, but I am quite happy to respond to the question.

Hon Tom Helm: Was it a failure, or wasn't it?

Hon E.J. CHARLTON: The glee and the smiles on the faces of members opposite indicate that the question has been framed in such a way that they hope the meeting was a failure.

Hon Tom Helm: We are laughing at you.

Hon E.J. CHARLTON: The whole basis of the question seems to be constructed in that way. I am happy to give a positive response. People obviously were not aware of the meeting; the reason they did not read the advertisements is that they are too busy going about their business.

Hon T.G. Butler: So it was a failure?

Hon E.J. CHARLTON: No, it was not a failure at all.

Hon T.G. Butler: You seem to go hand in hand with failure.

Hon E.J. CHARLTON: It is a genuine attempt by Westrail and industry people to ensure that the work force is given an opportunity to participate in this work. We have ensured that country people will have that opportunity, whereas that is not what was done in the past by other people. As a consequence of the Kalgoorlie meeting, the visits to all those country regions, and in particular the response from the President of the Chamber of Commerce in Kalgoorlie, who overwhelmingly supports what Westrail and the Government are doing, we have engaged in the process I have just announced. Far from being a failure, it was the springboard to a very positive response, which is ongoing. We will see industries around country Western Australia getting a direct opportunity to see whether they can participate in some of Westrail's activities.

WESTRAIL - PRIVATE ENTERPRISE, WORK OPPORTUNITIES
Regional Centre Meetings, Cost

157. Hon JOHN HALDEN to the Minister for Transport:

Will he advise the House of the total cost, both for Westrail and his office, of the series of regional centre meetings held throughout the State to encourage private enterprise in those centres to undertake work currently performed at the Midland Workshops?

Hon E.J. CHARLTON replied:

When that information becomes available to me I will be very happy to make it public. It must be said that the member who asked the question seems to have a very negative attitude.

Hon John Halden: So do 749 people you have displaced from a job.

Hon E.J. CHARLTON: Hon John Halden is a funny man.

In the process of ensuring that Westrail is able to carry out its work in the most efficient and economic way, rather than simply going out and seeking an expression of interest from a very restricted number of companies, which the same member indicated would happen, to prove him completely wrong again we have gone out into the whole State where Westrail operates in order to give every business an opportunity to participate in work for Westrail. It will ensure that Westrail depots in country areas, instead of having their numbers reduced as the previous Government gladly did, will be given the opportunity for greater participation.

Hon JOHN HALDEN: On a point of clarification, Mr Deputy President, I am not sure whether the Minister said I should put this question on notice.

The DEPUTY PRESIDENT: No, he did not say he would take it on notice. He said he would provide the information when it became available to him. He said he would make it public.

LAND ADMINISTRATION DEPARTMENT OF - WALPOLE,
SUBDIVISIONAL LAND, SALE

158. Hon MURRAY MONTGOMERY to the Minister for Lands:

- (1) Did the Department of Land Administration recently offer subdivisional land for sale on the western side of Walpole?
- (2) If so, what is the location, zoning, area and description of the land?
- (3) By what method was the land disposed of?

- (4) If by tender, how many persons tendered for that land?
- (5) If by tender, when did tenders open and close?
- (6) If by tender, who was the successful tenderer and what was the sale price of the successful tender?

Hon GEORGE CASH replied:

- (1) Walpole lot 650 was offered for leasing under s. 117 of the Land Act.
- (2) Lot 650 has an area of 38.1993 hectares and is currently zoned R10 under the town planning scheme. The land is located to the south of South Western Highway and west of Walpole inlet.
- (3) Applications were invited for leasing for the purpose of residential subdivision and development.
- (4) Three applications have been received.
- (5) Applications opened on 12 May and closed on 23 June 1993.
- (6) Owing to there being more than one application for the land, a land board will be convened next month to determine the successful application. An initial annual rental of \$2 100 is payable, together with a survey fee of \$6 627, which is to be paid within 30 days of approval of the lease. Market value for the land will be determined upon request for conversion to freehold title. It is a statutory requirement that a land board determine the successful applicant in accordance with section 135 of the Land Act.

PANNAWONICA - WICKHAM

Future Discussions

159. Hon MARK NEVILL to the Minister for Mines:

- (1) Is the Government holding any discussions about the future of Pannawonica and Wickham?
- (2) Will the Minister rule out the closure of the towns?

Hon GEORGE CASH replied:

(1)-(2)

I am not aware of any specific discussions. However, owing to the general nature of the question I have sought information from other Ministers in order to provide the member with a reply. Therefore, I ask that the question be placed on notice so that those replies can be organised for him.

PARLIAMENT HOUSE - GUESTS

Papua New Guinea, Members of Parliament

The DEPUTY PRESIDENT (Hon Barry House): Order! I interrupt the proceedings to welcome guests from Papua New Guinea in our gallery. They are Hon Masket Iangalio, Minister for Mining and Petroleum; Hon Chris Haiveta, the member for Gulf; and Hon Herowa Agiwa, the member for Koroba-Lake Kopiago. I welcome them to our Parliament.

[Applause].

Questions without Notice Resumed

POLICE - HEALY AND WARD, CONSTABLES

Commissioner of Police, Action Taken

160. Hon A.J.G. MacTIERNAN to the Leader of the House representing the Minister for Police:

What action is being taken by the Commissioner of Police in respect of Constables Healy and Ward, who were found in the Perth Magistrate's Court on 6 July 1993 -

- (1) to have acted improperly in arresting a man on charges of police assault;
- (2) to have been instigators of the incident in question;
- (3) to have attempted to mislead the court, including possible tampering with evidence?

Hon GEORGE CASH replied:

The Minister for Police has provided the following answer -

The original brief, court transcript and magistrate's decision have been referred to the Commander (Discipline) for review by the Internal Investigation Branch. Work on that review commenced on this date.

ROADS - FUNDING, FEDERAL ALLOCATION

161. Hon B.K. DONALDSON to the Minister for Transport:

Can the Minister detail Western Australia's road funding allocation from the Commonwealth as a result of the recent Premier's Conference?

Hon E.J. CHARLTON replied:

It is opportune to have an update of the current road funding situation. The demand on the Government to provide more funds for roads seems to be ever increasing. Western Australia's share of the road funding pool remains, as we expected, at about \$103m. I have had discussions on two occasions with the Federal Minister for Transport and Communications, Senator Collins. I viewed those discussions as positive and hoped that we would have had a positive response by now to our request for some increased funding. However, it has not been forthcoming.

Hon John Halden: You said the funding was going to decrease.

Hon E.J. CHARLTON: The funding has decreased; it is now approximately \$103m.

Hon John Halden: I thought you said at the beginning that it was the same as last year.

Hon E.J. CHARLTON: No. I am saying that we can still look forward to getting the indicative figure that we put forward, not last year's figure. I am looking forward to an increase in that figure. I had hoped that it would come prior to the beginning of the new financial year; however, that did not happen and it has not been received yet - some members might say, "Don't hold your breath."

As I said, I very genuinely hoped that Senator Collins would appreciate that currently Western Australia's road funding is at a disastrous level. This State is doomed if we do not get a greater share of the national allocation. The road funding is made up of \$57m in funding for national highways. That has decreased from 18 per cent a few years ago to eight per cent now.

Hon John Halden: In 1972.

Hon E.J. CHARLTON: In addition to the \$57m, it comprises \$21m from funding for national arterial roads. As well as the \$21m, a further \$22m will be paid to the States later in the financial year in the form of untied Commonwealth funds. This Government has made a firm commitment to make available all of that funding to roads. That amount has previously come by a way of a tied amount for national arterial roads.

In the first part of this year, that funding has come as untied funding. In

the full year, as it totals \$43m, it becomes untied funding. We have given a commitment that this State's untied funding will continue to be fully allocated to roads. Western Australia was the only State to make that commitment at the transport Ministers' conference. Every other State was looking to see where it could transfer some of that funding. I said to the Federal Minister and to the other State Ministers, "Any State Government that does not continue to allocate 100 per cent of those untied funds to roads is not dinkum." Every dollar that the other States do not allocate to road works provides a basis upon which they are unable to argue for additional road funds. The \$43m a year will be untied by the Commonwealth for the next four years, allowing it to be applied to other areas of Government spending. But, as I said, in our case in the next four years the total funding will continue to be applied to roads. I have a submission before the Federal Government for extra assistance of about \$50m to keep pace with the current planned road construction and maintenance programs. However, even if this request were granted by the Commonwealth -

Point of Order

Hon T.G. BUTLER: Is this an answer to a question or a ministerial statement?

The DEPUTY PRESIDENT: It is an answer to a question, but I take the member's point that it is sounding dangerously like a ministerial statement. I am sure the Minister is about to wind up very quickly.

Questions without Notice Resumed

Hon E.J. CHARLTON: I do not want to make this answer a drawn out affair, but the member who asked the question is a past president of the Western Australian Municipal Association. Nobody knows more about the serious situation that we are confronted with than he. I hope all members take the matter seriously.

Hon Mark Nevill: I hope you are.

Hon E.J. CHARLTON: Hon Mark Nevill is joking about this.

The State's roads are in a very serious condition. Demands are being made from all over the metropolitan area and the rest of the State for road funding. All the shire councils are complaining that they cannot meet the demands placed on them for road improvements.

Hon Mark Nevill: If you were serious you would make a ministerial statement, and not waste question time.

The DEPUTY PRESIDENT: Order! Interjections will only prolong the answer. I ask the Minister to quickly conclude his answer.

Hon E.J. CHARLTON: I would have thought even members on the opposite side would be interested in the situation confronting the State concerning road funding. I was advising members of the situation. Obviously members opposite are not interested. I will make the information available in more detail to the member. I take it that members opposite are not genuine about doing anything about road funding.

STATES AND TERRITORIES - COMMON LAW CLAIMS

Threshold, Western Australia - Implementation Date

162. Hon N.D. GRIFFITHS to the Minister for Finance:

I refer the Minister to question on notice 244 in which Hon Mark Nevill asked the Minister to provide information on each State and Territory on whether common law claims were allowable and what threshold applied. The Minister replied that common law claims were allowable in all States;

however, Northern Territory residents were excluded. He replied that the threshold in Western Australia was \$15 000 up to \$40 000 general damages for pain and that \$15 000 diminishes to zero at \$55 000. From what date has this been the case and what legal process caused it?

Hon MAX EVANS replied:

It came into effect on 1 July 1993 for accidents occurring on and after that date.

STATES AND TERRITORIES - COMMON LAW CLAIMS

Threshold, Western Australia - Legislation

163. Hon N.D. GRIFFITHS to the Minister for Finance:

Referring to the Minister's previous answer, what law has been passed to give that effect?

Hon MAX EVANS replied:

A statement was made the week before last on this matter. I understand it was not necessary to pass a law.

Hon John Halden: Have you ever heard of article I of the Bill of Rights?

THORIUM - MINERAL SANDS MINERS, RESEARCH PROGRAM

164. Hon P.R. LIGHTFOOT to the Leader of the House:

- (1) Can the Minister confirm that the Minerals and Research Institute of Western Australia has recently completed a research program aimed at determining the level of retention of thorium in the lungs of mineral sands miners resulting from inhalation of dust?
- (2) Have the results of the research been communicated to the work force?
- (3) Will future research of this nature be adversely affected by the removal of the Mines Radiation Safety Board with the repeal of division 2A of the Mines Regulation Act?

Hon GEORGE CASH replied:

- (1) Yes. The research has proved to be valuable in that it has enabled greater confidence in assessment of the level of exposure to thorium in workers than has been possible in the past. The results are generally reassuring in that 82 per cent of workers tested were assessed as having received, from past exposure, an average annual dose below the proposed new reduced limit of 20 millisieverts a year. Only longer term workers were assessed above this limit and three per cent were assessed as receiving an average annual dose over the present 50 mSv level. An important finding is that most long term workers have not been exposed to excessive levels of airborne thorium. The program demonstrates that the regulatory and workplace control measures implemented in the 1980s have been effective. It is worth noting that at the recent international radiation safety symposium held in Bunbury, leading international scientists and authorities in this field acknowledged that Western Australia was the world leader in this field of radiation safety. This confirms earlier validation of radiation safety management in Western Australia by the Technical Audit of Radiation Safety Practices in the Mineral Sands Industry, an independent body comprising interstate and overseas experts which reported in 1990.
- (2) Yes. Workers were individually advised of the completion of the program earlier today and fully briefed on the results. Individual counselling has been provided where appropriate, and a copy of the project summary - MERIWA Project M211 - has been given to each worker. Copies of this project summary can be made available to persons with a particular interest in this issue.

- (3) No. Future research of this nature will not be adversely affected in any way by the cessation of the Mines Radiation Safety Board, following repeal of division 2A of the Mines Regulation Act. Research of this type is necessarily conducted by highly qualified specialists from Government and industry bodies. The Mines Radiation Safety Board has had an overview role. The Mines Occupational Health and Safety Advisory Board will provide an adequate overview role. I am advised that the board is likely to establish appropriate specialist technical or scientific functions. The inability of the Mines Radiation Safety Board to deal adequately with technical issues was identified by an independent expert technical audit group and by the Eric Kelly report on safety in mines.

RACING INDUSTRY - LARK HILL TRAINING COMPLEX

Importance; Future Funding; Future Barrier Trials

165. Hon T.G. BUTLER to the Minister for Racing and Gaming:

- (1) Does the Minister recognise the important role played by the Lark Hill training complex and the benefit it gives to the racing industry?
- (2) Will he continue the financial support given to the complex through the racecourse development trust?
- (3) Will he approach the Western Australian Turf Club to request consideration be given to holding future barrier trials at Lark Hill?

Hon MAX EVANS replied:

(1)-(3)

I am well aware of the importance to the south of the Lark Hill complex. I have no control over the racecourse development trust and its use of funds. I will pass on the member's comments to the WATC. I know there are some mixed views among its members about Lark Hill.

UNEMPLOYMENT - JUNE FIGURES

166. Hon W.N. STRETCH to the Minister for Employment and Training:

- (1) What is Western Australian's unemployment rate for June?
- (2) How does that compare with last month and with June 1992?
- (3) What is the national unemployment figure for June?
- (4) How does that compare with last month and with June in 1992?
- (5) How does the Western Australian figure in June compare with the other States of Australia?
- (6) What is Western Australia's youth unemployment rate for June?
- (7) How does that compare with last month and with June 1992?

Hon N.F. MOORE replied:

(1)-(7)

Western Australia's unemployment rate for June this year was 8.9 per cent compared with last month's figure of 9.5 per cent, and a figure of 10.6 per cent 12 months ago. The national unemployment figure for June is 11.1 per cent, compared with 10.7 per cent last month and 11.1 per cent for the same month last year. This shows that, nationally, no improvement has occurred in the past 12 months. The figures for the other States are as follows: New South Wales, 11 per cent; Victoria, 12.4 per cent; Queensland, 10.5 per cent; South Australia, 10.9 per cent; Tasmania, 12.8 per cent. Western Australia has the lowest rates in Australia. It is the only State with less than 10 per cent unemployment. The youth unemployment rate in this State in June was 22.8 per cent, compared with 28 per cent last month and 31.2 per cent 12 months ago.

The figures provided to the Commonwealth statistician indicate that the general trend of unemployment in Western Australia is heading in the right direction - down. However, as we have become accustomed to monthly fluctuations, we should not place much credence on monthly figures alone. We must look at the trend. It is encouraging to see that the trend in Western Australia for some months has indicated a decline in unemployment. However, the Government still acknowledges that approximately 78 000 Western Australians do not have jobs. Until something is done about that, the problem will not be resolved.

PANNAWONICA - WICKHAM

Closure, Robe River Iron Ore Associates Advice

167. Hon TOM STEPHENS to the Minister for Mines:

Has the Minister for Mines received any advice from Robe River Iron Ore Associates of any intention to close the townsite of Pannawonica in the near future or withdraw any of the company's involvement in the residential areas of Wickham? If he has not had advice from the companies, has he had any advice from his ministerial colleagues of the company's intentions in that regard?

The DEPUTY PRESIDENT (Hon Barry House): Order! A large part of that question has been asked today already. If the Minister for Mines has additional information, he may supply it.

Hon GEORGE CASH replied:

Earlier today, Hon Mark Nevill asked a question to which I replied that I am not aware of any specific discussions. However, due to the general nature of the question I said I would seek information from other Ministers in order to provide the member with a reply. I then asked that the question be placed on notice. That is the best information I can provide at the moment. I will see that Hon Tom Stephens is given an answer to the question when it comes to hand.

**STATE GOVERNMENT INSURANCE COMMISSION - INFORMAL
NEGOTIATING FORUM, THIRD PARTY CLAIMS SETTLEMENT INCREASE**
Efficient Process, Assessment Criteria

168. Hon A.J.G. MacTIERNAN to the Minister for Finance:

I refer to question on notice 243 asked by Hon Mark Nevill and the answer given by the Minister for Finance to that question, and ask -

What criteria are being used by the State Government Insurance Commission to assess whether the informal negotiation forum is providing a more efficient claims process and is keeping legal costs to a minimum?

Hon MAX EVANS replied:

I ask that that question be placed on notice.

RACING INDUSTRY - LARK HILL TRAINING COMPLEX
Racecourse Development Fund Finance, Minister's Control Clarification

169. Hon T.G. BUTLER to the Minister for Racing and Gaming:

In the Minister's reply to my previous question, he said that he was not sure whether he had any control over the distribution of racecourse development fund finance. Will the Minister clarify that statement?

Hon MAX EVANS replied:

If the member places the question on notice, I will obtain clarification for him.

**BANDY CREEK - ESPERANCE COMMUNITY COMMITTEE SUPPORT
FACILITY PLAN, TABLING**

170. Hon MARK NEVILL to the Minister for Transport:

Will the Minister table the Esperance community committee support facility plan for Bandy Creek; and if not, why not?

Hon E.J. CHARLTON replied:

I have had some discussions about that. However, I ask that the member place his question on notice.

**TRANSPERTH - FARES, INCREASES
*Advertising Costs***

171. Hon TOM STEPHENS to the Minister for Transport:

What is the total cost of the advertising campaign being undertaken by Transperth to promote the new public transport fares?

Hon E.J. CHARLTON replied:

I do not have that figure with me. If the member places the question on notice, I will ensure that he gets the figure.

The DEPUTY PRESIDENT: Order! I believe that question was on notice for today. Therefore, it is out of order.

**WESTRAIL - ALBANY-PERTH BUS ROUTE
*Privatisation Discussions***

172. Hon BOB THOMAS to the Minister for Transport:

Has the Minister or a member of his ministerial staff had any discussions with directors or staff of any bus or coach line with a view to privatising the Albany-Perth Westrail bus route? If yes, was one of those coach lines Pioneer-Australia's Coachline?

Hon E.J. CHARLTON replied:

I have had no discussions about privatisation of that bus route. A number of people are seeking information about bus routes around the State. I might add that Westrail and South West Coach Lines will now carry passengers between Perth and Mandurah and South West Coach Lines will be able to drop off passengers in Mandurah which it was not able to do previously.

**UNEMPLOYMENT - JUNE FIGURES
*Impact of Government Agency Closures***

173. Hon GRAHAM EDWARDS to the Minister for Employment and Training:

I preface the question by saying that I noted his note of caution in the answer about unemployment figures. Is he aware of the report provided for the Premier and Cabinet by Access Economics and the advice which states -

The state's stronger employment growth record is due partly to relatively strong growth in Public Sector wage and salary earner employment.

This being the case, what impact will the axing of more than 700 jobs in Westrail through the closure of the Midland Workshops, Robb Jetty and other Government agencies have on unemployment in Western Australia?

Hon N.F. MOORE replied:

I am aware of the report but I have not read it in detail. I am aware from other research, particularly contained in the McCarrey report, that some

aspects of Government administration over the last 10 years received more money than others. I might add that the one that got the least was education.

Point of Order

Hon GRAHAM EDWARDS: Mr Deputy President, I draw your attention to Standing Order No 138(c) which states -

Replies shall be concise, relevant, and free from argument or controversial matter.

I ask the Minister's reply be relevant to the question asked.

The DEPUTY PRESIDENT: I believe that the Minister had only just got to his feet. It is hard for me to make a judgment whether that which he was saying was relevant or irrelevant. I will give him time to answer the question further.

Questions without Notice Resumed

Hon N.F. MOORE: I will be quick. I was trying to work out what the gist of the question was. The Leader of the Opposition tends to ramble. Nobody from Westrail has been sacked.

WESTRAIL - ALBANY-PERTH BUS ROUTE

Privatisation Discussions

174. Hon BOB THOMAS to the Minister for Transport:

Has any bus or coach line approached the Minister or his office with a view to privatising the Albany to Perth Westrail bus route? If so, was one of those coach lines Pioneer-Australia's Coachline?

Hon E.J. CHARLTON replied:

No. Some opportunities have been provided for coach lines to service the Albany region. That was announced some time ago and the member is aware of that.

ROAD TRAINS - 500 METRE BUFFER ZONE

175. Hon KIM CHANCE to the Minister for Transport:

Is there a statutory or regulatory requirement for a 500 metre buffer zone to be observed for road trains following road trains, road trains following semitrailers or for semitrailers following road trains?

Hon E.J. CHARLTON replied:

This is an important question. All road trains operate on a permit system. They do not have a right of way on highways. When the decision was made to allow road trains to travel on the Great Eastern Highway, it was on the basis that they understood that they would have to strictly adhere to the laws governing their using that highway. The requirement put to me related to road trains following road trains. The standard distance for semitrailers is 200 metres. I take this opportunity to encourage all truck operators to keep greater distances apart.

While some of those conditions are not part of their permits, others are. In the case of road trains it was put to the drivers that they should observe a 500 metre space.

ROADS - ROE HIGHWAY EXTENSIONS

Completion by Scheduled Times

176. Hon JOHN HALDEN to the Minister for Transport:

Will the completion of the Roe Highway extensions scheduled for the end of 1997 be achieved?

Hon E.J. CHARLTON replied:

That gets back to the answer I was attempting to give some time ago. A great many roads under construction now, or roads for which planning and contracts have been let, will not be completed by the scheduled times simply because of lack of funds. It is too early to judge whether the extensions to the Roe Highway will be completed but on present indications very few of the long term projects will be finished on time unless extra funding is allocated.

I complete my answer by making the following point about those roads which are not national highways and subject to total Federal Government funding. Three years ago the Labor Government gave a rebate on licences for family cars of \$20 a year. That rebate amounts to \$15m a year, and an equivalent amount was taken from the Main Roads Department allocation. Therefore, over the past three years the Main Roads Department has received \$45m less than it could have anticipated receiving prior to the introduction of that rebate scheme.

Hon John Halden: The \$20 rebate was a one-off scheme.

Hon E.J. CHARLTON: No, it costs this State \$15m a year. In addition, \$43m has been taken from the transport trust fund to assist Transperth's present deficit and that amounts to \$58m this year from the amount that road users pay in the form of fuel tax and licences that will not be spent on roads. If we had the funds we could complete these projects. In addition, this State has a growing population, the suburbs are expanding and with them comes an increased demand for new roads. We do not have the funds to provide them.

EDUCATION MINISTRY OF - CLEANERS' EMPLOYMENT *Job Losses, Priority Employment*

177. Hon SAM PIANTADOSI to the Minister for Education:

As the Government has made a decision to discontinue the employment of cleaners by the Ministry of Education in favour of employing contract cleaners, will the Minister give an assurance that the workers who will lose their jobs will be given priority for employment by the private contractors used by the ministry?

Hon N.F. MOORE replied:

As I told the honourable gentleman the other day, that question is based on a false premise. No decision has been made by the Government to use contract cleaners in place of the present arrangement. I said the other day, and I repeat, that the Government is looking at the whole question of the way in which it can achieve greater productivity with respect to the cleaning of Government schools. I am told that the Ministry of Education could save \$8m if it went to full contracting out of the cleaning of Government schools. I am also told that if we improved the productivity of the day labour work force, we could achieve significant savings. Members will be aware of how desperately we need additional money to spend on our schools and they write to me on a regular basis asking for various improvements in schools in their electorates. I am simply seeking to ensure that we get the best possible use of the taxpayers' money in our school system. One option is to consider the areas in which we spend a lot of money to see whether savings can be made. An amount of \$8m is not chickenfeed. However, the member cannot make the assumption that a decision has been made because it has not. I am looking at the options available to me. As I said the other day, my preference is to continue with the day labour work force but with a more productive way of doing the job. I shall be pleased if I can achieve that. I want to make some cost savings so that the money can be spent in the areas of greater need.

GOVERNMENT DEPARTMENTS AND AGENCIES - ACCOUNTING AND REPORTING SYSTEMS

178. Hon GRAHAM EDWARDS to the Minister for Finance:

- (1) Does the Minister intend to introduce new management accounting and reporting systems for departments and agencies under his responsibility?
- (2) If so, what external assistance in the form of consultants does he intend to use in that process?

Hon MAX EVANS replied:

- (1) Yes, it is my aim to improve the accounting procedures in Government departments and agencies and move towards accrual accounting.
- (2) No, I have not considered using outside consultants because the work can be done within the department. A lot of work has to be done with Treasury and the departments in respect of charts of accounts and other information, such as whether they work on a program or divisional basis. Much basic work needs to be done. I am meeting this week with five accountants from different agencies to identify their problems, discuss them and try to solve them. They are a long way from proper accrual accounting. Much of the work can be done using staff employed within the departments.

EDUCATION MINISTRY OF - CLEANERS' EMPLOYMENT
Job Losses, Priority Employment

179. Hon SAM PIANTADOSI to the Minister for Education:

I seek your guidance, Mr Deputy President (Hon Barry House). I do not believe the Minister for Education answered my previous question about whether the cleaners who lost their jobs in Government schools would be given priority for employment with the private contracting companies that would be used by the Ministry of Education?

The DEPUTY PRESIDENT: I believe the Minister answered the question in that he addressed the assumption on which the question was based. If the Minister wants to add to his answer, it is up to him.

Hon N.F. MOORE replied:

The question is irrelevant because no decision has been made with respect to that matter and, therefore, there is no answer to give the member.
