

lowing his dependants to receive the lump sum that would have been payable to the worker had he lived.

There have been cases of the worker dying and not receiving weekly payments, though this entitlement had accrued. The Workers' Compensation Board has been allowing these claims by dependants, although entertaining doubts in the matter.

A provision has therefore been included to cover claims by dependants where the worker's rights to weekly payments have existed for six months, although payments have not been made during that period.

The Bill also incorporates an alteration in principle inasmuch that the difference in maximum payments between total and partial incapacity is removed. Payments for partial incapacity are at present limited to a percentage of the amount paid for total incapacity.

The second schedule to the Act was repealed and re-enacted in 1964, and fixes the maxima for specified injuries. A proportionate adjustment to the maxima for specified injuries is included as a complementary amendment to the proposal to increase the absolute maximum payment for death or total disablement from \$7,000 to \$10,000.

Second schedule payments have invariably been in proportion to first schedule payments. For example, the ratio was maintained in 1964 when the absolute maximum was increased from the equivalent of \$4,800 to \$7,000.

Members will appreciate that, in the interests of injured workers and their dependants, it is desirable to review payment scales from time to time and, in this light, the measure now being introduced for this purpose is commended to members.

I desire to add that this Bill was amended in another place in order to give the board a discretion in the maximum amount of medical and hospital expenses payable. As mentioned earlier, the Bill increases this maximum amount from \$1,350 to \$1,500, and the amendment which was accepted by the Minister for Labour implies a discretionary power being conferred on the board to increase such maximum should it, in a particular circumstance, be inadequate.

Clause 5 also was amended with the express desire of enabling the widow of a worker to receive compensation if he was suffering from silicosis and he dies or is killed because of reasons outside his employment.

The medical and hospital amendment was moved by the member for Bunbury, and the silicosis move was made by the member for Murchison in another place. I mention this purely as a matter of interest.

Debate adjourned, on motion by The Hon. W. F. Willesee (Leader of the Opposition).

House adjourned at 9.44 p.m.

Legislative Assembly

Tuesday, the 8th November, 1966

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The SPEAKER (Mr. Hearman) took the Chair at 4.30 p.m., and read prayers.

QUESTIONS (15) : ON NOTICE

ORD RIVER SCHEME

Irrigable Land

1. Mr. JAMIESON asked the Minister for Industrial Development:

- (1) What is the anticipated total area of irrigable land associated with the completed Ord River project?
- (2) What acreage is in—
 - (a) Western Australia;
 - (b) Northern Territory?

Mr. COURT replied:

- (1) Anticipated total area 170,000 acres.
- (2) (a) 125,000 acres.
(b) 45,000 acres.

PUBLIC DEBT*Per Capita in Western Australia*

2. Mr. TOMS asked the Treasurer:
What was the public debt per head of population in Western Australia at the 30th June for the years 1953, 1956, 1959, 1963, and 1966?

Mr. BRAND replied:

At the—

30th June, 1953	....	489.08.
30th June, 1956	....	557.23.
30th June, 1959	....	645.82.
30th June, 1963	....	760.29.
30th June, 1966	....	852.07.

AIR TRANSPORT*Charter Aircraft: Number Licensed and Operating*

3. Mr. NORTON asked the Minister for Transport:

How many charter aircraft are licensed and operating in Western Australia?

Mr. O'CONNOR replied:

Forty-eight aircraft are licensed solely for operation under charter. In addition, licenses for 35 aircraft engaged on regular airline operation authorise their use also for charter work when required.

TRANSPORT ADVISORY BOARD*Membership*

4. Mr. NORTON asked the Minister for Transport:

Who are the four members of the Transport Advisory Board constituted under the State Transport Co-ordination Act, 1933, and what are their respective occupations?

Mr. O'CONNOR replied:

Mr. W. G. McDonald, O.B.E., farmer,
Mr. J. Finch, pastoralist,
Mr. W. Finkelstein, manufacturer, and
Mr. P. Young, chartered accountant.

SWAN RIVER*Inspection of Upper Reaches by Members of Parliament*

5. Mr. GRAHAM asked the Minister for Works:

In view of the general interest in development, use, and cleanliness of the Swan River, will he arrange with the Swan River Conservation Board for an inspection trip by boat of the upper reaches of the river for those members of Parliament who were not included in the recent inspection party?

Mr. ROSS HUTCHINSON replied:

Arrangements will be made with the Chairman of the Swan River Conservation Board to organise an inspection by boat of the upper reaches of the Swan River.

This inspection will probably take place in March or April, 1967; and, when all necessary arrangements have been made, members of Parliament will receive an invitation to be present.

MINERAL SANDS DEPOSITS*Non-development: Action against Leaseholders*

6. Mr. HALL asked the Minister representing the Minister for Mines:

- (1) Is he aware that Australia exported nearly 640,000 tons of rutile, zircon and ilmenite, worth almost \$22,000,000, last year?
- (2) If "Yes," will he press leaseholders into working mineral sands in the Cheyne Beach areas?
- (3) Does the Government intend to take action against leaseholders not working mineral sands in the areas?
- (4) Are mineral sands used for vital defence purposes when manufactured?

Mr. BOVEILL replied:

- (1) The Commonwealth Statistician's preliminary figures for the year ended the 30th June, 1966, for Australian export of rutile, zircon, and ilmenite are 844,000 tons, worth \$29,545,000. Figures are not available for the calendar year—the 1st January to the 31st December, 1966.
- (2) Only one group of mineral sands claims has been granted in this area and they are at Cheyne Bay. Two groups applied for at Cheyne Beach (now known as Hassell Beach) and one group at Doubtful Bay Island have not yet been granted. They, with other applications for mineral sands claims in the south west mineral field, are being considered in conjunction with a general review of the ilmenite industry.
- (3) Those claims which have been granted are subject to labour conditions, and any holder of a miner's right may apply for forfeiture if he considers the conditions are not being complied with.
- (4) Yes. The major use is as titanium metal, obtained from the processing of ilmenite, in the manufacture of aircraft and spacecraft.

TEACHERS' TRAINING COLLEGES

Additional Establishment, and Capacity

7. Mr. WILLIAMS asked the Minister for Education:

- (1) When will the third teachers' training college be ready for use?
- (2) After this date, will Claremont and Graylands both continue to function as teachers' training colleges?
- (3) If not, what will be their respective functions?
- (4) What is the estimated intake of students for each of the years 1967 to 1972 inclusive?
- (5) When the third teachers' training college is operative, what will be the estimated student capacity of all teachers' training colleges in Western Australia?
- (6) Until what year is this estimated to meet the requirements of the department?

Mr. LEWIS replied:

- (1) It is anticipated that stage 1 of the new building will be ready for use at the beginning of 1968. However, the college will be started in temporary accommodation in February, 1967.
- (2) Yes.
- (3) Answered by (2).
- (4) 1967—770.
1968—935.
1969—860.
1970—970.
1971—850.
1972—910.
- (5) 2,050.
- (6) Until 1970.

Claremont and Graylands: Enrolments

8. Mr. WILLIAMS asked the Minister for Education:

- (1) What is the total enrolment at the Teachers' Training College—
(a) Claremont;
(b) Graylands?
- (2) In each case, how many would be from country areas?
- (3) In order of priority, what would be the pre-conditions necessary for the establishment of a teachers' training college within a country town or region?

Bunbury: Establishment

- (4) If the Town of Bunbury could conform with most of these, would consideration be given to the establishment of a teachers' training college at Bunbury in the near future?

Mr. LEWIS replied:

- (1) (a) Claremont—1,261.
(b) Graylands—416.
- (2) Approximately 27 per cent. of students are from the country.
- (3) and (4) No conditions have as yet been laid down. The committee on tertiary education will give consideration as to how the needs of the whole State can best be met.

POTATOES

Cartage: Irregularity in Tendering

9. Mr. TONKIN asked the Minister for Agriculture:

- (1) Is he aware that an employee of the Potato Marketing Board advised the firm of Hindle of the price at which F. Bullock, who was the board's contractor, had contracted to cart potatoes for the board?
- (2) Is he surprised to learn that this manoeuvre which apparently was inspired has resulted in Hindle becoming the successful tenderer in displacement of Bullock, who has been doing the cartage for the board since 1957?
- (3) Was this plan to get rid of Bullock the result of his disclosures of a number of instances of the disposal of potatoes which had the appearance of being most irregular?
- (4) Does he approve of the calling of tenders by the method adopted by the board in which a firm is invited to tender and supplied with the existing contract price?
- (5) Will he call for a report concerning the displacement of Bullock as carter for the board and make it available for perusal?

Mr. NALDER replied:

- (1) No. As far as can be ascertained, the statement is not correct.
- (2) to (4) Answered by (1).
- (5) No. I have been kept advised of the board's decision in this matter and am satisfied no further action is necessary.

Mr. Tonkin: You are easily satisfied.

CONDINGUP SCHOOL

Toilet Facilities

10. Mr. MOIR asked the Minister for Education:

- (1) Is he aware that the existing toilet facilities at Condingup school were described by a visiting departmental medical practitioner as substandard?
- (2) Is he now in a position to inform me of the result of the survey of the facilities and the practicability of installing a septic system at the school, which was to be undertaken by the Public Works De-

partment at his request as stated in his letter to me on the 9th August last?

Mr. LEWIS replied:

- (1) Yes; but subsequent investigations by the Public Works Department indicate that the toilets are not sub-standard and that the conditions are not as bad as described. It is a dry septic system.
- (2) The survey indicates that suitable water for a septic system is likely to be found in the vicinity and test boring will be done as soon as a contractor can be found to undertake the work.

TOWN PLANNING

Metropolitan Area: Determination of Road Systems

11. Mr. TOMS asked the Minister representing the Minister for Town Planning:

- (1) Has the Town Planning Department made a final determination re the positioning of all highways and regional roads in the metropolitan area, as envisaged in the Stephenson plan?
- (2) If "Yes," what is the final position of all such roads?
- (3) Should a final determination on all the above not have been made, then—
 - (a) what highways and regional roads have been finally determined and what is the positioning of each;
 - (b) which highways and regional roads are yet to be determined and positioned to complete the road pattern as proposed in the Stephenson plan, and when will this be known?
- (4) Are any other highways or roads, apart from the above, being considered in the metropolitan area and, if so, where?

Mr. LEWIS replied:

- (1) A network of highways and regional roads as envisaged in the Stephenson-Hepburn Report was incorporated in the Metropolitan Region Scheme 1963, and no statutory amendments have since been made to this scheme. Consulting engineers to the Main Roads Department are investigating access to the Kewdale marshalling area, and certain aspects of the planned freeway system. This investigation has yet to be completed and it is possible that some amendments to the region scheme will be proposed as a result of this work.
- A technical subcommittee of the Metropolitan Region Planning Authority has been considering

the matter of regional roads, but more study is required and no early decision is likely. When it becomes apparent that changes or additions should be made to the planned road system as in the case of the proposed by-pass to Fremantle, local authorities and district planning committee will be advised and the proper procedures followed to incorporate such changes or additions into the regional scheme.

- (2) to (4) Answered by (1).

ROADS

Murray Shire District: Costs and Programme

12. Mr. RUNCIMAN asked the Minister for Works:

- (1) What has been the total cost to date to the Main Roads Department of the Dwellingup-Pinjarra Road and the North Dandalup-Mandurah Road?
- (2) What other road work in the Murray Shire Council district is the Main Roads Department engaged in during this financial year?

Mr. ROSS HUTCHINSON replied:

- (1) Work on the Dwellingup-Pinjarra section of the Pinjarra-Marradong-Williams Road has cost the Main Roads Department \$313,455 to date, including \$155,015 since the 1st July, 1963. The North Dandalup-Mandurah Road (Lakes Road) has cost the Main Roads \$78,950 to date, including \$30,982 since the 1st July, 1963.

- (2) (a) To be carried out by the Main Roads Department—

Road	Work	Estimated Cost \$
Main Road— Armadale - Pemberton	Shoulder Improvements	5,000
Important Secondary Road— Pinjarra - Marradong-Williams	Reconstruct and prime 4.2 miles x 20 ft. wide (64.25 M.—68.45M.) Single coat seal 4.2 miles x 20 ft. wide (64.25M.—68.45M.)	60,000 11,600
Developmental Road— Various	Contributory bitumen scheme: details to be arranged	11,302
Lakes	Construction	30,000
Widgee Bridge	Widen bridge	7,500
McMahon Bridge	Strengthen bridge	900

- (b) To be carried out by local authority—

Road	Work	Estimated Cost \$
Important Secondary Road— Pinjarra - Marradong-Williams	Maintenance	600
Developmental Road— Paulis	Construction	8,000
Old Bunbury	Construction	5,000
Suttons	Construction	3,000
Various	General Allocation. Improvements to roads selected by the shire	8,000
School bus routes	Maintenance	2,360

UNIVERSITY AND UNIVERSITY COLLEGE

Country Centres: Selected Sites

13. Mr. HALL asked the Minister for Education:

- (1) Can he advise if the advisory committee appointed to investigate and take evidence on the establishment of a university or university college in country centres has completed its investigations?
- (2) If "Yes," what are its determinations and what towns have been selected as possible sites for the building of a university or university college?

Mr. LEWIS replied:

- (1) and (2) The committee has not yet commenced its investigations into the matter of a second university or the alternative of university colleges.

RAILWAYS

Freight on Ammonium Nitrate

14. Mr. MOIR asked the Minister for Railways:

- (1) Will he ascertain the reason why the rail freight charge to Kalgoorlie for ammonium nitrate to be used as an explosive component is considerably greater than the freight charge on this substance to be used as fertiliser?
- (2) As this practice appears to be an unwarranted charge on the mining industry, will he give favourable consideration to reducing the rate to that charged for fertiliser?
- (3) What quantity of ammonium nitrate is transported by rail yearly to Kalgoorlie, Norseman, and Mt. Magnet?
- (4) What is the annual revenue to the Railways Department for the transport of this substance to each of the centres named?

Mr. COURT replied:

- (1) The question has to be viewed having regard for a number of factors. One is the volume of all fertilisers carried by the W.A.G.R. for the farming community each year; e.g., during the year ended the 30th June, 1966, 587,486 tons of fertiliser were hauled for revenue of \$2,857,832; and, for grain, 2,242,920 tons were railed for revenue of \$11,527,492. The fertiliser rate for ammonium nitrate fits into this pattern, even though the amount of ammonium nitrate carried as a fertiliser is comparatively small.

- (2) This matter has been under review several times including following a request by the Chamber of Mines. Following the last request by the Chamber of Mines a reduction was made in freight for fuel oil for goldmining purposes. They have been told that the question of ammonium nitrate will be further studied even though the early decision was against reduction.

It should be appreciated that the freight rate for ammonium nitrate containing not more than .05 per cent. organic matter—viz., the prill quality used as an explosive—had previously been reduced from \$30.65 to \$18.65 per ton Fremantle to Kalgoorlie.

The industry also achieves the major saving of the ammonium nitrate method as against the so-called "conventional" type explosives.

It is understood the main supplier of ammonium nitrate for goldfields users is an Australian concern in New South Wales, and it is railed from the Eastern States under special arrangements made by the supplier for all Western Australian users.

Therefore the rail freight rates on W.A.G.R. are largely academic at this stage and until we are able to supply ammonium nitrate of W.A. manufacture in the correct form. Nevertheless, current studies are continuing as promised to the Chamber.

- (3) and (4) The information requested is not normally recorded and would involve considerable work to extract. However, if the honourable member so desires, this will be done.

MIDLAND JUNCTION ABATTOIR

Increased Charges, and Establishment of Meat Hall

15. Mr. HALL asked the Minister for Agriculture:

- (1) Have approaches been made to him by the management of the Midland Abattoir to increase the killing charges for beef cattle, sheep, lambs, pigs?
- (2) If so, what are the new charges as compared with the old?
- (3) It is the intention of the Midland Abattoir to increase freezing charges for hides, sheepskins, casing entrails, bonings, local chilled beef, mutton, veal, export cold storage mutton, and veal?
- (4) If so, what are the new charges as compared with the old?

- (5) What charges, if any, need the Minister's approval?
- (6) Has there been any direct approach to him to establish a meat hall at the Midland Abattoir with the object of forcing all country-killed meat to go through the meat hall and pay a levy?
- (7) If the answer to (6) is "Yes," what are his determinations and the effect these would have on country abattoirs?

Mr. NALDER replied:

- (1) The Midland Junction Abattoir Board has recently recommended increased killing charges.
 - (2) No decision has yet been made.
 - (3) and (4) These charges were increased as from the 3rd October, 1966, as per schedule tabled.
 - (5) Killing charges and saleyard fees only are subject to ministerial approval.
 - (6) No.
 - (7) Answered by (6).
- The schedule was tabled.*

QUESTIONS (2): WITHOUT NOTICE POTATOES

Cartage: Irregularity in Tendering

1. Mr. TONKIN asked the Minister for Agriculture:

With reference to question 9 on today's notice paper, and the Minister's answer, does the Minister deny that the Fremantle storeman of the Potato Marketing Board visited Mr. Hindle and requested him to tender, and supplied him with the existing contract price?

Mr. NALDER replied:

I have no knowledge at all of the officer of the Fremantle branch of the Potato Marketing Board taking any such action.

Mr. Graham: You should check.

OLD POLICE STATION AT ALBANY *Present Use of Holding Gaol*

2. Mr. HALL asked the Minister for Police:

Can he advise the House if the holding gaol at the old police station at Albany is now being used for the purpose of retaining prisoners over weekends?

Mr. CRAIG replied:

I could not say, but I should imagine that the honourable member is referring to the lockup section. These people would still be retained there because the Albany Gaol is used for another purpose. They cannot be transferred to the gaol until they are committed.

BILLS (2): ASSENT

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

1. Public Works Act Amendment Bill.
2. Fire Brigades Act Amendment Bill.

ROAD AND AIR TRANSPORT COMMISSION BILL

Message: Appropriations

Message from the Governor received and read recommending appropriations for the purposes of the Bill.

FLUORIDATION OF PUBLIC WATER SUPPLIES BILL

Returned

Bill returned from the Council without amendment.

"HANSARD"

Publication on Tuesdays

The SPEAKER: I would like to point out that the *Hansard* staff has been able to get last week's *Hansard* out today. I think this is a very good effort on their part.

Mr. Graham: Hear, hear!

The SPEAKER: It may not be possible to continue to get the *Hansard* published by Tuesdays but, nevertheless, the staff will work towards this end. I am sure members will be forbearing if *Hansard* is not available quite so promptly during the remainder of the session.

BILLS (4): INTRODUCTION AND FIRST READING

1. Public Service Appeal Board Act Amendment Bill.
2. Public Service Act Amendment Bill.
Bills introduced, on motions by Mr. Brand (Premier), and read a first time.
3. Industrial Arbitration Act Amendment Bill (No. 2).
Bill introduced, on motion by Mr. O'Neil (Minister for Labour), and read a first time.
4. Public Service Arbitration Bill.
Bill introduced, on motion by Mr. Brand (Premier), and read a first time.

WORKERS' COMPENSATION ACT AMENDMENT BILL

Report

Report of Committee adopted.

Third Reading

MR. O'NEIL (East Melville—Minister for Labour) [4.54 p.m.]: I move—

That the Bill be now read a third time.

MR. EVANS (Kalgoorlie) [4.55 p.m.]: I do not wish to delay the House, but unfortunately I was not present when the

Bill passed through the orthodox stage for debating it. Due to the good efforts of you, yourself, Mr. Speaker, the Printing Committee, and the hard working members of the *Hansard* staff, who have provided me with a record of last Thursday's proceedings, I have, in the last few minutes, become acquainted with the fact that the Minister, when replying to the second reading debate on this Bill, gave a certain assurance to the member for Boulder-Eyre with regard to a provision which, unfortunately, does not find a place in the Bill at all.

Before dealing with that particular aspect, I would like to say that this Bill does impress me as having a great deal of merit. The major feature of the measure is, of course, the upgrading of the compensable amount for total and permanent incapacity from the sum of \$7,000 to \$10,000.

This is a steep increase, but by no means is it a revolutionary one. At least it does remove the stigma which applied to the Western Australian Act; namely, that prior to the passing of this measure it was regarded as being the worst in Australia.

I am very glad to see that section 11 is to be repealed. This has particular significance to the remarks I intend to make as to the absence of any provision to deal with, and more particularly to repeal, subsection (13) of section 8.

However, continuing on with the salient features of the Bill, I am very glad to see that the recent Murray case which was decided before the Workers' Compensation Board has found reference in the amendments to the first schedule, and also that it has been the means of incorporating the decisions of the board into the Act.

I understand the member for Murchison was astute enough to find that the purpose of his amendment which appeared on the notice paper was actually missing from the Bill. I believe he was successful in moving an appropriate amendment to give full intention to the purpose of the Bill with regard to the point raised in the Murray case.

I commend the grouping together of the hospital and medical expenses. I am particularly pleased to learn that at the board's discretion, an award can be given which would exceed the aggregate amount as set out in the Bill. The board can do this if the circumstances of the case warrant it.

Whilst it is an admirable move to group these two items together, I feel that the aggregate sum is not particularly generous, because it does not represent any great increase. However, I do consider that the grouping together of the two amounts has a great deal of merit, because often in the past an injured worker would find that the amount provided for hospitalisation would be exhausted in a very short time, but, possibly, the amount allowed for medical expenses would not necessarily be exhausted at all. While on this point I seek some

enlightenment from the Minister, now or at some later stage, as to why the practice is allowed to exist whereby, on admission to a hospital, a different bed rate is struck with regard to the hospital expenses of an injured worker.

A different bed rate is also struck for motor vehicle insurance trust case accidents. These two rates are completely different from one another, and both are different, I understand, from the normal bed rate charged to any other type of patient. In the case of both workers' compensation and motor vehicle insurance trust accidents, the bed rate is higher than the normal rate.

Mr. Davies: Didn't it go up 50 per cent.?

Mr. EVANS: That principle is not in the best interest of the injured worker where a statutory amount exists which gives him some form of free hospitalisation until it is exhausted. I wonder if the Minister would care to comment on that point; or, perhaps, at some other stage he might be able to inform me in regard to it. I feel it is an injustice that this special rate should be allowed to apply in the case of an injured worker.

I do not wish to dwell at any great length on this measure or on its general principles except to say that in clause 5 (d) (iii) on page 5 a new paragraph (b) is added which, I feel, has a great deal of significance. I consider that this is a great break through in workers' compensation legislation having regard to all that has gone before. For this reason, I feel that the provision is worthy of mention, or even repetition, as the case may be, for the purpose of *Hansard*. The paragraph reads—

(b) Where a worker who has so far recovered from his injury as to be fit for employment of a certain kind satisfies the Board that he has taken all reasonable steps to obtain, and has failed to obtain, that employment and that the failure is a consequence, wholly or mainly, of the injury, the Board may, without limiting its powers of review, order that the worker's incapacity be treated, or continue to be treated, as total incapacity, for such period, and subject to such conditions, as the order may provide.

What I have mentioned are the major features of the Bill itself.

I would now briefly lament the fact that no amendment in the Bill sought to repeal subsection (13) of section 8, having regard to the fact that section 11 is to be repealed by the Bill. Section 11 deals with the worker who has been permanently, but only partially, incapacitated; and its effect on such a worker has been to make only a proportionate payment of compensation to him. In the past this section has always been looked upon as a gravamen of discontent, in the same way as has subsection (13) of section 8.

If section 11 is to be repealed, the net effect of the legislation as a whole will be that a sufferer of pneumoconiosis will be singled out from all other types of injured worker for special discrimination, because under subsection (13) of section 8 that worker will receive only a proportionate amount of compensation. The Minister stated he was in a dilemma with subsection (13) of section 8; but he need not feel any shame in this regard, because there have been many instances of legal authorities expressing different views on the effect of this subsection. I believe the legislation was introduced in 1927, and it is possible that the intention of the Legislature then was that this subsection should be beneficial to the injured worker I have cited. However, experience has shown that the subsection operates to the detriment of an injured worker suffering from pneumoconiosis and some other, non-compensable, disease.

The answer to any doubt in the Minister's mind as to whether the repeal of section 11 would have an effect that would remove or lessen the detrimental effect of subsection (13) of section 8 is to be found in the case decided by the Full Court of Western Australia last year. That was a case taken by the Workers' Compensation Board for a worker by the name of Grose. In that case the widow of the deceased worker received redemption of the weekly payments the injured worker would normally have received if he had lived, and the three judges applied subsection (13) of section 8, which had the effect of reducing the award to the widow. Only one of the judges referred to section 11. The other two did not mention that section, and the one who did refer to it did not apply it. As a result, the effect was that the reduction of the award was made purely and simply by the application of subsection (13) of section 8.

Subsection (13) of section 8 provides that a worker becomes entitled to compensation when it is found he is unable to earn full wages by reason of his suffering from pneumoconiosis; and the answer to the question: When is a worker injured? is to be found in the case of Brown against the Coalmines Control Authority, *Workers' Compensation Reports of New South Wales*, 1958, page 39.

I do not wish to delay the House any further, but I would welcome an assurance from the Minister that this position will be closely watched. I also want to express my humble opinion that the repeal of section 11 will not in any way remove the hardship that will be placed on a worker who is found to be suffering from pneumoconiosis and so prevented from earning full wages, and who has also been found to be suffering from some other, non-compensable, disease. Such a worker will continue to suffer hardship and be the victim of the proportionate compensation

payments provided by subsection (13) of section 8 until it is repealed. With those few remarks, I support the third reading of the Bill.

MR. O'NEIL (East Melville—Minister for Labour) [5.7 p.m.]: Unfortunately, I am not able to provide an answer to the question asked in regard to the hospital bed rate for an injured worker. I did, in my second reading summation, cover the situation with respect to subsection (13) of section 8, and I can only repeat that the whole situation will be kept under review.

Question put and passed.

Bill read a third time and transmitted to the Council.

STATE TRANSPORT CO-ORDINATION BILL

Second Reading

Debate resumed from the 2nd November.

MR. GRAHAM (Balcatta) [5.8 p.m.]: Notwithstanding my very best efforts I am afraid I have been unable to generate any great enthusiasm for this measure. It is true it has an imposing title and that the Minister uttered a whole host of platitudes when introducing the Bill. If one studies existing legislation, however, it will be found that scarcely any new ground is encompassed by this measure. I will deal with that aspect shortly because firstly I want to address some questions to the Minister which, perhaps, he will answer when replying to the debate.

A Royal Commission was appointed to investigate the question of transport, and after a considerable period—unfortunately, some delay was occasioned on account of the ill-health of the Royal Commissioner—a report was submitted. It appears the Government has felt obliged to act on that report.

Before submitting some questions to the Minister, I point out that with the passage of this measure, the director-general of transport, appointed with all his trappings under the provisions of the Bill, will be able to interfere very considerably with the activities of transport organisations. These organisations, in many instances, are rendering a pretty fair service to the State, having regard to all the circumstances. I do not think there is need for me to go into all of those circumstances, except to say that public transport is an exceedingly vexed question not only in Western Australia and other parts of the Commonwealth, but, generally speaking, throughout the world.

I have regard for the fact that the Royal Commissioner who inquired into transport was none other than the Commissioner of Railways. I am aware that the representatives of transport organisations were interviewed and examined, and information was obtained from them to enable the Royal Commissioner to com-

pile and deliver his report; but, that being done, the responsibility is then in the hands of the Government to consider the report and to do something about it, or to abstain from doing anything.

I now come to the point of asking the Minister: How many, and which, of the various transport organisations were consulted in respect of the Government's proposals? I suppose, in view of the fact that the Royal Commissioner was the Commissioner of Railways, the Minister could easily say that the Railways Department was consulted. I have an idea that the Metropolitan (Perth) Passenger Transport Trust was not. Here let me pause and say immediately that I do not necessarily concede that the various transport organisations should have the last say or that their viewpoints should be regarded as being the last word on the matter; but, having regard to the fact that they have been charged by Parliament for assuming tremendous responsibilities, I consider their viewpoints are particularly apposite not only to a discussion on the measure, but to a considered and experienced analysis of the proposals.

Naturally, after legislation has been introduced, it is not possible for private members to approach these organisations to ascertain their attitude, and it would not be appropriate for highly-placed officers to express an opinion on the Government's intentions. However, I express very definitely my view that there was an obligation on the Government to obtain expert views from those who are trained and qualified in certain aspects of transport.

I guess that the transport board on the goldfields was dealt with in exactly the same way as the Metropolitan (Perth) Passenger Transport Trust. Was the Western Australian Coastal Shipping Commission consulted as to whether there should be established an overall body which could have access to all kinds of information, and, indeed, issue directions, vitally affecting the interests of that concern? Was any effort made to ascertain the viewpoint of the Taxi Control Board, or the views of the several hundred people who operate under its aegis? On this proposal, what are the views of the airline company that conducts services within the confines of Western Australia?

The Road Transport Association (W.A.), together with other similar organisations, could be vitally—indeed, detrimentally—affected by any decisions made following these proposals. Was its views sought? Were those operators who conduct tourist bus services by catering particularly for tourists, either in the broad sense or in any particular way, approached to express their views? If we can accept that the Royal Automobile Club of W.A. (Inc.) is the official mouthpiece for private motorists, was the attitude of that organisa-

tion ascertained? I ask these questions because, vested in this individual authority, there are fairly considerable powers that could have dire effects—most far-reaching effects—upon every form of transport that operates within the State.

I venture to suggest that the Government has proceeded with this measure without knowing the reaction of these people. Therefore Parliament is not informed as it should be; because, as I have already said, it is now impossible for a private member to go to these concerns—other than those, perhaps, which are privately operated.

I have outlined all of those who operate vehicles and who, with the exception of one, conduct some public transport system; but, of course, in addition there is the Department of Transport. I wonder whether it was consulted in this matter. Without any disrespect to Mr. Wayne, I would say he has been associated with the management and control of the railway system here, and elsewhere; but our Department of Transport has been in existence for more than 30 years. It has records, it has experience, it has been operating under a charter given to it by this Parliament.

Indeed, if one reads the present State Transport Co-ordination Act, one will be impressed by the fact that, I suppose, 99 per cent. of what is sought to be done by the Bill we are considering is already contained in that Statute. Therefore there is practically no purpose to be achieved by introducing an entirely new piece of legislation with an entirely new set-up, and giving a very subordinate role to the most experienced transport authority that exists in the State.

Because of this—and nobody can gain-say the fact—I feel the present Bill is a matter of platitude and aspiration, with very little more legislative power than at present; but there is a pious hope on the part of the Minister and of the Government that there will be all sorts of worthwhile achievements in the matter of transport co-ordination.

If there has not been the degree of co-ordination and forward planning in the past that there should have been, I suggest it is due to the present Minister, and the past Ministers for Transport—and in that respect, of course, I include myself. It has not been the fault of the legislation and, I venture to suggest, it has not been the fault of the officers who have been operating under the State Transport Co-ordination Act.

It is true that under the new legislation specific mention is made of sea transport along the coast of Western Australia. But, in respect of this, I hazard a guess that there is not likely to be a great deal of interference with our shipping services. Therefore, by and large, the operations of

this new authority will be along the lines of what already occurs. I would point out in respect of the State Shipping Service that the State Transport Board, in making its determinations, has had regard to the shipping services existing in this State.

What new ground, therefore, is being broken? It will mean that while there is a whole host of organisations and interests responsible for conducting transport services, we will now have two, instead of one, non-producers; two organisations instead of one playing with pieces of paper, while all the others, of course, will also be conducting the services and watching the way in which certain services run, and making determinations which they consider should be made.

What justification is there for scrapping an organisation already in existence to set up another—one which will not have a penny of income in its own right; a new transport board which will be dependent for every penny of its expenditure on the Treasury—on the same Treasury in respect of which the Premier and Treasurer has told us the cupboard is bare? We know that all sorts of excess taxes and impositions are being imposed upon our people and that the basic wage adjustments are being thrown into the discard, yet this giant colossus is to be set up.

A person with the imposing title of director-general of transport will be, of course, monarch of all he surveys. Largely, he has a blank cheque. I suppose the first thing for him to do is to set about empire building—developing around him a staff which can undertake all the research that is necessary.

I repeat, there are already in existence organisations, many of them covered by Statute, which have the necessary facilities available. Why then should this new body be established? I venture to suggest that so far as the Governmental instrumentalities are concerned—the railways, the Metropolitan (Perth) Passenger Transport Trust, or the coastal shipping service—the responsible top executives will be anything but pleased that somebody from outside is to have the right to interfere, or that some others are to be able to make decisions which will affect the work of those who are specialists—those who have spent the whole of their working lives attached to a certain form of transport.

There is, unfortunately, no limiting factor in the legislation—nothing to stop this proposed new body from interfering in matters either small or large. It may not be the intention of the Minister that the director-general and his new bureaucratic establishment should do these things, but there is nothing in the legislation to put a rein on their activities.

To some extent, therefore, I think this legislation can be regarded as a gratuitous insult to those in whom this Parliament, and its predecessors, expressed every con-

fidence by appointing them to the topmost positions. Yet somebody from outside is to have the authority directly to interfere.

Under the State Transport Co-ordination Act, as it is now in existence, it is true that the authority has some general power; but it certainly has nothing which allows it to interfere to the extent proposed in the measure before us.

In case members are of the opinion that I was drawing the long bow by suggesting that there is very little new in the general concept of this authority measured against the Department of Transport—or the Transport Board as we have got to know it over many years—I would like to read from a section of the existing Act. I am sure many members would be amazed at the similarity of the powers and duties of the Transport Board already in existence; because they run almost parallel with the new proposal contained in the Bill.

Naturally enough, it is not my intention to quote from the machinery clauses. I know that many of the machinery clauses are identical with the provisions that at present apply, or have exactly the same idea expressed in a slightly different way. In other words, the 1966 ideas of Parliamentary drafting are different, perhaps, from the 1933 ideas. I quote from section 10 of the existing Statute, and I would like members to listen to this—

(1) Subject to this Act, the Commissioner may of his own volition or under the direction of the Minister shall—

(a) make investigation and inquire into transport matters and in making those investigations and inquiries the Commissioner shall give consideration to all or any of the following factors—

- (i) the question of transport generally in the light of service to the community;
- (ii) the needs of the State for economic development;
- (iii) the industrial conditions under which all forms of transport are conducted;
- (iv) the impartial and equitable treatment of all conflicting interests;

(b) demand and obtain information relating to matters connected with the internal transport of the State, including transport controlled by the Crown or any agency of the Crown.

Then it goes on to deal with the matter of road transport, railway services, etc., and continues—

(3) The provisions of the Royal Commissioners' Powers Act, 1902, with the necessary modifications, apply to any investigation and inquiry

made by the Commissioner pursuant to subsection (1) of this section.

So it will be seen that whilst it has been highlighted in the Minister's speech, and somewhat naturally in the Press, that there will be set up an organisation to carry out all this research and to make all these inquiries, so sincere is the Government that this authority shall have the powers of a Royal Commissioner, where appropriate, that these provisions are already in the Act, and have been there for 33 years.

Mr. Fletcher: It is window-dressing.

Mr. GRAHAM: That is so. I think I said earlier—if I did not, I intended to do so—that this is a facade to endeavour to give the impression that something worth while is being done; whereas, in point of fact, the Bill merely sets up another Government instrumentality, but without the wealth of experience of the qualified officers of the present Department of Transport. The new authority will commence *de novo*, unless it does a little bit of snowdropping—if that be the proper term—and pinches the officers of the Transport Board, rendering that department less efficient as a consequence.

My point is that there is no need whatever to remove these overall powers from an authority which has similar qualifications. Let the Minister add other departments and other personnel to the existing department; let him build upon the existing department, but not destroy it, as will be the inevitable result with the passage of this legislation.

At first glance, in studying the legislation, it would appear that the director-general of transport is to have all the powers in the world, but on reading a little further in the Bill we find there is to be a committee of eight persons. I wonder if anybody could guess the name of the director-general of transport. I have, but I do not intend to mention it.

Mr. Brand: Why not?

Mr. GRAHAM: On an earlier occasion I indicated the members of the industrial commission and I was right in two out of three.

Mr. Brand: Have a go this time.

Mr. GRAHAM: As a matter of fact, I think I was right in three out of four.

Mr. Brand: Let us get back to this fellow.

Mr. GRAHAM: As it is a single person involved I will not mention his name. I would not mind telling the Premier in private, but not in the House.

Mr. Ross Hutchinson: It could be that Herbert Graham is the fellow.

Mr. GRAHAM: If the Government is pursuing the matter, I think it could do far worse than make that appointment, but here and now I tell it I am not an applicant.

The members of this advisory council of eight are the director-general himself, a

representative of the railways, a representative of the Main Roads, a representative of the transport commission—that is the heir and successor to the late Transport Board *cum* the Department of Transport—a representative of the Coastal Shipping Commission, better known as the State Shipping Service, a representative of the Metropolitan Transport Trust, a representative of the Road Transport Association, and, finally, an air transport operator. I suppose one should put in brackets "Reg Ansett", as he is the Liberal Party's favourite and the only one operating in this State.

Mr. O'Connor: I can assure you he will not be on the authority.

Mr. GRAHAM: He or his nominee will be, because his is the only commercial airline service operating in this State. So the ghost of Reg Ansett will be there anyhow. The Government has seen no need to give representation to the other forms of public transport which I mentioned—the taxis, the tourist buses, or the commercial pleasure boats. I think these are omissions; and, if the Government wants an advisory council in the wider sense, these people should be represented.

Mr. Norton: Chartered aircraft should be included.

Mr. GRAHAM: They could be included, too—they would be similar to taxis—if the Government feels the various operators and those associated with them should be invited to the party. I would point out to the Minister in my friendly fashion, that when the subject was first placed with the then member for East Perth, as Minister for Transport, one of his initial duties—and it had some violent reactions in certain quarters—was to disband committees of one sort or another.

I well remember a traffic advisory committee. On that committee just about every interest imaginable and unimaginable was represented. It was apparently the procedure that before anything could be done, it had to run the gamut of this very much over-represented body. So it went out of existence. There was a committee set up to go into the matter of traffic in relation to drive-in theatres. There was a traffic lights committee, and so on.

If there is any merit in setting up boards, trusts, commissions, and committees, paid or non-paid, I think this Government is at the top of the tree. Once upon a time it was fair game for newspapers and political parties, at election time, to point the finger of scorn at a Government because of the boards for which it had been responsible in the previous three years.

Mr. Davies: This Government would win hands down.

Mr. GRAHAM: Apparently it is now the order of the day. The more boards, committees, and so on that are established, the more successfully is the Government

functioning! That seems to be the thought in many cases. I feel Ministers are not devoting sufficient time to their paramount duties. Far too much time is spent in gadding about, public relations stuff, and leaving the work to be done by all sorts of people instead of the Ministers making the decisions and adducing for themselves the evidence necessary in order to make those decisions.

I would have thought that if there were some co-ordination necessary, the Minister, if he had any views as to what ought to be done, would call in separately officers, where there are Government instrumentalities, to ascertain their views, gather their advice, and be informed accordingly; and would then follow that up by making approaches to the appropriate bodies and organisations outside, after which he would make his decision. I do not want to be personal in this, but I suggest that if Ministers devoted more time to these sorts of things when making ministerial decisions, there would be less necessity for boards and ever-growing Government departments; and, under this measure—quite unnecessarily in my view—an entirely new set-up is being established that will impose a burden of money—I should say hundreds of thousands of dollars annually—to embark upon the same work, or a variation of it, as is being done by the Department of Transport at the present moment.

I have already said there is likely to be friction, frustration, and irritation unless the greatest of skills are adopted, because the director-general and his staff could become veritable busy-bodies nosing into affairs being conducted by persons who are competent and experienced. If the Government has no faith in them, it ought to take appropriate action; but I think, generally speaking, we are at least being reasonably well served, if not well served, by those responsible for the public transport units that are operating in this State.

We are told the director-general and his empire are to go into the matter of capital works, loan funds, and the investment of public moneys. How would anybody, as director-general, have an appreciation of what is required for railways, for the shipping service, or for the M.T.T.? Surely it would be the responsibility of the Treasury and its research officers to vet the approaches which are made for loan moneys and other funds in the same way as is done in respect of all Government departments and Government instrumentalities at the present moment.

Is it that the Premier has lost some confidence in the present Under-Treasurer; or are those elements being placed in the Bill for the purpose of giving it an importance which it does not warrant? So we have the preservation of the existing Department of Transport, with its wings clipped to some extent, and the

creation of an entirely new regulatory board; that is, the director-general and all that goes with him. There will be a transport advisory committee. To be perfectly frank, I am unable to satisfy myself to what extent it is advisory and to what extent it has some executive functions; in other words, when it makes a decision, how far that decision goes. If I remember aright, the decisions are given to the director-general. Of course, he is part of it and he can please himself as to whether the decisions go to the Minister. But if he is aware of them, no doubt the Minister could ask and receive.

On top of this, there is another committee to be set up—the transport users' board. If ever there was a misnomer, this is it, because nowhere in the Bill does it set out that one of the qualifications for appointment shall be that the person is a user of public transport. That he shall have knowledge of accountancy, economics, per chance, and business methods, "Yes"; that he shall have some knowledge of the economics of rural transport, "Yes"; but nowhere, I repeat, is there a suggestion that any one of these four to be appointed with the director-general to comprise the transport users' board shall be a user of transport. In addition to that, there is an omission which I hope to put right by way of amendment. There is no requirement that a person appointed to this transport users' board shall be one who has no financial interest in a transport concern, which is something that appears in the State Transport Co-ordination Act at the present moment.

So, I repeat, it is possible for the four members of the board to be St. George's Terrace men who never use a public bus, who never use any trucks operated by those who are members of the transport association, who never use an aeroplane—that is an intrastate aeroplane—but who proceed in their own cars and travel to all parts of Australia and the world in aeroplanes which are not subject to the authority of this Bill when it becomes law; they are the types of people who could be appointed.

I suggest, therefore, if the Minister and the Government have in mind that there shall be certain people with specific qualifications drawn from particular areas, then this should be so stipulated in the legislation and not left to chance, and not left to an over-enthusiastic Minister who may have a friend who is a member of the Weld Club and whom he might be likely to approach to make a member of this board; because whoever he might be, he would be qualified to sit on such a board in the terms of the legislation as it is at present before us.

I go back to one of the earlier points: that whilst it is possibly the intention of the Government that the director-general of transport and those associated with him are to survey the situation broadly and deal with broad policy, there is nothing in

the legislation to stop the director-general and his minions—indeed, there is a whole host of clauses to encourage them—from fiddling in the most minor matters. If this is done, of course, it could have a most upsetting effect on those operating services—and I am referring, of course, particularly to the instrumentalities which operate services for the Crown.

What thought has the Government given, in this matter of the transport users' board, to making its composition fitting to its title? Surely the first qualification of its members should be that they are persons who use or patronise the public transport services, whether operated by the Crown or by private enterprise. That is to say, those who pay the fares and those who pay the freights. Surely persons of that ilk are truly users; and, if the Government feels they are worthy of representation, they are the people who will be appointed. The Bill should specifically say so; and, in this respect, I should imagine that perhaps the Farmers' Union would be entitled to representation, and that perhaps the Trades and Labour Council, as an appropriate body—representative as it is of some tens of thousands of ordinary working people, many of whom use forms of public transport—would be entitled to representation. Nobody would be better equipped than that organisation to supply a person who could speak from the point of view of people who use public transport.

Members can exercise their minds and ingenuity and suggest other persons who would be users of public transport services, and who would therefore be in a position to make worth-while contributions. Indeed, I say the transport advisory council of eight persons with representatives drawn from the operators, generally speaking—but with some omissions—would be a far better committee if there was some representation from those who patronise the public transport services.

In that respect, I am afraid the Bill moves in the wrong direction. The director-general, the advisory committee, and the users' board, are to be divorced from the people for whom the transport services are designed. To that extent, this ill-conceived legislation is not fair. Too often has it been said that the public suffers because the viewpoint of established authority is the only one which is heard.

The poor mug public, applying a disrespectful term, simply has not a chance. It does not matter what the public wants, it is unable to break through. Each year we have *in excelsis* the establishment of that sort of thing.

So I return to the point on which I commenced, and that is I am by no means enthusiastic with regard to this Bill. The Minister has indicated that the new body is to get on with the job, and I think that utterance of his is perhaps the only virtue

in the legislation. I repeat, if the Minister and the Government were anxious to proceed, there is nothing to prevent them doing so with their present established organisation with the trained and experienced men who are available to them.

There is no need to superimpose this other organisation. Indeed, the old transport board *cum* Department of Transport, now to become the road and air transport commission, will be bereft of many of its powers and a great deal of its authority. Because of that, I feel it will not be able to operate as successfully in the future as it has done in the past because part of its activities and research will be carried out by another body. I shall have more—but very little more—to say with regard to that when we deal with the Bill in Committee.

Having addressed myself to this, the major Bill, I feel, very largely, that the establishment of the road and air transport commission follows somewhat as a corollary to it, although, as I have already indicated, there are some difficulties. There are also some amendments I would like made to that Bill.

I hope that some of the forebodings of which I have spoken will not come to pass, but I suggest it will require all the tact that the director-general can employ to avoid upsetting persons who are proud—and who are justifiably proud—of the organisations which they operate in the interests of the State. I hope, too, that the stage will never be reached where particular forms of transport are able to superimpose their will—because it is in their interest—so that the welfare of the State will run second. There is, of course, some possibility of that occurring, and that is why Governments, irrespective of political complexion, have usually insisted that the Minister for Railways, for instance, and the Minister for Transport, should be two separate Ministers. The Minister for Railways is charged with the responsibility of administering and conducting his service, and he feels proud of it and wants to do the best he can for it. Then there is another Minister entirely whose job it is to see fair play between all forms of transport.

There could be a possibility that an over-enthusiastic Railways Minister could impose his will on this authority if he were both Minister for Railways and Minister for Transport. There could be somebody who is extra keen about the M.T.T. and, because of that, he would impose all sorts of unreal and extraordinary restrictions on the taxi industry. Those are possibilities, and I do see a certain merit in providing for there to be some subdivision. Of course, that does not necessarily mean there is to be lack of co-ordination.

There is a Minister for Agriculture, and a Minister for Forests, and I say that in all Governments there has been a measure of understanding and compromise, and

those Ministers have been able to work out satisfactory solutions to problems. If I may digress for a moment, it could be that if the Minister for Agriculture were, at the same time, Minister for Forests, and he had a bias towards agricultural development, he could bring sufficient pressures to bear upon the Conservator of Forests, or could amend the Forests Act, for the purpose of sacrificing a great deal of our timber wealth in order to satisfy the wants and the pressures of the farming community. So all the arguments are not one-way traffic in the matter of any particular activity being wholly encompassed by one Minister. At the same time, that does not necessarily mean that there is discord and that there is no general plan.

We know that 10 Ministers can get together on a wide variety of subjects; and, generally speaking, the Government has a complete understanding within the Ministry in regard to its economic plan, developmental plan, taxation proposals, and so on. From time to time, of course, decisions have to be made, but if 10 people are able to agree, and are able to work out a satisfactory solution, then I am unable to believe there is any particular difficulty in two Ministers handling the various aspects of transport to give an overall and co-ordinated transport system.

I mention this without necessarily advocating it. I am merely submitting it with the view that it is a matter for some thought. I say no more than that. We can have some thrust and parry when we reach the Committee stage.

If the Bill is indicative of the fact that the Government really intends to do things to put our transport, in its many aspects, on as satisfactory a working basis as is possible, then I suppose the Government is entitled to enshroud itself with bunting, and there should be a fanfare of trumpets, and all the rest of it. This is new legislation and it will create new positions, and that is something for which I can see no real justification, because the existing legislation provides for practically everything which is provided for in this measure. It is not my intention to vote against the Bill; and it is certainly not my intention to divide the House on it.

MR. NORTON (Gascoyne) [5.58 p.m.] : This Bill is of particular interest to me, as I represent a remote area. Over the past few years there have been a number of committees investigating the various aspects of transport, the last being the Wayne inquiry. It is the report of the Wayne inquiry on which this Bill is based. Prior to this report, committee reports did not see the light of day; and I think that is a pity, because a lot of knowledge and a lot of evidence was given by people on the spot.

As far as I am aware, no evidence for the Wayne report was taken in the electorate which I represent. This Bill gives us

an opportunity to discuss some of the aspects of the Wayne report. I will only touch on the report as far as it is relevant to the Bill. Actually, the report would be relevant all through, and it carries quite a bit of information. I am sorry to say the report makes no mention whatsoever of the problems associated with the Gascoyne and the Murchison areas.

If one looks at page 46 of the report, one will find: "Road transport should develop in the north-west." That is right, but I think that sentence has not been written correctly. It should read, "Road transport will develop the north-west," because there is no other method of developing it unless it is by rail, and that is totally uneconomical.

The north-west, Murchison, and other remote areas, are completely different in that those areas have had to be developed prior to any form of transport being provided for them; whereas in the South-West Land Division, and even in Esperance, transport systems were provided before the areas were developed. As a matter of fact, in the remote areas development had to take place before roads were built to those parts, and cognisance should be taken of this fact in planning transport for the future.

The economics of transport in the north-west, and other remote areas, are, in many respects, totally different from those with which one is confronted in the south-west area of the State. According to Mr. Wayne's report, road transport for the remote areas, particularly for the Murchison and the Gascoyne, should operate from railheads—that is, from Geraldton, Mullewa, Cue, Mt. Magnet, Meekatharra, and so on. One can understand this proposal, because the Commissioner of Railways is the person who made the investigation and presented the report and, naturally, he suggests the use of railways on every possible occasion; and he recommends that goods should be transported by rail to these railheads and from them they should be carted by road.

However, I think there will need to be a great deal of alteration to the thinking of the Railways Department in regard to freights and methods of transport. If one asks for a freight rate the railways will definitely give it, but the officers of that department do not tell one what other ancillary charges are involved. For instance, they do not say that one will be charged extra for tarpaulins, or for any ropes that may be required. They do not mention a charge for the use of a crane, or a forklift if heavy loads are involved and this equipment has to be used at the terminal.

But a freight rate includes all these charges, even though no mention is made of them when one asks for a rate. As a result, when these incidental charges are added onto the rate given they increase

it substantially. Another point is that the railways are slow and, as far as the north-west is concerned, or Carnarvon, anyway, they can be likened to the State ships.

If one is transporting goods by ship or by rail, the goods must first be transported from the manufacturing or distributing point to the loading point and from there transferred to the ship or train. The goods then have to be transported to the point of destination, unloaded, and then reloaded on to road transport so that they can be delivered to the consumer. On the other hand, with road transport the goods are loaded at the distribution point and are unloaded at the consumer's door. That does away with a great deal of expenditure, and obviates damage or loss in transit, and this means a great deal when goods are being carted over long distances.

Another point which must be taken into consideration is the time factor. With the railways it takes at least 24 hours to get goods loaded on to rail trucks and moved away from Perth. I am not trying to be critical about this, but when goods are picked up at the distribution point and taken to the railways and reloaded on to railway wagons, it must take at least 24 hours; whereas with a road vehicle, the same type of goods can be loaded and, in many cases, can reach their destination within 24 hours. In other words, by the time the goods reached their destination they would not have even started to leave Perth by rail. The railways will have to think of some better and quicker method if they want to compete with road transport on long hauls.

When we compare rail transport and road transport freights, we find there is very little difference. A railway concession is granted to people living north of the 26th parallel, and this is a rebate of, I think, £1 a ton. However, there are all kinds of strings attached to this concession. First of all, a person must be a registered carrier to be eligible for it. Secondly, he must consign the goods from himself in Perth or Fremantle to himself in Geraldton, Mullewa, Meekatharra, or wherever it may be; which, to me, is ridiculous.

In addition to that, a person must have loads of not less than eight tons. This is all right for the big carriers; but the smaller or general carriers, or even the pastoralists, and people like that, who have at least an eight to 10-ton load, are unable to get the concession because they are not registered carriers, and it is not practicable for them to consign things from themselves to themselves. This makes the position very difficult.

Then again, the pastoralists who cart their own wool to the railhead and who are ineligible for the concession have difficulty in obtaining trucks from the railways. They find that these trucks are provided in all cases, at the railways'

convenience. This is also the position with the registered carriers, however, and as a result many pastoralists are at the mercy of the railways. I have taken this matter up with the department and with the Minister. In many instances the railways have only provided eight-ton vans for the loading of wool and, therefore, the person concerned cannot get the concession which is allegedly offered as the van will not hold eight tons of wool.

Therefore, if the railways want to retain patronage, the officers of the department will have to look at all these aspects. I agree that no form of transport should be permitted to develop unless it is properly regulated. This sort of thing happened at Carnarvon. Years ago we had a catch-as-catch-can cartage system from Carnarvon to Geraldton, and one never knew whether one's carrier would be able to get sufficient produce to leave Carnarvon on a certain day or whether one had to contact someone else to do the job. However, since the cartage from Carnarvon has been organised we have had no more trouble, and it has developed into what is probably the best transport system in the Commonwealth of Australia.

In the report, Mr. Wayne suggests that special consideration should be given to traffic regulations and an investigation made into axle loadings. As the Minister knows, I had quite a deal to say on this subject previously, and this is one matter which should be investigated thoroughly and promptly because it could be the means of considerably easing our transport problems. We all know that over the past 12 months the operators of cattle trains have been forced to reduce the width of their vehicles from 8 ft. 6 in. to 8 ft. However, as soon as that was done, the Government found it convenient, for the sake of departments under its control, to alter the regulation to provide for a width of 8 ft. 2½ in.

This was done so that the M.T.T. could operate wider vehicles in the dense city traffic. If it is dangerous in the country to operate a vehicle with an axle width over 8ft., surely it is doubly dangerous to operate vehicles of the same width in the city! The Minister cannot deny that that is what has happened over the last six months.

In regard to axle loading I believe the Main Roads Department is not on the right track. In my view loadings should be worked out according to the pressure per square inch on the road surface. If we look at the various axle loadings and the sizes of the tyres permitted with these axle loadings we find that with some tyres a person is permitted to carry as much as 5,040 lb. per tyre, which, with that particular tyre, is the equivalent of one ton for every 31½ square inches of contact with road pavement. Those figures relate to a twin-axle truck with single tyres—in other words, a truck with four tyres.

However, when we get to the bigger trucks, such as the "M" we find that the weight per tyre is 3,111 lb. This is equal to one ton on 38 square inches, as against the 31½ inches for the truck previously referred to. Therefore, there is far less pressure on the road with the bigger truck, and no damage is done.

Also, no consideration has been had by the Main Roads Department, in the regulations it has promulgated, for the new type of tyre known as the low profile tyre which replaces the dual tyres. Those tyres have twice the area as compared with the old type tyres, and thus they act as a roller and do not place direct weight on any one spot. I believe much more could be done, particularly in the north where there are no bridges of any consequences to worry about, in regard to axle loadings. These could be increased, especially where tyres such as I have referred to are used.

When the Main Roads Department is building roads it uses multi-rubber-tyred vehicles carrying heavy weights; some of them weigh up to 35 tons. This is done to consolidate the road and prepare it for the bituminising. That is what the department thinks of multi-tyred vehicles, and I think I am right when I say that the late Ron Duncan said, "If you can get a large number of vehicles to run over the roads the whole time you are making them instead of having the roads closed, you get a better compaction of the road."

I think a great deal could be done in regard to developing transport by having a look at the regulations and rationalising them.

Mr. Ross Hutchinson: They do that at the present time.

Mr. NORTON: Do what?

Mr. Ross Hutchinson: Use vehicles for the compaction of the roads.

Mr. NORTON: Had the Minister been listening to me he would have heard me say that one of the vehicles being used for this work weighs over 35 tons.

Mr. Ross Hutchinson: But it is the ordinary vehicle I am talking about.

Mr. NORTON: I know what the Minister is talking about. I have already quoted what one well-known engineer in the north-west, said in the early days. Engineers of to-day are following in his footsteps and carrying out the road-building methods he evolved. Our roads to-day are quite good, and the thanks for that can go to the late Ron Duncan for the work he did.

I notice also in Mr. Wayne's report that he refers to air services in the north-west. From the way he refers to them I would say he had his tongue in his cheek; and so that I cannot be misunderstood I think I should quote what he had to say.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. NORTON: Before tea I was about to quote from the report of Mr. Wayne in

respect of MacRobertson Miller Airlines. The report states—

My observations suggest that this company is giving satisfaction to the majority of its users, and the franchise the company has is justified bearing in mind the sparse and dispersed population to be served.

It could be that the majority of the people, on the surface, are satisfied with the existing services provided, but when one gets among them one finds that they are not extremely satisfied. If a person wishes to have a parcel sent up urgently, the only way to ensure it will arrive is to pay express air freight on it, and that is double the ordinary air freight. When a person wants to get a parcel up by air freight, he usually has urgent need of the article. This means that in time the express air freight will become the pattern, and it will be the only type of air freight.

I feel that some competition should be introduced in respect of air services. In the busy periods there is quite a bit of dissension with regard to passenger air traffic, so we find there are many things which could be improved if the airlines concerned went into the matter properly. I think a little competition along the line would prompt them to act.

When an air charter company wishes to inaugurate a service in this State, usually objection is lodged by MacRobertson Miller Airlines. Narrogin was the centre concerned in respect of such a service. The charter aircraft company desired to run a bi-weekly service, but it was not long before MacRobertson Miller Airlines pointed out that it could cater for that centre.

To find out what is required and to obtain advice, we have to get among the users of these services, because they are the ones who are aware of the problems and who can give the necessary advice.

The main object of the Bill is to set up a transport advisory council. The Minister is going about it the wrong way to establish this council. The persons who are using the transport services should be the ones to be represented on the council.

Mr. O'Connor: Are you referring to the transport users' board?

Mr. NORTON: I am referring to the transport advisory council which is to comprise the director-general of transport and seven members. I will deal with the membership as I go along. The members proposed in the Bill are the top men in their field of transport, and they hold high positions in various transport organisations in this State; in other words, they are specialists.

At the present time we can only guess who is to be appointed director-general. The clause then prescribes that the council shall consist of eight members including the chairman, who shall be the director-general; and that one shall be the Commissioner of Railways. Here is

an officer highly versed in one form of transport, and he is responsible to the Minister to get the best, and to show a profit, out of the operations of the railways. Therefore he will be jealous of the service for which he is responsible and will not want other people to poach on his preserves. Then the clause prescribes the appointment of the Commissioner of Main Roads; probably he, of all the members proposed, would be most conversant with the problems of the north-west and the remote areas, because he has worked in those areas and knows what is required.

Then there is the Commissioner of Transport. He has had quite a lot of experience over the past few years in this capacity. The Chairman of the Metropolitan (Perth) Passenger Transport Trust is the next member of the transport advisory council, but he is only conversant with transport in the city; he is not aware of the problems in the north or in remote areas. The Chairman of the Western Australian Coastal Shipping Commission, is, I think, still learning his job.

Then we find that two persons are to be appointed by the Governor to hold office during his pleasure, and that one shall be nominated by the Minister from a panel of names of three persons to be submitted by the West Australian Road Transport Association. This association would certainly know the transport requirements, because its members comprise the biggest transport operators in the State, and at least 75 per cent. of them operate throughout the length and breadth of Western Australia.

The clause then goes on to provide that the remaining person shall be nominated by the Minister from a panel of names comprising the names of three persons submitted by each person operating a regular air transport service on scheduled and approved routes. There can only be one company to submit a panel of three names the Minister shall from which select one.

Any airline company which is registered to provide a service on regular routes has to be licensed, in the first place by the Commonwealth, and in the second place, by the State. But the schedules, freights, and fares are the responsibility of the Department of Civil Aviation or of the Federal Minister. So here again we have practically no control over the airline.

Further, the Department of Civil Aviation prescribes the places where the aircraft shall land and shall not land, and generally lays down the requirements under which the aircraft operates. Irrespective of the person to be nominated by the airline, he should not be a member of the proposed transport advisory council.

In my view, this council should comprise the director-general of transport and nine members. The reason for suggesting nine is that three should represent each of the three areas. I suggest that three should

represent the north-west and remote areas, and that they be nominated by the consultative councils appointed by the Minister for the North-West to represent the Kimberleys and the Pilbara, and the Gascoyne, which takes in part of the Murchison. So here is a broad selection of members from which a choice can be made.

I suggest three members from the South-West Land Division, and these members would represent the farming interests. They could be nominated by the Farmers' Union or similar organisations. Finally, the three remaining members should represent city interests, and I suggest they be nominated by the Chamber of Commerce, the Chamber of Manufactures, and the Trades and Labour Council. That would result in a council of nine members, besides the director-general who would represent broadly the users of transport.

Such a committee would function very satisfactorily. It could call in the persons who are nominated in the Bill as members of the proposed transport advisory council. This committee could call in the Commissioner of Railways when matters concerning the railways were being discussed; the Commissioner of Main Roads when main roads problems were being discussed; and so on. The persons mentioned in clause 10 of the Bill would then become the technical advisors to the committee which I have proposed.

Should this committee be formed, then there would be no need for the setting up of the transport users' board which, under the Bill, is to consist of the director-general and four other persons. The provision in the Bill does not set out definitely how the members are to be selected, but it definitely states who are to be the first four members. Today in answer to a question the Minister supplied the names of the four persons who are at present on the Transport Advisory Board constituted under the State Transport Co-ordination Act. They are—

Mr. W. G. McDonald, a farmer.

Mr. J. Finch, a pastoralist. He has done a tremendous amount of research into transport, particularly transport in the outback, and the Minister is probably aware of some of his work.

Mr. W. Finklestein, a manufacturer.

Mr. P. Young, a chartered accountant. He founded the Gascoyne Transport Coy., and I know him quite well.

If the committee which I have proposed is established there would not be a need for the appointment of the transport users' board. This committee would be able to recommend to the director-general, and through him to the Minister, the best forms of transport to be adopted and the best methods of co-ordinating them, because the personnel I have suggested are experienced in transport matters and are aware of the requirements.

Clause 14 deals with proceedings of the proposed transport advisory council, and states that three members shall constitute a quorum; yet this council is to consist of eight members besides the director-general. I cannot find anything in the Bill which prescribes when this council shall meet; whether the members shall be called together as a body *in toto*; or whether the director-general is to call in two or more of the persons named in the clause. Under clause 14 the director-general would only need to call in two of the members of the council in order to hold a meeting.

If the Minister can point out anything different I would be pleased if he would do so. Yet the other board is to have a quorum of three members out of the total of five. There does not seem to be any uniformity in that respect. A quorum should consist of 50 per cent. of the total number on the board, plus one.

I do not see that a quorum of three is going to provide an efficient board. It will simply give the director-general the right to call together any two he would like at a particular time. For instance, to deal with the M.T.T. he might call together two men from the shipping section or the main roads section. I am not saying he would, but it would be possible for him to get together members to deal with a subject with which they were not connected. I feel that the suggestion I have made would be far more equitable and would give far more satisfaction.

A Bill which is as important as this one is should not be rushed through the House. It should be allowed to lapse for a while to give all those interested an opportunity to study it. It would be interesting to ascertain the exact ton miles travelled in Western Australia in a year, because if we knew that we would realise the importance of this Bill. I suggest to the Minister that after the discussion on this Bill tonight the debate should be adjourned and the Bill allowed to lapse this session. It could then be introduced again next session, when all members after having had an opportunity to study it, could express their views on it.

MR. DAVIES (Victoria Park) [7.47 p.m.]: This legislation has been introduced as a result of the report submitted by Commissioner Wayne after he had made extensive studies both in Western Australia and overseas. The report was made available to interested members earlier this year and also, after some trouble, to other sections of the community which expressed an interest in it. It is a matter for regret that it was not made available more generally. I understand that for economic reasons only a limited number of copies were printed. However, I must say that on each occasion I approached the Minister for additional copies, he was quite happy to make them available to me, although I was a

little apprehensive about approaching him after certain requests had been made to me.

However, since the report has been published, it has no doubt been widely read by many members here, and I think Mr. Wayne is to be congratulated on the matter contained in the report. It is certainly comprehensive and deals with the transport problems of this State in very simple language, which probably accounts for the fact that I am able to understand most of the contents of the report.

I must say I did not expect anything new in the way of recommendations because, after all, there is a limit to the type of recommendations that can be made, particularly in regard to the experience we have had here and the experience of transport authorities overseas.

The main concern of any transport authority anywhere in the world is the competition from the private car, and this is readily recognised by Mr. Wayne as stated in his report. However, we must be thankful to Mr. Wayne for bringing together in one report all of the ideas that have been advanced at various times by officers in his department—that is, the Railways Department—the Transport Board in this State, and authorities overseas. No doubt the report also contains recommendations which are purely the brainchild of Mr. Wayne himself.

I think that the report provides a basis for study of our transport for many years to come. As far as I can see there is no recommendation or conclusion which has been omitted from the report—none that I could possibly think of anyway. When introducing the measure the Minister said that, according to Mr. Wayne's report, the condition of the transport system in this State was fairly healthy and that we should now establish a nucleus upon which to build a balanced and healthy transport system—or words to that effect.

Mr. O'Connor: I said we must provide a nucleus upon which to build a properly co-ordinated transport system.

Mr. DAVIES: That is more or less what I said. Of course this is obviously the time to do that before the whole transport system gets completely out of hand. With regard to the individual transport systems in this State a great deal has been done in the past few years in connection with the railways. Unfortunately, I cannot, from my close contact with the staff, say that the morale of the staff, generally, is very much higher than it was five years ago. I believe it is lower than it was five years ago. I state this from my personal contact with railway officers and employees—and I have quite a close contact with them.

Mr. Rushton: You must move in the wrong circles.

Mr. DAVIES: No. I do not mind stating that I have contact with these

officers. I am quite happy to call an ordinary working man a friend.

Mr. Rushton: You misunderstood me. I meant that you must have been talking to the wrong ones. I have spoken to many of them and they are pretty happy.

Mr. DAVIES: It might depend on which ones we talk to. Members may recall that I was the Assistant Secretary of the Railway Officers' Union for 10 years, and I still have close contact with that union. I receive the minutes of their council meetings once a fortnight and I have contact with the officers, and I have read the correspondence put before the governing body of the union.

As a result of all this I am able to assess the morale, and these days it is no higher than it was five years ago. No one can argue about the trading results of the department. They are, of course, much improved, but here again I am not quite certain of the accounting procedures adopted to achieve those results.

Mr. Hawke: You are aware that freights and fares have been thumped up a few times.

Mr. DAVIES: This is a little away from the contents of the Bill. I was dealing with the various sections of transport which are to come under this Bill, and I have stated my feelings in regard to the railways.

I have the highest regard for the Metropolitan Transport Trust. I have not had very much contact with the employees of that trust, so I cannot comment in that regard. However, I have had contact with the administration—the chairman and his deputy—on a number of occasions in connection with various problems which have arisen in my electorate and in surrounding electorates, and I say without hesitation that these men are a perfect model as to what those in a Government department should be like. They are ever anxious to assist if a genuine request is submitted to them and they are able to assist without any loss to the department. These men to whom I have referred are only too anxious at all times to see what can be done; and I say that if every Government department was modelled on the M.T.T., we would have a civil service about which we could not complain.

As pointed out in Mr. Wayne's report, the future of the M.T.T. must be carefully considered. I think he states that parallel services run almost a mile apart and this, in effect, is almost a door-to-door service for the whole of the metropolitan area.

The two remaining services which are to come under this Bill, are the State Shipping Service and the airlines. With regard to the State Shipping Service, I have been waiting for a considerable time for that report to be tabled. As yet it has not appeared, but it is quite overdue. I want it because of a particular interest. I

can recall that only last year or the year before we gave quite a deal of attention to the reorganisation of the service. As I quoted the other night from the Grants Commission report, the service has still exceeded its permissible loss by something like \$460,000 for 1964-65. I will be very interested to see the result of last year's operation. If the motives behind the reorganisation, as explained to us in the House when the legislation was submitted, were genuine and sincere, we must surely expect some improvement in the service as a whole.

The airline service has been a bone of contention in many sections of the community for a long time. We have, in effect, a monopoly here, without any chance of another service entering the field in Western Australia. From the opinions expressed by many of those concerned when we were in the north in June and July, I would say that the people were not wholly happy with the service now provided and that they feel there is ample opportunity and scope for another airline to enter into competition with the present one in this State.

Indeed, considering the Government's policy of free enterprise and competition, I imagine it would be delighted to introduce another airline to create some competition. As I have said, from reports we have heard here and from the contact we made with the people in the north-west earlier this year, it is quite obvious that MacRobertson Miller Airlines, or Ansett-A.N.A. as it is now, is not doing the job we would hope an airline would do in this State; and it is not doing a job we have come to expect from modern airlines these days.

This Bill proposes to establish two new bodies—a council and a board. If these two bodies are appointed, we will no doubt in the future argue about the decisions made by them, and particularly by the council. The council is to be directly responsible to the Minister, or, to put it the other way, the Minister will have control of the council. No doubt the decisions made by the council will be argued back and forth on many occasions, particularly, I should imagine, if the council recommends the closure of certain railway lines. That again is a subject in regard to which many debates have taken place in this House on a number of occasions—long before I entered the Chamber.

Mr. Graham: Quite interesting.

Mr. DAVIES: However, we are arguing tonight on the aspect as to whether a council and a board are desirable. The Bill contains the major recommendations of the Wayne report, with two very important exceptions. The Wayne report recommended that parking should come under one of these authorities, possibly the council. The other recommendation was that there should be one licensing authority for the State. Of course we know this is a hot potato as far as the Govern-

ment is concerned, and I am, with a great deal of interest, waiting to learn what is proposed in this regard. The Premier looked up with interest, and I thought for a moment he was going to make an interjection.

Mr. Brand: No, you are going along quite nicely.

Mr. DAVIES: Thank you.

Mr. O'Connor: Are you going to move an amendment in regard to this?

Mr. DAVIES: I do not know whether we should or not. The Premier is scowling at you, so you had better not suggest it. I thought that at the conference of local authorities in Perth this week some announcement might have been made in regard to the Government's intention about licensing. We will watch that point with interest. This is one of the notable omissions from the recommendations in the report of Mr. Wayne.

As I say the other point is in connection with the control of parking. Despite the strong recommendations that are made to take over control of parking in the city, and the close city area, I do not think the Government would be too anxious to do this.

When a report such as this is brought down and most of the recommendations are accepted, it is a pity that the two matters which I have mentioned have been omitted. I feel we should have some explanation from the Government as to why they have been omitted. If the recommendations form a total picture with regard to the transport in this State, and these two which I have mentioned are classed amongst the important recommendations, I think Parliament is entitled to know why they have been omitted.

Personally, I feel it is rather a pity that they have been omitted, because I would certainly like to see the licensing of motor vehicles, etc., under one authority. Judging by the very healthy figures that have been reflected in the trading of the Perth City Council over the past 12 months, I would like also to see parking under Government control. If this were done, perhaps it would help to meet some of the expenses of the proposed council and the proposed board.

The council, itself, has been very well dealt with by the member for Balcatta. It follows almost exactly upon the recommendations contained in the Wayne report, apart from the fact that it was not recommended in that report that the Commissioner of Main Roads should be a member. This is an addition which has been included by the Government, and I consider it is a good addition. For those members who have the report before them, the suggested organisation of the council, as it is to be called—but the authority, as it was to be recommended—is contained on page 13 of the report. As I have said, the only addition which is made in this Bill is that the Commissioner of Main Roads shall be

a member. I agree that such a person should be included.

Mr. Wayne recommended that the private road transport section should be represented by the President of the W.A. Road Transport Association and that the internal airlines should be represented by the Chairman of Directors of MacRobertson Miller Airlines Limited. As members know from reading subclause (4) of clause 10, the Government has amended this to provide that the Road Transport Association shall submit a panel of three names and the Minister shall select a member from these people. I agree that is a far better system of appointing a person to a council of this nature.

I consider the President of the W.A. Road Transport Association may be a hail-fellow-well-met, but he may not have the qualifications necessary to go on the council which is proposed. Similarly, the Bill suggests that three names shall be submitted to the Minister in regard to airlines' representation. Here again, I think it is far better that there should be a selection made on the basis of the best of the three names which are submitted, because the Chairman of Directors of MacRobertson Miller Airlines may be a person who occupies that position because of his financial knowledge rather than his knowledge of airlines.

The only point I wish to query with regard to this clause is the stipulation that the names shall be submitted by each person operating a regular air transport service. I am not at all sure as to what that refers. It probably refers to charter services as well, because the regular services, as far as I can see, are only those operated by MacRobertson Miller Airlines.

Mr. O'Connor: Later on, other services could come in.

Mr. Graham: Not while the present Federal Government is in office; it looks after Reggie.

Mr. DAVIES: At the present time, of course, subclause (4) of clause 10 provides that the names shall be submitted by those services which are operating regular air transport services; and, of course, with the situation which obtains today, this means MacRobertson Miller Airlines.

I would like to deal further with the council. The powers of the council are practically the same as those set out in the Wayne report; these are contained on page 47. Of course they are phrased differently in the report, but, as far as I can see, the whole of the recommendations from the report have been transposed into the duties of the director-general. Whether this board is necessary and whether it is going to be effective is something which only time will tell. I am rather surprised that the heads of transport services throughout the State and the representatives of people concerned with transport have not already met on some

kind of *ad hoc* basis. I feel that they have failed in their duty if they have not been doing so.

At a later stage, perhaps the Minister will be able to tell us if, in fact, they have made any representations. On this note, I would like to say that I shall support the council and wish it well. I consider it has a tremendous job before it, but no doubt the longer it is left, the harder the job is going to be.

I am rather confused about the suggested transport users' board. Somehow or other I cannot help but feel that this provision has been transposed into this Bill from the State Transport Co-ordination Act in an endeavour to keep the transport advisory committee operating. There is a provision for the members of the transport advisory committee to serve the remainder of their term—or their sentence, if one likes to call it that—as members of the transport users' board.

Mr. Norton: These members have been on this board for years.

Mr. DAVIES: Of course, their time must expire at some stage, and until such time as it does expire, the Government will not be embarrassed by sacking them if it can transfer them from the transport advisory committee to the transport users' board under the provisions of this Bill.

Clause 15 provides that the board shall consist of five members, including the chairman. The director-general shall, of course, be the chairman and the other members of the board will comprise four persons appointed by the Governor on the nomination of the Minister, and they will hold office for three years.

What rather puzzles me is the qualifications which are demanded of a person in order that he may become one of the four members to be appointed by the Minister. The persons shall, in the Minister's opinion, be those who are capable of assessing the financial and economic effect on the transport users of any proposed or existing transport policy and of whom two are, in his opinion, particularly versed in the transport needs of rural industries.

We cannot cavil at the fact that two of the representatives are to be representatives of rural areas. Nevertheless, the qualifications required of board members, generally, seem rather puzzling to me, because I think this proposition cuts across the duties of the proposed secretariat which will be set up by the council.

As I understand the position, the council is to be charged with certain work with regard to research, budget, and planning generally for the whole of the transport system throughout this State. To my mind, and from the qualifications which are demanded of the members of the transport users' board, these people are going to cut across the work of the proposed research offices which will be set up

under the council secretariat. Perhaps the Minister will explain why these qualifications are demanded. This puzzles me, because I cannot see their use. I do not imagine the appointment will be full time.

This is another point which the Minister might clear up for me, but, as I said, I do not imagine the transport users' board is going to be a full-time board. Indeed, it cannot very well, because the chairman is the director of the council, and as he cannot occupy two full-time positions, the transport users' board is not going to be a full-time board. Why are we going to have highly qualified men on this board? Is the reason just that they will give their attention to certain matters which come before them? These matters are very wide and I will deal with them shortly.

As I say, the stipulation is that these men will be highly qualified, but it is not required that they should be users of transport. They should know something about transport, not from their own experience, but by talking to people who use transport. I think the name itself is a misnomer and that these qualified men are going to cut across the duties of the secretariat of the council. I cannot see very much use for the board, particularly as it is going to be on a part-time basis. I feel that what it is proposed the board should do could adequately be done by the council, although definitely the council is set on a higher plane.

I have spoken about remuneration before in this House, and I understand there is a suggested scale for people who sit on boards. I understand this remuneration is set on a fairly firm basis and it has been applied by the Government over the years. No doubt the same scale will apply to members of this board.

Reverting to the duties of the board, I would like to know how often it is proposed the board shall meet and what secretarial staff will be necessary, apart from the secretarial staff which is attached to the council. If it is just going to meet as a board occasionally in order to discuss matters, I still cannot see very much use for it.

The board is charged with the duty of considering and, where it so resolves, of making recommendations on any matter affecting a transport service operating in the State or touching the lack or inadequacy of a transport service where that matter—

- (a) has been the subject of a representation made to the Board by, or on behalf of, the users, or persons who would, if the service were established, be users, of the transport service; or
- (b) appears to the Board to be such to which consideration should be given.

These conditions are contained in clause 24 of the Bill, which also provides that

the board may refer matters to the council.

As was explained by the member for Balcatta, here again the members of the board do not have to be experienced in using public transport. Anyone who is likely to use, or has used, public transport can refer a matter to the board and ask that it be discussed by the members of the board. Alternatively, there is the very wide cover-all paragraph (b) of subclause (1) of this clause which reads—

(b) appears to the Board to be such to which consideration should be given.

Of course, that provision opens the field very wide indeed and adds to my confusion regarding the duties and the operations of the board. This seems to be a duplication of services. Perhaps the board may be dealing with minor matters, but I would still like to know how it is proposed it will operate and how often it will meet.

I am sure that the rest of the matters contained in the Bill have been adequately covered already this evening. If we are going to have a transport users' board, there should be much wider representation on it than, say, two members from the country and two others with certain statistical and accountancy qualifications. I consider that perhaps we should provide for a genuine transport user to be on the board—somebody who actually experiences it day by day. This member could perhaps be drawn from those who travel by train or by bus.

To my mind, it seems that the proposed composition of the board is too far above those who have any practical knowledge of transport in this State. I really cannot feel it is going to be of very much advantage, particularly as there are matters before us which are contained in other Bills which deal with a transport commission.

Unless I can obtain some satisfactory answers to the one or two points I have raised in regard to the Bill, I will be inclined to oppose the setting-up of such a body at this time. I consider it is incumbent upon Parliament to watch expense; and, obviously, a board of this nature is going to cost something to set up and maintain. As I said before, I feel this is a duplication of the duties which I would expect the secretariat and the council to look after.

With those few words, I would say I am pleased that some kind of action has been taken to consolidate transport in this State and to plan for the future. I am not very happy about all the proposals in the various measures which are to come before Parliament in regard to transport reorganisation, but I am certainly prepared to give the council a try in order to see if the recommendations which have been made in the Wayne report can be implemented.

MR. RUSHTON (Dale) [8.15 p.m.]: It has been said that rail transport is capable of moving 50,000 persons an hour; that road transport can handle approximately 15,000 persons an hour; and that private transport falls far behind in its capacity to handle a large number of people, in that it transports only 3,500 persons an hour. I have heard members on the other side of the House agree, and I think we can all agree, that the Government is coming to grips with a tremendously important issue in matching transport needs for the very long distances between our various centres and through areas which are sparsely populated.

Of course, the people to be charged with the responsibility of implementing the provisions of the Bill before us will have to be men of tremendous calibre and capability, and I am sure the Government—as it has done on many other occasions—will find the right men for this task.

The objects of the measure were outlined very well by the Minister in his speech when he introduced the second reading of the Bill. The following is an extract from part of his speech and, in fact is a quotation from a report made some years ago to the President of the United States of America by a national resources planning board:—

... an adequate transportation system operating at a high degree of efficiency and at low cost; with each mode of transport operating in its field of greatest economy and usefulness and functioning with a minimum of waste and duplication...

This is something all of us look for and, as I said before, in a State such as Western Australia it is of the utmost importance that this be done effectively.

In years gone by many of us would have had personal experiences of transport problems and no doubt we thought something better could have been done in this field; but the way the Government has set about implementing this proposal, by having Mr. Wayne submit this report at a time when there is tremendous growth in our State, is very welcome. At this point I would like to mention that Mr. Wayne is to be commended for the report he has presented, and I think all would agree with the main issues he has put forward.

In my opinion the Government is doing what is expected of it by matching the transport needs of the State with the proposals contained in the Bill. Clause 21, in concise words, sets out the duties of the director-general of transport. In this clause he is charged, among other things, to recommend to the Minister transport policy or changes in transport policy; to oversee the implementation of such of the policies as are approved by the Minister, and to make provision for, and to supervise, research in transport planning and operation.

To me, in its present set-up, as we know it, the research section of transport planning has not been adequately covered, and, of necessity, someone is needed to concentrate on research. With the implementation of the Bill this matter will be attended to. As stated by others, the personnel of the transport advisory council have been well selected to give us the result that is being asked of them. I feel the inclusion of the Commissioner of Main Roads on this council is most important. I have read reports submitted by various authorities on our highways and on future demands which must be met and, to me, without going into any great detail, this is one facet which will need detailed thinking and planning by the proposed transport advisory council.

Mr. Nerton: What do you think of the number required for a quorum?

Mr. RUSHTON: When one considers the personnel who form the council and the duties they have to perform, I think the number is reasonable, and I think the honourable member will agree with me when he gives the matter further consideration.

Mr. Hawke: Why have a quorum at all?

Mr. RUSHTON: The measure will do much to protect the present environment and the way of life we enjoy. Our roads could easily become cluttered with vehicles and we could become weighed down with the attendant problems of transport, and so I think the Bill will present the answer for which we are searching. In my opinion the city in the future will be greatly enhanced and receive tremendous benefit from the work to be performed by this transport advisory council.

Becoming a little parochial, and dealing with my own district, for some years now the people in my electorate have been looking for the implementation of a plan to effect improved transport services. I can recall, a few years ago, a meeting being held in the Roleystone hall to which the senior officers of the Metropolitan (Perth) Passenger Transport Trust were invited, and the suggestion made to them then was that feeder bus services should be provided to convey people to the nearest railway station—this would have been Kelmscott—because it was considered that this would be a step forward in regard to co-ordinating our transport service and effecting economies.

The officers who attended the meeting on that occasion were amazed to think that people in this outer suburb were interested in transshipment of passengers and were suggesting what they considered would be a better service at the risk of some personal inconvenience to themselves.

I believe the public would readily accept this so-called inconvenience, and I think we are all looking forward to studying the result of the Midland experiment because, from what I can gather, following

the inquiries I have made, this has been successful, and no doubt the member for Swan will be able to give some further information on it as he is more closely related to this part of the world than I am. However, to me, this improved transport service to meet the needs of the people in my electorate will be most welcome.

Feeder services bring to mind a tremendous future for the State in that we will be able to have them serve establishments with a high density of people such as teachers' colleges. These feeder services will be able to tranship people to other points where they will be picked up by high-capacity transport services; and these are the improvements I am looking forward to being effected.

I close, therefore, with the thought that the Government, in bringing this legislation forward, is presenting a very welcome measure to us, because it certainly represents the taking of a step which the people of Western Australia have been earnestly expecting. With those remarks, I support the Bill.

MR. BURT (Murchison) [8.25 p.m.] : Speaking in support of the Bill, I want to make reference to one or two items in Commissioner Wayne's report, particularly that section concerning north-west transport, in which the interior of Western Australia takes precedence. In that report it is stated, quite rightly I think, that transport to the north should commence on the roads from the railheads at Geraldton and Meekatharra. But I also notice that Mr. Wayne suggests that a third road should serve the north commencing from Mullewa, because this might be advantageous to those who reside in the central portions of the north-west. I cannot agree with Mr. Wayne in regard to that suggestion.

I consider the whole of the north-west is adequately served by road by means of the two main highways: the North West Coastal Highway from Geraldton to Carnarvon and on to Port Hedland—which, incidentally, is being sealed right through to Port Hedland—and the Great Northern Highway from Meekatharra, which serves all the interior portions of the north-west to Marble Bar and on to Port Hedland, and also the centre of that part of the State.

Admittedly the road that would lead from Mullewa, only 60 miles east of Geraldton, would be very advantageous to the iron ore companies which are now in operation. I refer to the Mt. Tom Price iron ore undertaking and the Mt. Goldsworthy iron ore company. However, as far as the Mt. Newman iron ore company is concerned—and we are hopeful that this company will soon be in operation—the existing road north from Meekatharra could adequately cater for all the requirements of that company now that the other

two iron ore projects are having transported from their respective ports their main items of inward cargoes which will come from the south either by ship or along the North West Coastal Highway.

We realise, of course, that containerised cargo will play a big part in the development of the north, and in that respect the town of Meekatharra will be the jumping-off point for transport serving the central part of the north-west. This, I hope, will result in the upgrading of the railway line which is now operating between Mullewa and Meekatharra.

I would also refer to the possibility of iron ore being mined at Wilgie Mia, out from Cue. If this does come about it would lend emphasis to the upgrading of the line I have mentioned and would in all probability bring about the deepening of the Geraldton Harbour, because that would be the nearest port for the Wilgie Mia area.

Whilst the Bill seeks to co-ordinate most forms of transport in Western Australia I consider two very important aspects of road transport are still outside the ambit of this proposed advisory council. I refer to the regulations governing the dimensions of road vehicles, particularly those which govern axle loading. Both these subjects are cause for a great deal of concern in the north-west and in the eastern goldfields, and in his report Mr. Wayne recommends that certain concessions could be given in respect of vehicle dimensions, especially relating to those vehicles operating in the northern parts of the State.

We know that the Police Department, which administers these regulations, has recently relaxed, somewhat, the regulation governing the maximum width of vehicles. The department has increased the maximum width of transport vehicles by another 2½ inches.

Mr. Norton: That is to overcome the M.T.T. problem.

Mr. BURT: I do not know how it has come about, but I am grateful to what has brought it about; and I believe that many other regulations restricting the operation of vehicles in the north-west generally could be revised. I refer to the regulations governing overall length, swept width dimensions, and axle loading which, although controlled by the Police Department, to no small extent come under the jurisdiction of the Minister for Works who administers the Main Roads Department.

Surely it will be more advantageous to have these regulations under the all-embracing control of the Transport Advisory Council. I hope that after the advisory council has experimented to a certain extent in the co-ordinating of all forms of transport, consideration will be given to promulgating regulations governing vehicle dimensions and over-weight restrictions, and placing them under the control of the proposed advisory council.

I think that generally a more far-seeing attitude will be applied to these problems which do, to a great extent, have a bearing on the economic transport of stock and other cargo in the north-west.

I understand that the matter of freight subsidies, which have for a long time helped the outback areas, is coming under consideration, and that some more uniform type of subsidy is to be made available. In the area I represent, certain railway lines have been closed over the last 20 years, and subsidies have been paid to the residents of those areas to ensure that goods which were carted to their destinations would not cost any more in freight than they did when the railways operated in those areas. These subsidies have not been consistent. In the towns of Wiluna, Laverton, and Sandstone there are different subsidies affecting different classes of freights. The position is altogether unsatisfactory.

I trust, therefore, that when the transport advisory council comes into being, a more uniform rate of subsidy will be paid to the residents in areas throughout Western Australia.

There is one more matter to which I wish to refer. In his report Mr. Wayne lists a number of railway lines which eventually might have to be closed. I am not disclosing any secrets when I say that it is likely that the Kalgoorlie-Leonora line will come under the axe before very long. The fact has never been hidden by the Government, that when a sealed road reaches Leonora some consideration will be given to closing that line.

That, of course, will be tragic. Admittedly the bitumen road does adequately take the place of the railway line in many instances, and it is favoured by a number of people in a district that has hitherto been served by a railway line for 60 or 70 years. But to cease completely the running of a train service would be tragic; and, whilst most of the residents would like to have their cake and eat it—in other words they would like to cart their goods by road, but at the same time have the railway line open—when the line is running uneconomically, and when the services of 50 or 60 men are lost in respect of the maintenance of this line, it has a very serious effect on the district.

If it is the intention of the Government—and I hope it is not—to close the service, I hope no action will be taken to remove the rail track, because in the event of any mining activity that might occur, quite apart from gold—which is always a possibility—the rail service could be put into operation and used again.

I feel the Bill, generally, will be extremely favourable to transport in the outback areas; but I again emphasise the fact that I would like to see restrictions of vehicle dimensions and axle loading brought under the control and auspices of the transport advisory council. I support the Bill.

MR. BRADY (Swan) [8.35 p.m.]: I wish to make a few remarks in connection with this Bill. I regret very much that I have not had a great deal of time to study Commissioner Wayne's report, or, generally, to do research into the whole system of transport in Western Australia, particularly as it relates to the M.T.T., the Transport Board, the annual railway report, and the question of shipping. Had I been able to do so I could have made some remarks that would prove my point in connection with the recommendations made in the various reports.

I have felt for some time it is inevitable that sooner or later we must have a co-ordinating board in relation to transport, generally, similar to that which is envisaged in this Bill. When introducing the Bill the Minister said he hoped it would be a healthy step and the nucleus of a well balanced and efficient service.

Those are very laudable sentiments. The Minister said there was too little evidence of any large measure of co-operation in regard to transport and any decisions concerning public investment in the various forms of transport. There is quite a lot of meat in that statement.

The Minister hopes that as a consequence of the board being established it will bring about economies and a well-balanced and efficient service. He then went on to say that the board would deal with road, rail, sea, and air transport.

There are many things taking place in Western Australia at the moment in regard to road, rail, sea, and air transport which will have a very big bearing on the future economy and well-being of the State. Unless all these transport organisations are co-ordinated, there could be a lot of waste of public money, and a great deal of frustration for people engaged in various transport activities.

Even if the only outcome of the board's activities is a comprehensive research into all these factors, it will be well worth while. We know that daily in the metropolitan area great difficulty is experienced in connection with the flow of transport in and out of the city during the peak hours of the morning and the evening. Ultimately a lot more must be done to encourage the community to use public transport rather than private transport.

That brings me to say that I regret very much there has not been something more comprehensive in this Bill which would deal with the matter of parking in the City of Perth; because that is one of the recommendations, as I understand it, which is contained in Mr. Wayne's report. He suggested that something should be done in regard to this matter, and I very much regret that the Government has not seen its way clear to include in this Bill some provision which would deal with this important aspect.

I could enlarge on this at great length as it relates to my own personal feelings, but I do not wish to be parochial; nor do I wish to be critical of the Perth City Council, but I would like to quote a paragraph from the leading article in *The West Australian* of Saturday, the 5th November. I know you do not like long-drawn-out quotations being made from the paper, Mr. Speaker, but this one states—

MOVE TO COORDINATE TRANSPORT SERVICES

With one important exception the State government is going a long way in its Transport Coordination Bill to give effect to the recommendations of the Wayne report.

The most serious omission is that there is still no provision for centralised control of parking. The Perth City Council and other local authorities are being allowed to retain their parking powers, at least for the time being. This means that an important element in uniform control is missing. The government has made no attempt to explain its timidity in this.

It then goes on to deal with the proposition that the Minister for Transport could well be handling railways and all transport matters, generally. As I was saying, the matter of parking is very important indeed, and more encouragement should be given to the general public to use public transport rather than their own private transport. If public transport were used a lot of congestion could be eliminated in the peak hour traffic movement in the morning and in the evening. This would enable a greater flow of transport in and out of the city.

Recently the Commissioner of Main Roads addressed an organisation in Perth, and, in dealing with the Perth freeway and the road system, he said, in effect, that the Main Roads Department was planning for only 34 per cent. to use private transport and 54 per cent. to use public transport, and for 9 per cent. to be within walking distance of the city.

It seems a pity that the Government has not done something, to deal with the parking problem in the city—something which would discourage the general public from bringing private vehicles into the city. If ever the Government gets around to deciding that it will do something about this problem, in view of the great difficulties it is already causing—and the greater difficulties it will cause in the future—it should give some thought to what the Commissioner of Main Roads had to say. When addressing the meeting to which I referred, he said that the traffic flow into the city which we could have expected in the 2,000 was now anticipated to be reached by 1980.

It would seem that private transport is reaching the point where there is one motor vehicle for three people in every 100 of the population. So something must

be done to alleviate this problem. When the Government does take some action in regard to this matter of people using public transport rather than private transport, I hope it will give the people plenty of warning so that they will not be left with cars valued at £1,200 to £1,500 lying idle in their backyards.

I recall, approximately two years ago, having my first official interview with the town planning people in connection with the closing of certain roads into the Midland workshops. The town planning authorities told me that one of their major problems in connection with the standard gauge railway and the closing of certain rights-of-way into the workshops was connected with parking for the vehicles of the employees. They visualised there would have to be parking meters and parking charges in the Midland area. I told them there and then I hoped there would not be. So I was one who discouraged them along those lines approximately 18 months or two years ago.

The very fact that the Commissioner of Main Roads has seen fit to address a public body in connection with this matter, and the fact that the Wayne report also refers to it means the problem is there now and something should be done about it. Like the leading article in *The West Australian*, I regret the Government shelved the problem. However, it should have faced up to it and given the public ample warning as to what it intended to do.

Another reason for my speaking in connection with this matter is that we as members of Parliament must have some responsibility in seeing that money spent on public transport is spent on a proper basis. Unless there is proper planning between railway transport and road transport—I am talking about the M.T.T. now—the ferry service, and other services, there could be a large waste of money. I have mentioned previously in this House that I think the recognised cost of our present railway system is something in the vicinity of £60,000,000; and the cost of the standard gauge railway has to be added to that figure—another £50,000,000, or £55,000,000. So the railway system in Western Australia has to find the sinking fund and interest, and face up to servicing the charges and depreciation, on an amount of £110,000,000.

So it seems the other transport services should be dovetailed in such a way that the railways will get the maximum return for the money invested in road and rail transport services. In recent years there has been ample evidence that such has not been the case. I have heard it said on more than one occasion that the Metropolitan Transport Trust is not co-operating with the railways and railway road services. It was a public scandal a few years ago when road and rail services were running to Darlington. They both arrived at the sta-

tion together and left together; there was no co-ordination between the rail and the road service. So, when public finance has to be considered, we as a Parliament—members of the Opposition and members on the Government side—must see that the greatest return for the money invested is derived in regard to each service.

In regard to the proposed director-general and board, I can see some advantages to the services, as one central body would carry out the major research in respect of transport services. I think many advantages could be gained and many economies made. Many of the personnel of the existing services could be freed for other work; and I hope that is how it will turn out. I am inclined to think, having regard to the figures I mentioned a few minutes ago in respect of the money tied up in the railways, that the backbone of our transport services in Western Australia, without doubt, is the railways; and the road transport services should be made to co-operate with the railways.

I am reminded that from time to time I see services operating which I do not think are giving the greatest efficiency so far as the public is concerned; and there is not the best of co-operation in regard to passenger services. If I remember correctly, going through my own Swan electorate there are dozens of buses that traverse Guildford Road through Guildford, yet one cannot pick up a bus on the other side of Bayswater to go to the hills. People living in Bayswater and Bassendean have to catch the train at Ashfield or Bassendean and go to Guildford to catch a bus in order to go to the hills.

In addition to that, if one goes to Bunbury or other south-west towns, one sees dozens of log-hauling trucks on the road. In my opinion, there is inefficient management and control somewhere. In addition to that, on certain days of the week going to Albany and other areas in the country, one can see hundreds of stock trucks transporting stock and cluttering up the roads, whereas the stock should be hauled by the railways.

Mr. Gayfer: How do you think they would get on if the railway were taken away?

Mr. BRADY: I know some people have difficulties in this respect and consideration has to be given to them. A central board of control could give these matters proper consideration and provide the necessary organisation. If things are organised properly and road transport is told to work in conjunction with rail transport, a lot of things could be done efficiently and there would be great economies to this State.

Hundreds of people from the country come to the metropolitan area at certain times of the year—at Royal Show time and for the football finals—and public trans-

port should be so organised that these people can come down economically and in such a way that there would be a saving to the State in transport costs.

There is another matter about which the honourable member who interjected a short while ago will have some knowledge. I refer to the difficulties experienced in recent times in regard to road haulage of superphosphate. During the last six months our attention has been drawn to the difficulty experienced by the superphosphate hauliers in having to queue up at the superphosphate works. With appropriate management and control by a board, I believe a lot of these problems could be overcome.

Mr. Gayfer: Are they going to shovel it out of the railway trucks?

Mr. BRADY: I would remind the honourable member who has just interjected that my knowledge of superphosphate handling—probably the honourable member does not know this—goes back for 10 or 15 years when I was secretary of the Superphosphate and Chemical Transport Workers Union. In the course of my work I gave a great deal of thought to this matter, and 15 years ago I suggested that aeroplanes would ultimately fly into superphosphate works and spread superphosphate over various parts of this State. I know quite a deal about the subject and can tell the honourable member the number of tonnages involved and number of trucks experiencing the difficulty I mentioned earlier.

Everybody is passing the buck; and the only way the job can be done, and will be done, is to have people in control who can enforce their decisions at law, which is very different from the position that exists at the present time.

I now intend to get a little bit parochial. For some time I have been disappointed with the public road transport that operates throughout the Swan electorate. Anybody who takes the trouble to look up the M.T.T. report for 1965, table 7, will see the outline of the various routes travelled through the Swan electorate. In my opinion, they are badly planned and the service is not what an organisation like the M.T.T. should give; and not a sufficient number of people have been brought to the railways to go to the city.

In half a dozen places road transport runs into a dead end instead of being a continuous service. Things of that nature seem to be occurring unnecessarily. I feel that even the M.T.T., like some of the other Government departments, wants to be sure a profit will be returned before it will provide a service. That is one of the reasons I am pleased to see the Minister advocating that the whole of the services be under the control of the Minister. I hope that some of the public road transport services will be prepared to experience a loss until those services are built up. It

seems to me that road transport does not want to run through the various suburbs like Eden Hill, Caversham, and the outlying parts of the Swan electorate such as Hazelmere and South Guildford unless there is a good profit to be made.

In view of the fact that public transport is making good profits in other areas that are built up, it is only reasonable that a better service should be provided in outlying suburbs that are being built up by struggling men and women. This is one of the things to which the board could have regard.

I regret that from time to time the reports of various committees that have been set up to deal with road transport and other public transport have not been handed to members. In fact, I do not think they have been tabled in the House. They have gone to various departments, and the departments have acted as they thought fit, according to whether it was the railways, the M.T.T., the ferry services, or some other department. I recall that when there were some difficulties in the Koongamia-Greenmount area, a certain report was obtained from the department concerned, but we never saw that report in the House.

That brings me to the point—and the Minister will recall this matter—that within the last 18 months, when the standard gauge railway was to be put through Midland, the Koongamia rail service was discontinued. I argued that it was the wrong thing to do—and I still think it was the wrong thing to do. The point I want to emphasise is that the Minister, with one of his departmental officers and the member for Darling Range, interviewed certain people in the Koongamia electorate. Without doubt, we were given the impression that the road service would run through Koongamia to Helena Valley, and that ample and adequate road service would be available. However, that position has not come to light. The buses now running to Koongamia stop where the railway services previously terminated.

So it will be seen that whilst we are led to believe these things will come about, and the people acquiesce in the Minister going ahead with his scheme, great disabilities can arise. The road transport service which we were led to believe was to be provided has not eventuated.

Only as late as Saturday afternoon I went to Koongamia and observed the road service operating where the rail service had previously operated. The buses were causing a lot of dust on the gravel roads, about which the womenfolk have been complaining for the last 18 months. I hope the Minister will take notice and see that something is done to improve the service and the state of the roads, in view of the assurances we received some time ago.

I am now drawing to the close of my speech, and I will finish on the same note

as that on which I started. Having a board may not be the perfect set-up; there could be room for improvement. I think I read something in the Wayne report recommending that something be done about trying to get overseas ships to make Fremantle the first and last port of call in Australia. If that could be brought about, Western Australia would receive the greatest economic advantage in transport, generally, that is possible in this State.

Mr. Hall: I would have to disagree with that.

Mr. BRADY: The member for Albany says he would have to disagree, but he loses sight of the fact that Albany would receive a lot of advantages if overseas manufacturers were to make Fremantle the first and last port of call in Australia. The impact on Fremantle itself, in warehousing and other facilities, would be stupendous. Also, the ultimate result and benefit for the whole of the metropolitan area could be a great step forward economically.

Whilst on that subject, I mention the fact that we know modern trends are towards having what are called "seainers" and similar types of facilities. In fact, some of the big firms are specialising in making this type of package in order to have the maximum haulage with minimum handling. Incidentally, there is also the minimum pilferage, and that is an advantage.

I realise that a board of the kind to be set up, could, without a great deal of difficulty, recommend that a place like Midland be the terminal of the standard gauge railway, as far as the passenger services and much of the goods traffic is concerned. That, in my opinion, is a practicable project now and I think it should be looked at.

I cannot see the value of bringing thousands and thousands of people into the metropolitan area to clog up the Perth station, and have those people catching buses and trains back to the eastern suburbs. It could well be a practical proposition that quite a lot of the standard gauge freight coming from the Eastern States could be off-loaded at Midland and transported from there to the metropolitan area. The board to be set up could make decisions like that, but I do not want to enlarge on that point. I could well do so and probably cause embarrassment to some departmental officers.

It seems to me that every transport department is out for itself, and the general public is carrying the baby. That is another reason why I am pleased the Minister desires to take over the control of all the transport activities. I think we could well build up little dictatorships in some of the departments which would have the final say.

I can quote a classic example of a little dictator in another department. It is an absolute classic where correspondence and deputations and letters passed back and

forth for two years. The dictator to whom I refer said that a certain thing could not be done. Then, overnight, it was done. That could happen in many other departments.

I think I have said all I want to say on this Bill. I could say a lot more about rail transport and the closing of certain services to Geraldton and Albany. I could talk about the development of the 3 ft. 6 in. gauge and the 4 ft. 8½ in. gauge in various parts of the State. However, I could probably get into difficulties with some other members who are going to speak on this Bill.

I think this board had to come, sooner or later. It will be an overall advantage to everybody and whilst it may appear to be costly, I think if it is organised properly and it does research by departmental officers, great economies will be achieved when it is set up. Instead of all the departments and different sections building up their own research programmes, and carrying out their own investigations in the Eastern States and overseas, all those things could be done through the one body. I can see that great advantages will accrue.

I am not going to touch on air transport, although I could have a lot to say on that subject. I will not touch on the north-west; I believe that can be left to the north-west members. With 1,000,000 square miles of our State going forward, I cannot think of a better time to have this measure introduced in order that all sections of the community can express their viewpoint in regard to the setting up of the board.

I regret that the consumers—or the users—are not to be represented on the board. I think they could well be. Also, the trade unions which, to some extent, are going to make or break the workings of this board are not represented either on the users' board or the main board, which is to be the advisory board to the director-general. The practical men could well be representing the every day users of public transport, just as we have a consumers' representative on the abattoir board. There is no reason why we could not have a member of the general public, who is using road transport or public transport, on the board.

With my concluding remarks I support the Bill and I hope that in 10 or 20 years' time the public will acclaim the setting up of this board as one of the greatest steps forward ever, with regard to transport in Western Australia.

MR. JAMIESON (Beeloo) [9.10 p.m.]: Seeing that the member for Avon so kindly condescended to allow me to speak next—

Mr. Gayfer: I always follow you.

Mr. JAMIESON: —I will warn him that I will not be very long, in case he is thinking of taking a stroll. There are a few

matters on which I wish to address myself in connection with this Bill.

The first matter concerns the Wayne report which was made available to the public, to a lesser degree, some time ago. My colleague, the member for Victoria Park, referred to the fact that the report has been made available in limited numbers; and the Minister has endeavoured to make some copies available. It would appear to me to be an omission on the part of his department, in the first place, that vitally affected organisations—such as some of the large trade unions—have not been able to get possession of a copy of the report. The member for Victoria Park noted that three of the railway unions were without copies, but he had been able to scrounge a few copies and supply them. However, one of the biggest unions has not yet obtained a copy of the report.

I have repeatedly asked that reports be made available. No doubt all the other organisations interested in the transport set-up would have a copy made available to them. I refer to the M.T.T. and other operators who might be affected. I think it should be an understanding that on any future occasion when a report on a special matter is published, all those organisations which may be affected should receive the courtesy of a copy being made available to them by the department concerned. And, of course, the Ministers should also see that members of Parliament get a copy.

I draw attention to the fact that here again the Government seems to have brought forward legislation without contacting and discussing the matter with the various departments which will be affected. I noticed in an article in *The West Australian* of the 4th November, 1966, some comments by a writer in connection with the State Government hoping that its proposed machinery for the co-ordination of all forms of transport would be set up by April. After some further comments, the writer said that M.T.T. chairman, Mr. I. E. Thomas, said yesterday, when asked, that he was unable to comment on the Government's proposals because he did not know of the proposition, and that he had not been consulted on the legislation.

That is a growing tendency on the part of the Government when introducing legislation. People are stating that they had no knowledge of the matters before they were brought before the House, and this causes discontent within the community. There is no necessity, of course, to have the contents of a Bill made public generally, and to be common knowledge, before it is brought to the House, but when the Minister, or some Government official, releases a story to Mr. Smith, of *The West Australian*, surely to goodness courtesy requires that the Minister or the department should make available some detail to people who are concerned and affected.

The Government will get little co-operation from the various departments if it follows this practice. The Government should take a lesson from the past few weeks and make sure it consults the parties concerned before bringing legislation before the House.

We have seen this sort of thing with a number of issues, not only with respect to transport but also many other matters where people with wide interests have been affected by certain legislation, but there has been a lack of consultation with, and a lack of consideration of, those people before that legislation was presented to Parliament. As a result, on occasions, Ministers have had to race in with amendments to iron out difficulties that need never have arisen had the parties concerned been able to get together and discuss the legislation before it was introduced. In most of those cases the Ministers concerned have had to agree to alterations taking place because it was essential that amendments be made.

If the people concerned are not consulted then the legislation which is introduced to cover those people is not good legislation. If the Government has a policy which it intends to implement then, of course, it is entitled to do so whether it keeps the legislation secret until it is introduced or whether it discusses that legislation with the departments concerned. However, if there is some discussion between the departments and the Ministers involved, there is a much better feeling engendered between the administration and the Executive, and this results in better legislation. With measures such as this I believe such prior consultation is essential.

Probably this Bill is quite unnecessary because, as the member for Balcatta indicated, we have had some degree of co-ordination of transport for some considerable time; and in this connection the honourable member mentioned various Acts which have been on the Statute book for many years. *The West Australian*, in its editorials, has, for a number of years, been advocating that all forms of transport should be placed under the control of one Minister; and with that contention I wholeheartedly agree. If that were done I feel sure most of our transport problems would be ironed out.

In that event surely it would be elementary to have one co-ordinating committee of advisers so that there would be no overlapping of transport facilities by the different methods of transport, such as has occurred in this State, as was clearly indicated by the member for Swan. The prevention of the overlapping of parallel services would be the administrative responsibility of the co-ordinating committee. The Minister having set out his policy on such matters, would then be able to rely on his co-ordinating committee, whether it be statutory or not, to carry out his wishes. If the committee did not do

so the Minister would be entitled to give its members a blast. I think that is as far as the Minister needs to go.

During his speech this evening the member for Dale referred to the various ways that trains, buses, and private transport could handle the transportation of passengers. But the honourable member failed to state that it all depends on the mode of transport that is available to the people who wish to be transported. If there is a private railway working on a private line, with plenty of accommodation for the public in the districts through which it passes, then, of course, that railway can handle its passengers very quickly. If there is a bus service which operates on a road set aside for buses only that service, too, can handle a great number of passengers. It all depends on circumstances.

If one is running a fleet of automobiles on a road on which no other vehicles travel, that fleet, too, could handle many thousands of passengers per hour. Therefore I do not think the honourable member's statement was relevant to the circumstances. I think it was more a statement of a set of circumstances that may or may not exist at a given place.

Those factors would depend on the availability of roads and freeways; the access to those roads and freeways; the access to railway facilities or, for that matter, access to car parking facilities; and the availability of roads to enable people to move quickly to or from those facilities within a certain time. However, the aspects mentioned by the honourable member are not very important in the overall transport situation.

There must be co-ordination of some kind but whether it should be exactly as is envisaged in the Bill I am not inclined to say; I rather feel that the proposal in the measure is not altogether necessary. However, I do agree that one Minister should be in charge of all forms of transport and once that Minister lays down his policy the co-ordinating committee should do the spade work for him and carry out the overall policy as required by the Government from time to time.

There is one other point. I think perhaps the board could be extended by having as members of it, representatives of the various transport unions. There are several of these unions and they represent a number of people. While it may be said that this board is merely of an administrative nature, the people to whom I have referred have specialised in their work and in their dealings with people. They would bring a degree of balance to the board, particularly in its consideration of certain matters.

For instance, I doubt very much whether the Commissioner of Railways (Mr. Wayne), or for that matter any of the

other members of the board listed in the legislation, would have travelled extensively on the railways. They would make some journeys by rail in order to carry out their inspections; but, as we all realise, these officers must move around very quickly and the very nature of their job requires them to move from place to place as quickly as possible. As a result they do not get to know the run-of-the-mill operations; whereas those who have worked in these transport systems for a number of years would be able to bring the necessary balance and mature consideration to many of the problems that are involved in contacts with the general public—problems which would probably not be appreciated by those who have been in administrative positions for a number of years.

Although I do not altogether agree that the legislation is necessary, I am quite happy with the fact that the Government wishes to bring all forms of transport under the control of one Minister and, for that reason, I support the Bill. However, I hope that amendments to make provision for the proposals I have outlined will be introduced.

MR. GAYFER (Avon) [9.23 p.m.]: I will be even briefer with my speech than was the member for Beeloo. It is said that progress is not a law of nature; it is an act of man. If this act of man is intended to help progress in general and give greater satisfaction to the users of public transport, then I am in agreement with the measure before us. If the outcome of this Bill will be a distinct advantage, economically or physically, to all users of co-ordinated transport, then, likewise I am in agreement with it. However, if it means the implementation of all of Mr. Wayne's report, which was presented in June, then I reserve the right, at a later stage, to disagree with certain portions of it.

I realise that Mr. Wayne's report contains only recommendations, and the Minister, in his second reading speech, said he has the final say on those recommendations, and that those to be implemented will be brought before Parliament. However, I will be most interested in seeing how the new council will work out. It looks as though it has great possibilities but, as I have just said, if it is to be inaugurated only to put into operation all of Mr. Wayne's recommendations in his overall view of transport in Western Australia I will, at a later stage, disagree with certain of those recommendations.

MR. HALL (Albany) [9.25 p.m.]: My few words on the Bill will deal only with a consideration of the Wayne report. I think this Bill could have been delayed for some considerable time—at least until members had had an opportunity to discuss all the recommendations in the Wayne

report. Then, perhaps in the next session of Parliament, the Minister could have introduced legislation based upon all the information that he had been able to gain from an open discussion on the report.

After many months of research the commissioner produced his report, but it is rather staggering that he completely overlooked research carried out many years ago into the opening up of the south and south-east portion of our State. In this regard I should like to refer to the Watkins report. On the 25th April, 1929, the Commonwealth Government set aside a sum of £150,000 to be spent on an investigation into the possibility of building a railway line from Albany to link up with the trans.-line at Karonie. The point that amazes me is that the commissioner did not see fit to investigate the research that was carried out during this inquiry.

Mr. Brady: Under this Bill he has the power to do it if he so desires.

Mr. HALL: Unfortunately the commissioner did not make a recommendation along the lines I have suggested. A member in another place has mooted that the line to which I have just referred could be diverted to link up with the trans.-line at Southern Cross, thus opening up the south-eastern portion of the State. The fact that \$150,000 was spent by the Commonwealth indicates that that Government felt something along these lines should be done.

If the article in the paper was any guide as to what Mr. Wayne proposes, the idea is to go from Midland Junction across to Hyden; whereas if the line was run directly from Southern Cross to Albany it would open up the whole of that south-eastern area, and Albany would be a terminal. This would obviate, for instance, a 20,000-ton vessel having to travel an extra six or seven hours to get to Fremantle to load goods.

At the moment the Eastern States ships bypass Albany, but if Albany were established as a terminal point there would be a great saving in cost and time. Goods could be transported, whether by standard gauge railway or the ordinary narrow gauge, to Albany which would be the terminal point. At the present time it is obvious that having to use Fremantle means that thousands of pounds are wasted, irrespective of the tonnage of the ship, in travelling time. If that line is established, a start could be made from there to feed out to the trans.-line on the standard gauge.

Recently I asked a question relating to the establishment of a cargo terminal, but the reply of the Minister was that this could not be put into effect. I fail to see how this State could afford to lose 1,000 hours in travelling time when cargo could be shipped from that particular port. The fact is cargoes are now shipped past that port. Perhaps the commissioner could

look into the overall picture to see whether the operations of the ports can be diversified.

Esperance will be looking for outlets, in the handling of cargo both inwards and outwards. Therefore, the Minister should look at the proposal which has been put forward. The Commissioner of Railways is a Tasmanian and has not been in Western Australia for many years, and he might not be aware of the research that has been undertaken. The research clearly shows the pressure that has been applied in some transport matters; for instance, the imposition of the charge of 40c per bale of wool transported to the wool sales at Esperance.

Mr. O'Connor: This charge applies throughout the State.

Mr. HALL: I do not know why, because there are no parallel lines in operation. I see no reason why the 40c should be loaded onto each bale of wool.

Mr. O'Connor: That is the permit fee.

Mr. HALL: In my opinion, the charge is diabolical; and it is devastating to decentralisation. For a long time we have been advocating the decentralisation of industry, and I imagine the measure before us seeks to co-ordinate the various modes of transport in the State. Why then should a charge of 40c a bale be imposed when there is not a parallel line in operation? Why should any decentralised industry have to suffer such a disability?

My main point in speaking to this measure is to indicate that there is a lot to commend it, but, as the member for Beeloo stated, the Wayne report on transport has been released on the eve of the introduction of the measure. In the short space of time available none of us have been able to digest the contents of the report. I appreciate the investigation that has been carried out by the Government, but I cannot agree to the manner in which the report is released. The Bill should be delayed in order to enable us to give more time to its consideration.

A great deal of research over many years has gone into the opening up of the southern and south-east portions of this State, and £150,000 of Commonwealth money has been spent in this direction. I daresay that Commissioner Wayne has not seen the results of this investigation. We find that cargoes are transported past the Port of Albany, but with the establishment of a cargo terminal these cargoes could automatically be fed out to the southern and south-eastern districts. Further, Esperance will be looking to the handling of both inward and outward cargo.

There are many factors to be considered in respect of the co-ordination of transport in Western Australia, and one important aspect is town planning. One cannot align one's thoughts with this matter without taking into account the effect

of town planning; and Commissioner Wayne is probably well aware of our views on this subject.

When planning of transport and traffic takes place, consideration must be given to noise, to buildings, and to other matters. This is a very important factor in the preparation of a report. I support the measure before us, which has for its purpose the achieving of some good, but I am sure many of the people who will be affected by it are not aware that the legislation is being introduced. I can only reiterate my remarks by emphasizing that the Wayne report has been released very belatedly. The overall consideration of the measure should be delayed till the next session of Parliament, to enable members to give more study and consideration to the matters contained therein before giving their concurrence.

MR. MITCHELL (Stirling) [9.37 p.m.]: It would not be appropriate for me to allow a measure as important as this one to be passed without making some comments on behalf of those I represent, and of the State generally. This measure is so important and so necessary that it does not warrant a great deal of comment. I believe in freedom of enterprise and freedom of choice, and we have reached a stage in the development of Western Australia where the co-ordination of transport is one of the most important factors to be tackled.

The member for Balcatta said that all sorts of people had been consulted before the measure was introduced, and that if the Minister had given consideration to the problems he should make the decisions himself. Well, the Minister and this Government are making decisions to relieve the chaotic position of transport in Western Australia, and this chaotic position has been brought about by the increase in all forms of transport.

I have heard criticism of the Minister for retaining some control over the decisions that are made. We all know that the Metropolitan Transport Trust is to be widened under this legislation, and is to be placed under some form of ministerial control. We were told that last year the trust lost something like \$1,200,000. The Government is required to meet such losses, therefore it is only right for the Minister in charge of this legislation to have some say in regard to the operation of these services.

I now want to refer to the question of rail transport *versus* road transport. I believe that rail transport is not being used to the extent that it should be used; and I also agree that people should be allowed to use road transport, but when we see the roads being severely damaged by heavy transport carting huge loads of timber and other commodities, we agree readily that many of these goods could be transported by rail.

It is the desire of many people to have freedom of choice of road transport or rail transport, yet the same people have pressed for the exclusive use of some form of road transport. It is my belief that people should be given a choice to use whatever form of transport they desire. We should not implement road transport of certain commodities in preference to rail transport, and then restrict one particular road transport operator.

The railways can play, and are playing, a very important part in the bulk transport of major commodities. It does not seem sensible for road transport to cart commodities, which are not perishables, for hundreds of miles when those commodities can be transported by rail. Whether the form of co-ordinated transport proposed in the Bill will bring about a better system remains to be seen, and it will be up to the proposed transport advisory council to bring about an improvement.

I commend the Minister for introducing the Bill, and I look to some semblance of co-ordination being brought about by the advisory council. I believe in the long run this legislation will be of benefit to the people and to the State generally.

MR. O'CONNOR (Mt. Lawley—Minister for Transport) [9.41 p.m.]: I thank members for their contributions and for their general acceptance of the measure. When I introduced the Bill on Wednesday last I covered most of the details in respect of implementation, and the reasons for the measure. I do not propose to repeat the remarks that I made, and I shall now confine myself to answering some of the questions which have been raised.

The member for Balcatta made some comment regarding Mr. Wayne being the Royal Commissioner into transport. He seems to be under some misapprehension, because there has not been a Royal Commissioner appointed to inquire into transport by this Government. There has been a transport review, and Mr. Wayne has been seconded from his position as Commissioner of Railways to undertake that review.

The next point made by the member for Balcatta was that the Bill contains no new matter that is not already contained in the existing Transport Co-ordination Act. I disagree entirely, because the Bill does not seek to introduce any new form of transport, but to co-ordinate the transport system so as to help the transport requirements of Western Australia in the future. This State is on the move and is expanding at a rapid rate. We do not wish to see transport stagnate while the rest of the State is on the move.

In Western Australia—and this applies generally throughout the world—approximately one in every six persons is involved or employed in transport operations. If the transport system is inefficient, then

the public in one way or another must bear the consequences either by the payment of cash, or by putting up with an inefficient service. Therefore it is most important that we adopt an overall transport system which will provide better services than those provided at the moment, and which will, if possible, be more economical.

The member for Balcatta suggested that the director-general would be interfering with the transport organisation, and he seemed to take some exception to his appointment. However, a few minutes later he said that the director-general would have the same powers as the existing Commissioner of Transport.

The member for Balcatta was a Minister in the previous Labor Government, and if he did not like the powers which the Commissioner of Transport had, he should have taken action at that time to alter those powers. The powers of the director-general will not be much different from those of the existing Commissioner of Transport.

In undertaking research on this matter I notice that the member for East Perth, as a Minister of the Government in 1957, introduced the Metropolitan (Perth) Passenger Transport Trust Act. In the second reading debate he said he thought the Bill could be a start to a co-ordinated transport system. He seemed to indicate that he was in favour of such a system. In the debate this evening he went on to reveal a number of organisations which had not been consulted, and they were the M.T.T., road transport, the railways, taxis, and so on.

This leads me to believe that the honourable member did not read the report because on page 49 a number of the top representatives of the organisations he mentioned are quoted. They were, as a matter of fact, members of this committee which assisted Mr. Wayne.

Mr. Graham: There is no dispute on that. It is a question as to whether the Government consulted any of them in respect of this Bill.

Mr. O'CONNOR: If the honourable member will allow me to continue, I will answer that question, too. The members of the committee were Mr. G. A. Shea, Deputy Chairman of the M.T.T., Mr. D. J. Dyson, research officer in the Department of Transport, and Mr. A. E. Williams, a special officer with the W.A.G.R. Those members helped Mr. Wayne compile the report. They did, I know, report back to their heads and discuss with them the detail in connection with this report.

As a matter of fact at times during the compilation of the report, I had discussions with various members. I know, also, that the Commissioner of Transport who is in charge of the Taxi Control Board and also the tourist organisation, gave fair and frank views in connection with taxis and tourist buses in this State. I feel that most of the organisations con-

cerned would have been informed and knew what action was being taken.

Mr. Graham: We know for certain that the M.T.T. was not consulted, judging by what appeared in the Press.

Mr. O'CONNOR: What I have said is the true position. Also consulted by Mr. Wayne, were Sir Ragnar Garrett, the Chairman of the State Shipping Commission, Mr. Hindle of the Transport Commission, and Mr. Howard. In addition, at Mr. Wayne's request, an article was published in the newspaper—and I must thank the Press for this—asking any interested organisation to contact him for discussions.

Mr. Davies: Was that in regard to the legislation or the report?

Mr. O'CONNOR: That was in regard to the report. With regard to the legislation, this was naturally drafted by the Crown Law people.

The Government has been criticised in the House this session for making information concerning certain measures available to the Press before members of Parliament. Comment has also been made regarding the Transport Department being able to handle the whole of these operations. I feel it would be extremely difficult for that department, under its present set-up, to do this. I say this because, as members are aware, there has been a terrific expansion in transport—as well as in other ways—in this State over the last two years.

As far as the department is concerned there has been an increase from 13,000,000 to 53,000,000 ton miles operated under permit in this State in two years. That is approximately a 400 per cent. increase in two years, which involved a terrific amount of extra work for the department. On top of that, the department is now responsible for road maintenance operations and legislation, and this has almost doubled the amount of the work the department previously undertook under the old co-ordinated system.

I feel it is necessary for a separate organisation to be established—not one involved in the day-to-day operations of any particular system, but one which can look at the overall aspects of transport, without having an interest in any particular one.

I think the member for Swan pointed out that in some instances the commissioner of a department might be extremely enthusiastic in his endeavours to do the best he can in order that his department shall operate as efficiently as possible. He might do this to the disadvantage of some other department and the public generally.

I feel that any organisation established should be independent. The director-general will have the time to undertake the necessary study and he will have research officers to assist him. He will be able to provide a transport system not only for to-day but for the future. He will be able

to ascertain the future needs of the public, industry, farmers, and all those who will be concerned in years to come.

The member for Balcatta mentioned the enthusiasm of the members of the various departments. The Government is very interested in this and wants to ensure that the members are enthusiastic and that they retain their enthusiasm. We must provide a better service than is available at the moment. We cannot stagnate. We must also obtain better equipment and must submit ideas to suit that equipment.

I do not know whether the honourable member was being facetious when he said that Ministers were spending too much time at functions instead of in their departments. Obviously he does not know how much time they do spend in their departments. The only thing I can say is that surely it is up to Ministers to take an interest in organisations—whether these be sporting organisations or those connected with welfare, such as the spastic association—as well as in the work connected with their particular portfolios.

Mention was made of the transport users' board, and some members stated that there were no individual users provided for in this Bill. However, I might point out that the authority itself is one which will have a director-general together with various other members including the Chairman of the M.T.T., the Commissioner of Railways, and others who are operating every day in transport, whether this involves ships, trucks, or any other type of transport. It was decided to obtain the assistance of all those actually involved and interested in transport so we could obtain a proper and efficient method of operating the system together.

However, the transport users' board—and some members have pointed this out—is similar to the previous Transport Advisory Board which represents both metropolitan and country interests—people who have no direct interest in transport so far as its daily operations are concerned.

Mr. Graham: It does not say that.

Mr. O'CONNOR: I do not intend that it should.

Mr. Graham: That is the answer.

Mr. O'CONNOR: The honourable member said he did not think any particular member should be on the authority if he had transport interests. I do not completely agree with this. I have no-one in mind.

Mr. Graham: Is this public users' board to be an operators' board?

Mr. O'CONNOR: Yes, it will be an operators' board, but I would say they would be operators making use of public transport. I intend to keep the board on that line, to make sure it is a users' board as far as possible. However, if someone owns a truck and that person would be a great advantage on this board, I would

not like to see the position arise where he would be excluded. His membership on the board might be to the advantage of the board and the State.

Whilst I do not intend to put anyone on this board who is the owner of transport—apart from the normal vehicle—I do not see why the membership of the board should be restricted to such a degree that a person whose appointment would be advantageous to the State should be prevented from becoming a member.

I wish to refer to some statements I made regarding the transport users' board and its set-up during my second reading speech. I feel I should read this again for the information of members. I quote from page 1969 of *Hansard*, Wednesday, the 2nd November, which reads as follows:—

The transport users' board will replace the existing Transport Advisory Board constituted under the State Transport Co-ordination Act, 1933. As its title implies, the new board will have the prime task of representing the users of transport. Like the board it replaces, the new board will comprise five members: a chairman and four persons appointed by the Governor on the nomination of the Minister for Transport to hold office for three years. The four persons nominated by the Minister will be persons who in his opinion are capable of assessing the financial and economic effect on the transport users of any proposed or existing transport policy and of whom two are particularly versed in the transport needs of rural industries.

I think this clearly sets out what is required as far as the transport users' board is concerned. When members say that there is no indication of the type of person who will be appointed to this board, surely no-one would think we would appoint a long-distance swimmer or a person of that type! It will be someone with a knowledge of transport.

Earlier this evening the member for Gascoyne mentioned details in connection with members of the present Transport Advisory Board and I gained the impression that he gave general acceptance to the manner in which they carried out their functions. Continuing with my quote from *Hansard*—

The new board will be charged with the duty of considering and making recommendations on any matter affecting a transport service operating in the State or touching the lack, or inadequacy, of a transport service. In short it will be concerned with the "quality" of service given the community by the various transport agencies both Government and privately operated. It will be seen then that this board will have an

important role to play in the transport pattern, and its creation should fill a much-needed want in the past in so far as the general public is concerned. All in all the Bill represents a concise and functional piece of legislation which should enable the objectives in transport, which have already been outlined, to be achieved.

From my point of view, I think the position is quite clear. I do not believe we should have people on the board who do not thoroughly understand the requirements of the general users of transport; and it will be my intention to try to ensure that on this board we have people who will give a good service to the State, having regard to the various fields from which they are elected.

Another comment made by the honourable member was to the effect that the Department of Transport would not be able to carry out its operations because someone else would be doing some of the research for it. I think this would be an advantage rather than a hindrance because it would enable the Department of Transport to deal more efficiently with day-to-day operations. Another organisation, such as the one we propose with a director-general and a research committee could examine details and recommend necessary changes, bearing in mind that the commissioner for transport would also be on this particular authority.

The member for Gascoyne made some comment regarding the Wayne report. He said it gave no details of the north-west or the Gascoyne area. I would like to assure the honourable member that Mr. Wayne and his committee went into the Gascoyne area and through the north; and after Mr. Wayne went overseas, the committee again went north and through some of the honourable member's area to ascertain all the detail it could in connection with the requirements and operations in that area, not only as they effect the position today, but in regard to future needs.

A great amount of detail has been compiled and is on the file in regard to the requirements of the north-west, including the electorate of the honourable member. The member for Gascoyne also referred to the railways and claimed that they were slow and that some new methods were required. The commissioner, members of the department, and employees are continually suggesting ways and means to improve the service. I would say that one of the greatest means we have of achieving some sort of improvement in the service provided by the railways would be the use of the container system which has been mentioned tonight. I hope that eventually this service will be implemented to enable goods to be taken from the ship to road and road to rail in a minimum time.

While in England I saw the operation of a container service where 10, 20 and 30-

ton containers were taken from the rail wagon and loaded onto a truck. All this was done, including the departure of the truck, within a minute.

Mr. Davies: Our regulations would not permit 30 tons.

Mr. O'CONNOR: Not at the moment, but these are things we must look at. Certainly this authority can look at the matter and decide whether recommendations should be made to the Minister. As pointed out tonight, we should not only look at what we have done, but to the requirements of the years ahead. Those thoughts must be included in our planning.

Mention was also made of the air service to the north-west, and to the fact that the chairman of the M.T.T. would not know the requirements in connection with such an air service. That is quite so, and I would expect that the director-general, in such a case, would not discuss the operations of transport in the north—whether air or road—with the chairman of the M.T.T. but that he would discuss the matter only with people who were interested. Whether it be the Administrator of the North-West, or some other such person, the director-general has the power to co-opt and bring him into discussions on the north-west, if he so desires.

On the other hand, if the director-general is discussing metropolitan traffic. I do not see any reason why the chairman of the airways board should be involved, or why the Chairman of the State Shipping Commission should be involved. Those people would be left out of such discussions, but brought in when their aspect of transport was discussed. That is how I presume the director-general will operate.

I pointed out that the director-general would have power to co-opt, and this would include, in my opinion, people such as the Commissioner of Police or anyone else the director-general might think desirable to be present when discussing such matters as metropolitan traffic.

There was comment about M.M.A. being the only airways operating within the State and that it would therefore have one member on the board. I left this open so that if at any stage another airline operated regular services in the State, that line would also have an opportunity to be represented on the board. I think this proposition is logical and I think it will receive the approval of most members.

Both the member for Victoria Park and the member for Beeloo mentioned the short supply of the Wayne report. Copies of this report are available and I have made them available to every member of Parliament who has requested one. However, the reports are fairly costly and have not been thrown around willy-nilly. They are available at the transport department at a price, and if anyone wants a copy, he can buy it.

The member for Victoria Park also mentioned the low morale in the railways. This

is contrary to information I have received from employees within the railways. Certainly the efficiency of the railways has improved considerably over recent years.

I would agree with the complimentary remarks about the Chairman of the M.T.T. The M.T.T. has done a very good job, as have a number of the other departments. With people like the Commissioner for Railways and the Chairman of the M.T.T., and similar people, on the advisory committee, I think a great contribution will be made to the overall transport system.

I have covered most of the points mentioned by members, but if I have by any chance missed any, I will, if members mention those points to me, endeavour to get the necessary details for them. I remember that the member for Albany made a comment regarding town planning in connection with transport. It is considered that the director-general—whatever he might be—should be a member of the Metropolitan Region Planning Authority. I think a Bill from another place will provide for that.

In taking this action, the Government is making a genuine effort to provide the services required in this State with regard to the transport industry. I feel the acceptance of this Bill will give us the basis to form an efficient transport system unsurpassed in Australia—if not throughout the world. We have so many different types of transport and such a large area to cover that a set-up such as this will make a great contribution to the economy of the country. I have pleasure in recommending the Bill.

Question put and passed.

Bill read a second time.

In Committee

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

Clauses 1 to 5 put and passed.

Clause 6: Appointment and removal of Director General—

Mr. DAVIES: I briefly oppose subclause (5) of clause 6. The clause states that if the director-general is suspended under certain circumstances, the matter shall be brought before Parliament and, if Parliament so decides, the director-general shall be reinstated. Subclause (5) says—

(5) Unless the Governor otherwise directs, the Director General is not entitled to remuneration in respect of the period of his suspension.

I submit that this is contrary to all concepts of public service as we know them. The director-general could be suspended for some supposed misdemeanour. If he is reinstated he has been found not guilty of the misdemeanour for which he was suspended and therefore was unjustly suspended, and he should not lose his salary for the period of suspension. Under

our present system of having one session of Parliament a year, the period could be up to eight months. That could be a serious handicap to the person concerned. If Parliament decides that the director-general is to be reinstated, he should be entitled to pay for the whole of the period of suspension. Although the Governor may direct that this be done, I think it should be provided for in the Act.

If a railway officer is suspended and subsequently appeals to the punishment appeal board and his appeal is upheld, he suffers no monetary loss. I submit the same principle should apply in this case.

Mr. GRAHAM: I think the Minister might take notice of this clause and, if he will permit me, I will make a suggestion to delete the word "not" in the second line. In other words, the director-general, if he is suspended, will be entitled to his remuneration, unless the Governor otherwise directs. If it is a question of some serious and obvious misdemeanour, there would not be a demur on the part of anyone if the director-general were suspended and no payment made to him. If it were a matter which perhaps related to his financial status, then Parliament might have different views from that of the Government.

I do not think my proposed amendment would go as far as the member for Victoria Park would like, but at the same time there would still be discretion; it would make it a little more positive that a suspended person shall be entitled to his remuneration automatically, unless the Governor for good and sufficient reasons, determines otherwise. I think it is better that this clause should not be worded in the negative form. I would like to hear what the Minister has to say on this and, if I get the nod from him, I will proceed with my amendment. Accordingly, I move an amendment—

Page 4, line 2—Delete the word "not".

Amendment put and passed.

Clause, as amended, put and passed.

Clause 7 put and passed.

Clause 8: Leave of absence—

Mr. GRAHAM: This clause says that the Minister may grant leave of absence to the director-general upon such terms and conditions as to the payment of salary and allowances and otherwise as the Minister may determine. I am wondering what the Minister might have in mind in respect of the word "otherwise". If leave of absence is granted—in other words the director-general is not on duty—and he receives his salary in full, together with allowances which may be in connection with travelling, or a special allowance, or anything else of that nature, I can see no objection to this.

However, the word "otherwise" almost suggests that the director-general is going to receive a special bonus for being away.

There must be some reason for the inclusion of this word, and I ask the Minister, "What is the reason?"

Mr. O'CONNOR: There is no particular purpose in this, excepting that it is in conformity with what has been indicated in other Acts. If I remember correctly this is a replica of what is contained in the present Transport Co-ordination Act. A Minister would have to answer to the House for any detail in connection with this, or in connection with any advantages he gave in any particular way. I do not think there is anything wrong with leaving this clause as it is, and I trust members will leave the clause in its present form.

Clause put and passed.

Clauses 9 to 13 put and passed.

Clause 14: Proceedings—

Mr. GRAHAM: This is the point which was raised by the member for Gascoyne. It will be noted that where there is this co-called transport users' board of five members, it is provided in clause 20 that three members shall constitute a quorum for the conduct of business. Three members out of five is, at least, a majority. However, in respect of the all-important council, which is the senior of the two bodies, the Bill provides that there shall be a quorum of only three members. Three members out of eight means that a vote could be passed by a majority of one; that is, two members voting for and one member against.

In other words, two people could make a decision, and I think that is hardly reasonable. Surely a majority ought to be present in order to constitute a quorum for the purpose of the conduct of business and this should not be left to an insignificant number, which three out of eight would represent. Accordingly I move an amendment—

Page 7, line 11—Delete the word "three" with a view to substituting the word "five".

Mr. O'CONNOR: I oppose this particular amendment, and the reasons why I do so are several. Firstly, as has been pointed out by some members during the debate, it would be unnecessary for a number of members to be involved with the council on some particular forms of transport.

For instance, if there were discussions in connection with the operation of transport in the metropolitan area, it would not be necessary for someone such as the Chairman of the State Shipping Commission, or a representative of the airlines, to be involved. In a case such as that, it may not even be necessary for someone from the Main Roads Department to be involved.

This particular point has been inserted in order to give the director-general the opportunity of calling members together in order to discuss any particular aspect of transport. This has not been done in

an attempt to try to overcome any of the problems, because other members can call a meeting. I mention that if two or three members decide to call a meeting at any time, they have the power to do this.

However, I think the director-general should be given the opportunity of having similar meetings with other organisations, or with people whom he thinks might be connected through special circumstances. I hope members will not support this amendment.

Mr. GRAHAM: I can go part of the way with the Minister, but I think he is using the wrong method to achieve what he is seeking. I will agree that, in respect of many matters to be discussed, perhaps two, three, or even four members would be ample, because it is obvious that many of the others would have no direct interest. However, in such cases, surely the proper course would be for a subcommittee to be appointed to deal with specified matters in which some members have an interest but the balance do not. If the subcommittee were appointed, its reports could be agreed to by a properly constituted meeting.

The way the clause reads now, it means that at any and every meeting, including those meetings where matters of the widest diversity which affect everyone were discussed, only three persons would be required. I think that is wrong and, furthermore, I think it is dangerous. For that reason, I intend to persist with the amendment because I consider there is a way round the matter of limited interest. In addition, I consider that the full committee, or at least a majority, should be present to make decisions and recommendations.

Amendment put and negatived.

Clause put and passed.

Clause 15: Transport Users' Board—

Mr. GRAHAM: It is my wish to have the word, "users" deleted from this clause, because it is completely foreign to what is set out in the Bill. Surely it must be the intention of the Government that the users shall have a committee through which they can examine certain matters where they feel the wrong thing is being done, or through which they can submit other matters on which they feel nothing is being done but something should be done.

As far as possible, this would ensure that this committee was a committee representing users and not another committee representing operators. Under the present terminology of the clause, there is nothing to prevent that happening.

Mr. O'Connor: The word you are seeking to have deleted does not come within this clause, does it?

Mr. GRAHAM: No, I am not asking for the deletion of any word from this clause. I move an amendment—

Page 8, line 5—Insert after the word "industries" the words—"None of such four persons shall be financially interested in the operation of any form of transport service or contract relating to transport."

Those words are taken from the existing State Transport Co-ordination Act. I consider it to be ludicrous for people on a transport users' board to have a direct interest in transport companies or transport operations. The personnel of such a board should be clients, or those who pay fares and freights, or those who are capable of speaking on behalf of such people.

As I have mentioned before, perhaps the Trades and Labour Council would be able to speak with some authority on behalf of transport patrons in the metropolitan area; the Farmers' Union could speak for those people in the country; and probably a pastoralist could be appointed to the board to represent the north-west area, with some other person representing other users.

These appointments would be left to the Minister, but at least the amendment would ensure that persons capable of effecting policies that would benefit transport users would be appointed to the board, and that they were not looking after their own selfish interests, or the interests of a particular group of transport operators. This is cardinal and basic to the requirement, and is a provision which has been in the State Transport Co-ordination Act as long as there has been an advisory committee; and that is only proper.

I hope the Committee will agree to this safeguard. Finally, might I suggest it would afford some protection to the Minister himself. If it were found that the users' board consisted of one or two persons representative of transport operators, this would be completely false to the spirit and intention of the legislation, and certainly to the objects of the board of which they formed a part.

Mr. O'CONNOR: As I indicated to the honourable member a little earlier, I do not propose to support the amendment. It is not my intention to give an assurance—it is not much use in view of the fact the word is not looked upon with favour in this Chamber—that I will not appoint anyone who is a transport operator of any magnitude or who has a large financial interest in transport services. The point I make is that a farmer could have a good knowledge of the transport needs of the farming community, and he might conduct a school bus service or a small transport service in the district. By so doing, this amendment could exclude his being appointed to the users' board. There could be many other people who could serve with advantage on a transport users' board but the amendment, if agreed to, would exclude them.

I have no intention of appointing to the board anyone who has a large financial

interest in a transport undertaking. I prefer the clause to be left open so that a person who is capable of giving a service which will be of advantage to the State can be appointed. I cannot accept the amendment.

Mr. DAVIES: I would accept an assurance given by the Minister, but the point is he will not always be Minister for Transport. We are required to legislate to safeguard the interests of the whole community and the amendment is most desirable. If I recall correctly, some seven years ago there was consternation when someone with considerable transport interests was appointed as a workers' representative on the Fremantle Harbour Trust. It behoves us, with this supposedly advanced piece of legislation, adequately to protect the people in the future.

If the Minister suggests the amendment is too restrictive and if he considers a man who conducts a school bus service or who does not have a wide interest in transport matters could be precluded from being appointed to the board, surely he could insert a word to indicate that only a person whose principal source of income was derived from transport interest could be precluded from being appointed to the board.

The person who has considerable transport interests is the type of person who should be barred from this board. No criticism could be directed against the board if none of the members were actively or extensively associated with the transport industry. The Minister would be very foolish not to accept the amendment. I take this opportunity to tell him, in regard to this clause, that he was not able to let us know why two of the members of this board should need such high qualifications as set out at the top of page 8. These are very demanding qualifications, and one wonders why they are necessary, because in his second reading speech the Minister said the board would meet not more than once a month. If we are to have board members with the qualifications as outlined in the Bill meeting once a month, the work they will perform will be limited, and the Government will have difficulty in finding people with such qualifications. I am disappointed the Minister has indicated he will not support the amendment. We should do everything possible to ensure that no one can exert undue influence on a board of this nature which has fairly wide powers.

Amendment put and negatived.

Clause put and passed.

Clauses 16 to 20 put and passed.

Clause 21: Duties of Director General—

Mr. DAVIES: This may, or may not, be the right place to ask the Minister some queries. In the Wayne report it was suggested that one authority was to control licensing and another was to control parking.

These are two important recommendations contained in the report and, as far as I can see, they are the only two ignored by the Government. If the authority is to deal with other recommendations, why should not these be included?

Mr. O'CONNOR: I am sorry I did not answer that question. I felt that the overall licensing of vehicles was not a job for the Transport Department, because it would be necessary for that department to establish a number of organisations, buildings, and so on, in country centres to handle this aspect. This would cost a great deal of money. I felt the transport authority was not the correct authority to handle the licensing of vehicles and that is why I did not recommend it. The other question which referred to parking and the take-over by the City Council is one which was put forward but not proceeded with; though it does not necessarily mean it has been abandoned at this stage.

Mr. DAVIES: I regret the Government has not seen fit to have one authority for the licensing of vehicles.

The CHAIRMAN: Order! I allowed the member to ask his question on this clause, but I do not want a debate on it.

Clause put and passed.

Clause 22 put and passed.

Clause 23: Duties of Council—

Mr. DAVIES: There is no provision in this clause for the authority to take over the licensing of vehicles. If the recommendation is to be made this is the clause in which it should be included. The Minister said new buildings would be required, and a great deal of expenditure would be necessary for this purpose. Two boards of inquiry have recommended that one authority take over the licensing of vehicles. One has recommended that the Police Department take over this work, and the other that it be taken over by a special authority.

In view of this it would be an excellent chance for this traffic authority to take over the licensing of vehicles. It is apparent the Government does not propose to move in this matter, and the present condition will exist for many years to come.

Clause put and passed.

Clause 24: Duties of Board—

Mr. GRAHAM: I wonder whether the Minister will be with me on this one. It will be seen that the function proposed in subclause (1) is rather an important function to be fulfilled by the so-called transport users' board. Subclause (2) states—

The Director-General shall, where the resolution so requires, refer a resolution of the Board to the Council.

I see nothing wrong with that. After the Council has deliberated on the matter and perhaps overwhelmingly decided that

something should be done, it is left to the discretion of the director-general as to whether the matter should go to the Minister. I feel that if the council decides in favour of a particular matter, it should automatically go to the Minister.

I wonder whether the Minister will agree to strike out the word "and" in line 35 together with the words, "in any event, in his discretion", in the same line so that if the council wants to bring a matter to the Minister it will be able to do so.

Mr. O'CONNOR: I would rather the director-general brought the matter to the Minister if the council voted in the majority for that to be done. If the honourable member will leave this with me I will see whether the necessary amendment can be made in another place.

Mr. Graham: I will be happy with that undertaking from the Minister.

Clause put and passed.

Clauses 25 and 26 put and passed.

Clause 27: Appropriation—

Mr. DAVIES: We are constantly charged with watching public funds; and Parliament—the Government in particular—has been severely criticised for its recent raising of taxes. Can the Minister tell us what the proposed expenditure will be in any one year under this Act?

Mr. O'CONNOR: I cannot give an accurate answer, but I do not think it will be excessive. It will probably run into \$50,000, though I would not like to be held to that figure. It would depend on research. Where travelling and that sort of thing is involved, the cost will be greater than \$20,000.

Clause put and passed.

New clause 27—

Mr. GRAHAM: I move—

Page 13—Insert after clause 26 the following new clause to stand as clause 27:—

27. As soon as may be after the thirtieth day of June in each year, the Director General, the Council and the Board shall cause to be prepared reports containing—

- (i) statements relating to the proceedings and work of the Director General, the Council and the Board respectively, during the financial year then last preceding;
- (ii) any comments which the Director General, the Council and the Board think desirable to make relating to the administration or operation of this Act.

Such annual reports shall be laid before both Houses of Parliament not later than the thirty-first day of October in each year.

The West Australian discovered there was no provision in the Bill for the presentation of annual reports to Parliament.

Mr. O'Connor: I am prepared to accept the amendment.

Mr. GRAHAM: In the new clause it is provided that the annual reports shall be laid before both Houses of Parliament not later than the 31st day of October in each year. Under the existing Act it is provided that these annual reports shall be laid before Parliament in the month of October in each year. If these annual reports are ready in September, then Parliament should have the advantage of receiving them before the 31st October.

It has been the practice of Parliament in recent years to conclude the sessions at approximately the end of November. If during this session, Parliament were to rise on the 25th November, it would not have the report of the Transport Department before it, because under the existing Act the report must be tabled before the end of November. If this report is tabled after Parliament has gone into recess it will not be of much use to members.

Annual reports should be presented to Parliament before the Annual Estimates are considered. I say that all Government department and instrumentalities should be able to complete their reports by June or July for presentation to Parliament. If anybody it to be inconvenienced by the early tabling of annual reports, it should be the Government departments. Members of Parliament should have the reports available during the discussion on the Estimates.

Mr. O'CONNOR: I am agreeable to this amendment. I did have some discussion with Mr. Wayne on this point, but we were undecided on the inclusion or the exclusion of this provision.

New clause put and passed.

Schedule put and passed.

Title put and passed.

Bill reported with amendments.

ANNUAL ESTIMATES, 1966-67

In Committee of Supply

Resumed from the 27th October, the Chairman of Committees (Mr. W. A. Manning) in the Chair.

Vote: Treasury, \$493,000—

The CHAIRMAN: Progress was reported after the vote had been partly considered.

Item No. 6: Printing and Stationery—Government Printer, \$55,000—

Mr. JAMIESON: I desire to make a few comments on this item, and would like the Treasurer to tell us what has been going on in respect of the finances of the Government Printer. I notice that further on in the Estimates there is a reallocation of the financial responsibility for stationery and general printing. There seems to have been a change of policy.

Mr. BRAND: The note I have states this item is to meet the cost of printing and stationery supplied by the Government Printer. In previous years the cost of printing and stationery was met from a composite vote under the control of the Government Printer but it is now intended that each department shall meet the cost of its own printing.

Vote put and passed.

Votes: Governor's Establishment, \$62,100; Executive Council, \$10—put and passed.

Vote: London Agency, \$242,000—

Item No. 6: Motor Car Expenses, \$9,152—

Mr. JAMIESON: I think there is only one motorcar associated with this item and expenditure last year was some \$4,000 over this year's estimate. I would like the Treasurer to explain this.

Mr. BRAND: My note says that last year additional expense was incurred in hiring cars while the official car, purchased in August, 1965, was out of commission following an accident involving considerable repairs. Because of the high charges now applying to repair work and servicing of cars, it has been decided to adopt the policy of replacing the Agent-General's car annually while still under service guarantee. The change-over to this policy has involved the purchase of two new cars in the one financial year. This year's provision covers the purchase of only one new car.

The item covers total cost of providing and running a car for the Agent-General and includes chauffeur's wages and expenses, petrol and oil, repairs and replacements, garage fees, and insurance.

Vote put and passed.

Votes: Public Service Commissioner, \$178,000; Government Motor Car Service, \$106,600; Audit, \$271,300; Compassionate Allowances, \$630; Government Stores, \$513,200—put and passed.

Vote: Taxation, \$490,000—

Item No. 1: Amount Payable to Commonwealth Government for Collection of Taxes, \$490,000—

Mr. GRAHAM: This seems to be a considerable sum so I wonder if the Treasurer could supply a few particulars with regard to this item.

Mr. JAMIESON: It looks as though the increase in expenditure here is on a commission basis. Last year it appears to have been rather underestimated.

Mr. BRAND: The only information I have is that the expected increase in expenditure will be \$9,934. The higher recoup to be met in 1966-67 includes provision for substantial salary increases granted by the Public Service Arbitrator on the 16th June, 1966.

This amount is provided in the Estimates to cover the cost of collecting land tax, metropolitan region improvement tax, and

vermin rate, which taxes are not included in the Commonwealth uniform taxation scheme. The amount is payable to the Taxation Department for its services in collecting the tax on our behalf. That is the information I have, but I am willing to get the further information required by members if they so desire.

Vote put and passed.

Vote: Superannuation Board, \$59,340—put and passed.

Vote: Government Printer, \$633,700—

Item: Less Rebates from other Departments, \$1,100,000—

Mr. HAWKE: This is a new item which has been introduced into the Government printing establishment. The rebates are very substantial. Presumably they are for work done by the Government printing establishment. Could the Treasurer give the Committee some information as to why this new system has been introduced and what benefits are likely to arise from it?

Mr. BRAND: Actually the vote this year was a composite vote. The Government's departmental work is to be met by the department itself. This amounts to much the same thing as the departments being responsible for their own printing. There is a better chance of co-ordination and there will be no overlapping if the matter is co-ordinated by the Treasury.

Vote put and passed.

Vote: Miscellaneous Services, \$17,581,400—

Items: Boy Scouts' Association; Boy's Brigade—

Mr. MAY: There are two items for which there is no vote.

The CHAIRMAN: Order! The honourable member cannot refer to items for which there is no vote.

Mr. BRAND: If you will permit me, Mr. Chairman, I would inform the honourable member that youth associations now come under the general control of the new Youth Council and a vote has been made to the Youth Council and not directly to the individual organisations of youth.

Item No. 20: Paraplegic Association of W.A., \$5,400—

Mr. HAWKE: Would the Treasurer please give us an explanation as to why the amount this year for this item is about \$1,500 less than the amount expended last year?

Mr. BRAND: The reduction is as a result of the non-recurrence in 1966-67 of a special grant paid last year towards the cost of sending Western Australian representatives to the Commonwealth Paraplegic Games in Jamaica, in August, 1966.

Item No. 38: Art Gallery of Western Australia, \$101,500—

Mr. KELLY: Does this large estimate cover the abstract rubbish which we saw in the Press some time ago?

Mr. Lewis: You are not with it!

Mr. BRAND: I think this query should be directed to the Minister in charge of the Art Gallery. The information I have is that the increase of \$10,700 is caused by the continual expansion of the activities of the Art Gallery, and it is intended to meet the inescapable costs with which the board is faced. Under legislation passed in 1959, funds are now provided for the operation of the Art Gallery as a separate entity from the Museum, with which it was previously closely connected. The amount provides for all salaries and incidental costs, and also the purchase of works of art and the conduct of exhibitions. Might I add that I am very grateful that I do not have the responsibility of deciding whether or not some of the purchases are good, bad, or indifferent.

Item 49: Federation of Building Societies in Western Australia, \$400—

Mr. JAMIESON: Apart from this item, there is also an item which covers the Western Australian Permanent Building Societies' Association. I was wondering whether some of these organisations could be amalgamated in order to cover their activities. From the titles of these associations I would say they have much in common and should be encouraged not to draw on the Treasury any more than is absolutely necessary.

Mr. BRAND: This item provides for a fund to assist the federation in expenses for delegates to the Australian Council of Building Societies in the Eastern States. The need for Government assistance is reviewed annually. The activities of the federation include the collation of information of developments in the Eastern States in regard to housing and building societies generally. The sum involved is only \$400 and is not a great amount, but I will make inquiries as to whether some saving could be made by perhaps reducing the representation in the east.

Item No. 61: National Safety Council, \$22,600—

Mr. HAWKE: I would have thought this was an organisation whose work would be expanding and therefore one which would be requiring and deserving of more financial assistance from the Government, instead of less. Last year the vote was \$28,000, and the actual expenditure was \$26,569. The estimate for the current financial year is \$22,600, which represents a reduction over last year's actual expenditure of almost \$4,000. Would the Treasurer please give us some explanation of this?

Mr. BRAND: The actual decrease is \$3,969. The Government agreed to provide a grant of \$4,000, per annum to the water safety division of the council during its first two years of operation. As this period has now expired, the provision in the current year's estimate has been

reduced. The expenditure in 1965-66 was less than the estimate because of a contribution of \$1,569 which was required to meet the operating deficiency of the family driving education scheme. The maximum permissible grant of \$3,000 for this activity was provided for in the previous financial year's vote.

The annual grants are provided to assist the council with operating costs of various activities conducted for the well-being of the community. These are as follows:—

1. Home Accident Division—\$9,000: The division endeavours to promote a greater awareness of home hazards and the recognition of home accidents as a major community problem. It also encourages, initiates, organises and develops home safety activities.

The division is giving special attention to the prevention of burns and accidental poisoning of children and there are indications that the activities of the division have contributed to a significant reduction in admissions for accidental poisoning to the children's hospital.

2. Industrial Safety Division—£12,000: In 1961 and 1962 the Government contributed \$10,000 towards initial establishment costs of the division on a dollar for dollar basis with private donations.
3. Family Driving Education Scheme—\$3,000.

Item No. 62: National Sirex Fund, \$18,840—

Mr. JAMIESON: I take it this is the fund set up by mutual arrangement between the States, but what benefit are we getting out of it? Is there any evidence of the sirex wasp in this day and age? I know that during the regime of the McLarty-Watts Government it caused many long debates in this Chamber. However, if this proportion is only a small proportion of the national fund, it might not be important; but if we are paying for something we are not getting, the amount should be reviewed. I do not know if there is any infestation in any other State, but I doubt if there is any in this State.

Mr. BRAND: Clearly the problem of the sirex wasp exists in the Eastern States, although I do not think it does to any great extent. The Minister for Forests might be able to tell us something about that. However, I believe our contribution is very worth while especially as the Commonwealth is contributing. Each State makes a contribution in order that the necessary security is provided to keep the wasp out.

Mr. Toms: Have you any idea of the actual costs?

Mr. BRAND: I will read the notes I have as to the amount of money involved in the

fund. A meeting of the Commonwealth and State representatives in 1962 decided to set up machinery for the eradication of the sirex wasp. Funds were to be provided on the following basis: The Commonwealth, \$200,000, and the States, in proportion to the forest areas, \$174,000, of which Western Australia was to provide the amount which is listed on the Estimates, which is \$18,840.

Subsequent meetings authorised the raising of additional funds on a similar basis, and the amount provided in this item represents the State's fifth contribution to this work.

Mr. BOVELL: If I might elaborate on this, the sirex wasp in Victoria and Tasmania has created havoc in the open forests of those States. Victoria has established a research station in connection with the matter, and I periodically visit that station and keep myself informed of the developments. The funds go to assisting research, and whilst we have not the sirex wasp in Western Australia, our contribution is an endeavour, first of all, to prevent it from coming here, and also to assist in the research in other States. We naturally benefit from the research other States undertake.

Item No. 65: Physiotherapists' Registration Board, \$14,300—

Mr. GRAHAM: The Government is making substantial contributions to the Physiotherapists' Registration Board. I have nostalgic memories of an old pet of mine—the Painters' Registration Board. The master painters are entirely responsible for the financing of their board. I was under the impression that all registration boards financed their own operations. I would like to know what the physiotherapists have that painters have not, and what is the formula required in order to be permitted to join the charmed circle. Perhaps the Treasurer can enlighten me.

Mr. BRAND: I do not think I can enlighten the member for Balcatta; I will need to have notice of the question. The grant to the board has been decreased because the bank balance held by the board will be utilized to partly finance transactions for 1966-67. During 1965-66, savings on expenditure were achieved due to non-appointment of staff and this resulted in a build-up of funds held by the board. Evidently, if organisations have any money they are expected to finance their own operations. I have no information why this board is being paid and the Painters' Registration Board is not being subsidised. I presume this was provided for when the legislation went through the House.

Item No. 67: Royal Mint—Additional Grant, \$605,000—

Mr. KELLY: I notice that in 1965-66 the amount provided for the Royal Mint was excessively high, and for the year 1966-67 there has been an increase of

\$121,000. Has the Treasurer any comments in this connection?

Mr. JAMIESON: It will be recalled that a few years ago it was thought that the Mint was going out of business. I was fortunate enough to visit the Mint recently and it is being extended and a lot of scientific plant is being installed. It would appear that the place is intended to have a long future as a Royal Mint or a metal-refining centre. Indeed, the Mint seems to be getting a lot of contract work for the melting down of silver coin brought from the Eastern States—by the trainload, I believe.

I understand that originally there was a complete tie-up with the British Government, and employees worked under conditions applying to Imperial civil servants. The Mint appears to be a concern which the State owns, but does not own. If money is to be allocated to the Mint we need some clear information as to where we, as a Crown colony—as I might call it—stand in connection with the concern. Do we own it in our free right, or is it somebody else's property lent to us so that we can make appropriations to maintain it and keep it operating? It seems that the Mint is one of those establishments which grew as a result of the necessity for a gold-refining centre to be established for the growing goldmining industry about the turn of the century.

In view of the considerable expansion, I think the Treasurer could probably give us a great deal of information regarding the future of the Mint, and the other matters I have just raised.

Mr. BRAND: The increased provision is to meet the cost of salaries and wages, and increased costs. The Mint is operating at maximum capacity in the refining of replaced silver coins. This was referred to by the member for Beeloo, although I do not think the coins are brought from the Eastern States in trainloads. The additional grant to the Mint is \$605,000 and the increased provision is to meet the cost of salary and wage variations. Under the Royal Mint Act, the State annually finds \$50,000 to meet the expenditure of the Mint. The excess expenditure for the year is provided under this item. The Mint's two main functions are smelting gold received from producers and minting of coins under contract from the Commonwealth Government. All receipts are taken to revenue and this year's receipts are estimated at \$660,000.

I would like to say further that whilst the Commonwealth does let contracts for the minting of the new coinage, I have no doubt that as the Canberra Mint develops and is expanded, all the minting of coins will be done in Canberra. Our Mint, and the one in Melbourne—if it is still operating as a mint—will find there is no work in this respect. However, gold will still be refined and I think this might con-

tinue for some years—probably as long as we are producing gold.

Regarding the treatment of coins which are now being taken out of circulation, this is also a matter for decisions to be made in the future. I understand the Commonwealth will soon be letting contracts for the treatment of silver coins which, in some cases, I believe are actually worth more for the silver than in actual currency. I believe this applies to the 2s. piece. The Commonwealth will let a contract for the melting down of silver coins so that the silver and other minerals can be extracted.

We meet all the costs of the Mint, although it is a branch of the Royal Mint.

Item No. 72: Swan River Conservation Board, \$13,407—

Mr. DAVIES: Although it is very late I think there is need on this item to say a few words of praise with regard to the Swan River Conservation Board, and particularly in regard to Mr. Bond, for the work done in preserving the river. On two occasions recently, I had the opportunity of travelling both down and up the river, and I was agreeably surprised at the work done.

I take a great pride in the river myself. I regret to see that the vote for this year is practically the same as last year, and has possibly been accepted as a standard figure. There is a small increase of \$843 which would probably only take into account increases in salaries to the staff. This means that only the same amount of money will be available to accomplish the tremendous amount of work which needs to be done.

Mr. Bond leads a very enthusiastic team but, as was explained to us the other day, the work which can be done is very limited indeed. However, Mr. Bond feels that full value is received for the money that is expended. The Premier might be able to tell us whether any consideration has been given for increasing the vote for the Swan River Conservation Board. I think we all take pride in the Swan River. In fact, the other day I heard the Minister for Works say that if a previous Government had not set up the board, he was quite certain the present Government would have set it up. It is a pity that, when so much can be done relatively cheaply, the vote remains about the same.

Mr. BRAND: There is a slight increase of \$843 in this vote. The additional provision is for increased administration costs, mainly due to increments and salaries. This item provides for Government contributions towards the operating expenses of the Swan River Conservation Board, which was established under legislation passed in 1958. The Act provides that two-thirds of the requirements of the operations of the board are to be financed by the Government and one-third by local

authorities. The purpose of the board is well known to members.

I can only say that, having regard to all the other demands upon the Government, as far as the two-thirds share is concerned, the Government would make every endeavour to do as much work as possible each year in order to keep up the momentum and the improvement which is evident right through this area to Maylands.

Item No. 73: Theatre and Ballet Organisation, \$20,000—

Mr. MAY: Last year there was no vote at all for this item but the expenditure was \$6,000. This year the estimate shows an increase of \$14,000 on top of that. I do not want to be critical of the organisations, but I would like to hear from the Treasurer what sort of stories were put up in order to receive such a big increase.

Mr. BRAND: The expenditure from this item in the year 1965-66 embraced grants to the following organisations—

	\$
National Theatre	3,000
W.A. Ballet Co.	1,500
Hole in the Wall Theatre	1,000
The Patch Theatre	500
Total	\$6,000

These grants were made with a view to assisting the organisations concerned to meet the expenditure incurred in the staging of theatre and ballet productions. It is intended to continue grants of this nature as a means of developing the theatre and ballet in this State; and, to this end, an increase of \$14,000 has been allowed in the vote for 1966-67.

The actual sums to be granted this year to the individual organisations have yet to be determined and will depend on the conclusions reached after an analysis of the requests made by the various bodies.

Item No. 74: Tourist Development Authority, \$296,400—

Mr. GAYFER: Under this heading, I would like to make a plea to the Premier, in his capacity as Minister for Tourists, and that is: could the Tourist Development Authority have a look at the situation which has arisen in York?

Recently I asked certain questions in this House of the Minister for Police who informed me that the gaol at York was no longer required as a gaol and was, in fact, being closed down. He informed me that a lock-up was to be built within the walls; that the prisoners would be retained there, briefly, and then transferred to Northam.

Mr. Hawke: That is lovely!

Mr. Brand: The residents of Northam will love that!

Mr. GAYFER: This gaol has a rather historical value. It is right in the main street of York and the first part of it was built in 1837. The building, in itself, is

almost intact from the first days it was constructed. The troopers' rooms, the stalls used by the horses, the original pulleys for pulling up the hay and the food, and the original kitchen are almost intact.

The gaol is a rather large building and it is divided into two sections by a particularly high wall. On one side there is an alleyway leading to it and portion of this building could be used and altered to make a suitable lockup for police requirements. However, by far the larger part of the building could be blocked off and made accessible to another alleyway which runs alongside the present courthouse. I am suggesting that this part of the building would be a tourist attraction. It is an amazing thing that at the present time approximately three-quarters of the building is closed.

Several people have called on the sergeant of police at York and asked if they might have a look at the old gaol. Many people are interested in the old gaol. Because, at any time, the Police Department may bring forward plans for the building of a new lockup which may entail some unnecessary alteration to the building, I ask the Premier if he could possibly approach the Tourist Development Authority with a view to investigating the possibilities of what might be done with this building in order both to preserve all that is historic and maintain the tradition that has been built up by the gaol.

I realise that this comment may sound a little silly but if one looks through the old files and sees the number of shackles, and similar items, which were requisitioned for that building at times, I think there is a lot to commend the preservation of this building as a future tourist attraction.

Mr. RUSHTON: I would like to comment on item 74 with respect to one or two small items which come under this vote. In the past, big items have been approved in my electorate in various ways, and on this occasion I would like to mention the matter of a swimming pool. The cost of this would not be the usual amount pertaining to the cost of a swimming pool, because the cost would come down to \$1,000 or \$2,000. I would also like to mention the matter of development along the Canning River in relation to the creation of a park, which would become a playground for city people and also for tourists from other States, from the country, and in general.

I am aware that there seems to be a tendency—and one which I support—to develop large areas in order to bring a maximum result to a great number of people. However, the item which I mentioned, and for which I seek assistance at some future time, is the Roleystone swimming pool. This is in a very pleasant setting. Some amenities are needed and the shire has done a great deal to make this swimming pool attractive. However, a little help would be most appreciated.

There is another endeavour in the Kelm-scott area of the Canning River to develop something of a Ferntree Gulley, such as exists in Victoria. As I mentioned earlier, this becomes a playground for the city people who go into the hills at the week-end. The development of this area might not cost the Tourist Development Authority more than \$5,000 or \$6,000.

I realise this is quite a minor item, but it is significant in relation to the activities of local shires. Therefore, I ask the Premier whether the time has come when some of these smaller items may be acceptable as worthy of receiving attention?

Mr. BRAND: Firstly, I would like to deal with the points raised by the member for Dale. Of course, the finance for swimming pools is not provided by the Tourist Development Authority, nor has that matter anything to do with this vote.

The vote referred to now is that which provides the general expenses for the officers in this and in the other States. There is an allocation of \$200,000 to meet some of the capital works carried out by the Tourist Development Authority. I suggest this matter could be discussed with the Chairman of the Tourist Development Authority with a view to its examining some of these matters to which the honourable member has referred.

The Tourist Development Authority is not responsible for developing tourist attractions for local people within a particular district. Its aim is to provide attractions for tourists outside of that district, outside of Western Australia, and, in fact, from overseas countries. In referring to the York gaol it seems to me that the Tourist Development Authority is a little partial to gaols. We have renovated the gaols at Cue and Toodyay, and it is evident the member for Avon seems to think there is a little bit of delay with the work to be done on the gaol at York.

Mr. Gayfer: I would not say that, but were the others erected as early as 1894?

Mr. BRAND: If there is any tourist value in it, I suggest to the honourable member that he discuss the matter with Mr. Miller to see what the Tourist Development Authority can do about it.

Item No. 75: United Nations Association of Australia—Freedom from Hunger Campaign, \$2,000—

Mr. HAWKE: Further up this page under item 50 there is an amount of \$10,000 shown to have been expended during 1965-66 on the Freedom from Hunger Campaign. The vote for this item was also the same amount. I wonder why there has been such a tremendous reduction in the vote for the current financial year. From what I have been able to learn and read, it seems clear that the need in this field is increasing rather than decreasing and I would appreciate if the Treasurer could explain why the amount voted under this heading for this financial year is \$8,000 less than the amount expended last financial year.

Mr. BRAND: The Western Australian Division of the United Nations Organisation has assumed administrative management of the Freedom from Hunger Campaign, and this amount represents the Government's contribution of \$2,000 towards administrative costs and office accommodation.

A five-year world campaign against hunger was undertaken by the United Nations Organisation in 1963. Government support of this programme is as follows:—

Special grants towards appeals—

(a) Grant of \$6,000 towards the first appeal held in 1963.

(b) Grant of \$8,000 towards the second appeal in July, 1963.

The Government provided the services of an administrative officer for the first two years of the campaign. At a later stage the Government agreed to provide \$2,000 per annum towards the administration costs and office accommodation. These grants commenced in 1963-64 and are subject to review after the 30th June, 1968.

Evidently we took on an annual commitment rather than just the payment of a grant towards the appeal. Maybe, in the next appeal, we will make some grant to the appeal as well as meeting the administrative costs.

Item No. 76: University of Western Australia—Addition Grant, \$1,873,291—

Mr. JAMIESON: As will be seen, this represents an additional grant to the University of Western Australia. This is always an expensive item because the University is always doing something. Nevertheless, sometimes its actions and activities warrant criticism when it appears to be committing excesses, especially when the University is receiving such large grants from the State. To that extent I asked the Treasurer a few questions concerning Currie Hall on Wednesday last, and he pointed out to me that the conduct of Currie Hall is the University's responsibility and that my question should be directed to the Vice Chancellor. That does not cover the position effectively, because naturally it is not his direct responsibility, but in regard to the matters on which I asked questions there is a big financial call. I asked the Premier—

Has the Government any plans to subsidise students who are able to prove hardship in meeting the new tariff?

If not, has the Government examined the possibility of extending study loans repayable over a period after the completion of study at the University?

and the answer to each of those questions was "No."

This item represents a large amount, and in view of the University Senate throwing large sums of money around, some attention should be given to the problems of some of the students who live in establishments such as Currie Hall, be-

cause many of those students are from the country and are completing their courses in the cheapest way possible. In fact, many of them have to take part-time jobs in order to complete their courses, because they are unable to do so on the scholarships alone.

I would like the Treasurer to comment on this position, because he said the Government had not examined any possibility of extending study loans, but I think it should be done. Further, at present the Government has no plans to subsidise students who are proved to be suffering from hardship; but many students deserve sponsorship and should be assisted. An article which was published in the *Weekend News* dated the 29th October, 1966, reads as follows:—

The basis of the students' complaints is a 30 per cent. rise in tariffs to take place when students move into the new quarters next year.

For the past 20 years Currie Hall—built in 1943 as "temporary" U.S. Navy barracks, and which was the university hostel run by students until it was taken over in 1960 by the administration—has run on a bare-costs basis.

It has been a home for students eking their way through on scholarships and others working their way through uni. A poor-but-proud place which has been traditionally non-conformist and independent—rather inclined to make rude gestures at the wealthier church colleges in "University row".

"Now they're trying to turn us into one of the flash colleges with spit-and-polish upbringing" said Gordon Payne. "They're trying to force us into the role of compliant schoolboys."

Recently students boycotted an end of term dinner because the head of Currie Hall Dr Robin Gray insisted that they should wear formal dress—coats and ties. Only 16 out of 95 students turned up.

Here I would point out that many of them may not have had ties, because there are quite a few of them living on fairly close margins. The article continues—

This year the tariff was \$13.50. Next year it will be \$17.50, and the students complain that this is excessive. They say that they and the taxpayers will be footing the bill for a lot of unnecessary expenditure.

As an example they cite the master's residence. Four years ago a cottage was built at a cost of \$6000. Now this will be pulled down, they say, and a new one costing \$20,000 will be erected for Gray (salary \$9600 a year, students claim).

It appears that rent-free accommodation is being provided for a person on a

very substantial salary, and a new house was built for him after pulling this old one down. I continue to quote—

Yesterday Mr Payne, a physics honours student, and third year law student Kevin Edwards, said that women students in the recently-built St. Katherine's College paid only about \$14 a week.

Scholarships will help many students through the new Currie Hall. But the maximum Commonwealth scholarship, available to only 20 per cent. of students, is only \$16.38 per week.

"It seems ludicrous that this hall, built with taxpayers money will provide an economic barrier to those wishing to enter it simply because of the pretentious plan of running it," said Payne.

There is a lot of justice in the criticism that has been levelled in that article. I would like to see the Government take a stand on this issue to try to assist some of these worthy and needy people. Most metropolitan University students are able to find some way to get through their courses because, in the main, they are assisted by their families; but the students in Currie Hall need further assistance, because most of them are from Albany, Bunbury, or some other country centre, and they are obliged to live in the city to attend the University courses. As a result they are just eking out an existence whilst completing their courses in the best way possible, and if there is anything that will turn a person's political thinking in the wrong direction it is following a way of life such as this.

We should be able to treat these students better than at present by providing some form of subsidy, if the University is finding it necessary to charge such high fees, particularly for people attending a basic type of college established for poorer students. I hope the Treasurer will approach the University authorities to see whether something cannot be done to give these people special consideration.

No doubt the University authorities will say that they are prepared to do this if the Treasurer provides the money. Something should be done for students who are capable and hard working to help carry them through their courses in Currie Hall. Some have gone through the University by mortgaging the first five years of their salary, and if the Government cannot find the funds to subsidise such students then such a mortgage scheme might be worth considering.

Mr. BRAND: I will pass these remarks on to the University authorities. I would like to think that hard-working and efficient students who are suffering hardship are given some assistance either by the University or by the State. This has been done in more recent years.

Item No. 81: Western Australian Permanent Building Societies Association, \$400—

Mr. JAMIESON: If the Treasurer looks at his notes he will probably find they will be along the same lines as they were for the Federal Building Societies.

Item No. 83: Youth Council of W.A., \$71,200—

Mr. DAVIES: Earlier I asked a question concerning the operations of the Youth Council of W.A. I am a little concerned that the council has been a bit slow to get off the ground. It made a survey of the requirements of youth clubs in the metropolitan area and led them to believe they would get support fairly promptly. But this has not been the case with the Southern Districts Y.M.C.A. with which I am concerned. Although this Y.M.C.A. has operated for several years and has spent a lot of money on buildings and equipment, it is not big enough to cope with the people who wish to use the centre. It is finding it increasingly difficult to cater for the high schools' section, because it has insufficient space at its disposal. We hoped the Youth Council would make a grant available, but it has not done so. The council seems to be spending large amounts of its money on a pilot scheme operating in the old fire station in Eighth Avenue, Maylands.

The council should help other youth clubs throughout the district before trying to find the perfect youth club. Some of them are crying out for assistance. On the 4th August I asked what funds had been allocated for the current year, and the Minister for Education told me the amount was \$91,200. I find the estimate is \$71,200. There may be \$20,000 hidden away somewhere, or possibly this is a misprint. I would be very disappointed if the amount were only \$71,200 and not \$91,200. Can the Treasurer tell me when the Youth Council will hand over some of this money to clubs which need additional space and equipment to cater for high school children who, I understand, need help from these youth clubs?

Mr. TOMS: The most progressive shire council in the metropolitan area—the Bayswater Shire Council—was addressed by representatives of the newly formed Youth Council to give the councillors an idea of the work being done. We should not be too critical of this new body.

Mr. Brand: Hear, hear!

Mr. TOMS: It has hardly got its feet off the ground, and we cannot expect it to rush into things willy-nilly. The vote and the expenditure last year were \$20,000. The vote has been increased by \$51,200. Can the Treasurer give us any indication of the position?

Mr. BRAND: I go along with the member for Bayswater when he says we should not be too critical of this organisation. It is now getting under way. It has faced many problems in getting established and

the Government has given the maximum amount it can afford having regard to its other obligations. The Y.M.C.A. has done very well out of the Government. It has been treated most generously in various districts. Naturally local members will try to get all the assistance they can for their own district. Speaking generally, this organisation fares quite well.

The increase of \$51,200 provides for a full year's education for a full-time staff and covers the cost of administration and leadership training. Provision is also made for operating grants to various youth organisations. In 1964 legislation was enacted to set up a youth council to encourage and develop organised youth activities. The council has been established and has reported to the Minister for Education, setting out a comprehensive scheme after a complete survey.

The estimate of \$71,200 for the council's activities for the year 1966-67 has been made up of administrative costs, \$16,000; leadership training, \$4,000; operating grants to various youth organisations, \$84,700; making a total of \$104,700—less the G.L.F. Youth Centre's pilot building project which cost \$20,000. That left \$84,700, which, less funds in hand at the 30th June, 1966, of \$13,500, left a total of \$71,200.

Mr. DAVIES: I am shocked to learn that the Youth Council had \$13,500 on hand at the 30th June, 1966. There would have been no difficulty in using those funds in other establishments than the Y.M.C.A. I am not complaining about the assistance that has been given to the Y.M.C.A., but youth centres could have made good use of the money in hand.

The youth centre with which I am interested has been built at a cost of \$18,500, plus the cost of equipment, and it is free of debt. The establishment has been achieved by public subscription and hard work by public-minded people, including myself. It is able to cater for high school students. I suggest that the Youth Council could have looked into other channels where the money on hand could have been used.

Mr. BRAND: It has been doing that. There are many centres other than the one mentioned by the honourable member which are in need of assistance, but the Government has not sufficient money to satisfy all the needs.

Mr. DAVIES: The fact remains there was \$13,500 on hand which could have been put to very good use. Reference has been made to the training of youth leaders. This training is conducted over a period of about 12 months, and after the completion of training these leaders could be used very effectively to further the work of youth clubs. I cannot appreciate what has happened to the vote of \$20,000 last year, and I will examine the figures which have been mentioned by the Treasurer.

Item No. 87: Eastern Goldfields Transport Board—Assistance, \$25,000—

Mr. MOIR: There is an increase of \$19,056 in the estimate for this year. Can the Treasurer tell me what this is intended to cover?

Mr. BRAND: Dealing with the increase of \$19,056 the upper limit of Government assistance is \$7,000, and in the absence of advance information of the amount to which the board will be entitled it is prudent to make provision for the maximum subsidy. An amount of \$18,000 is provided to meet the Government contribution towards the cost of new buses.

Since 1951 the Government has assisted the Eastern Goldfields Transport Board with the operation of a transport system for the goldfields people. The Government provided the buses for operating the service and has agreed to meet half the losses up to a maximum subsidy of \$7,000, on the conditions that the fares be maintained at rates comparable with those charged in the metropolitan area; that the balance of the loss be met by the local authorities; and that arrangements for the Government subsidy are to be reviewed for the current year.

Item No. 93: Perth-Carilla Omnibus Service, \$700—

Mr. HAWKE: This is a peculiar item to find a place in these Estimates. Could the Treasurer indicate the justification for this item?

Mr. BRAND: An amount of \$700 is involved. This item provides for a subsidy to the operator of the Perth-Carilla omnibus service, to ensure a continuation of this service. Prior to the subsidy being granted, the operator received the use of a bus from the M.T.T. free of charge, and had major maintenance work undertaken by the trust at no charge. Even with this assistance he was unable to continue the service from the 31st December, 1963. As a result, a subsidy of \$700 per year was granted to keep him operating and so maintain the service. At the current level of patronage it is estimated that the M.T.T. would incur a loss of \$2,730 if it was required to provide the service itself.

Mr. JAMIESON: It would appear that this service caters for the visitors to Barton's Mill, and to that extent it is justified. Placed where it is in the Estimates, it appears to create subsidies for individual operators. This evening we have been talking about the co-ordination of transport in this State, and I suggest that as soon as possible this particular service be co-ordinated. If it is, this service will be well hidden among the metropolitan bus services, and any loss would appear as a legitimate expense and not as a subsidy.

Item No. 94: Rail Freight and Fare Concessions—Reimbursement to Railway Department of Cost of Sundry Concessions, \$223,000—

Item No. 95: Rail Freight—Rebate on Flour, \$56,000—

Mr. MAY: I would like to deal with these two items together. In the second item there is an increase of \$5,452. Recently I tried to obtain a freight subsidy on the cartage of coal, but my efforts were unsuccessful. Instead of granting a subsidy, the department added an extra \$20 a ton to the freight on coal carted from Collie to Bunbury. The coal industry is deserving of assistance, and I am wondering whether the Treasurer can do something in this regard.

The coal industry should be nursed, and one method of nursing it is to grant some freight subsidy on rail freights.

Mr. BRAND: I have no information on the subsidy on the cartage of coal. The first item deals with the subsidy on the cartage on manganese. This is a subsidy which has been established over many years. We have looked very closely into this, and feel these concession rates should be reviewed. However, the low freight on manganese is such that we are entitled to maintain the flow to Geraldton in the main. The other concessions refer to gypsum, iron ore, manganese, feldspar, cyanide, and clothing ex country factories.

The other subsidy referred to in Item No. 95 amounts to \$56,000, and there is an increase of \$5,452. The increase is in anticipation of an increase in tonnage of export flour for 1966-67.

This item provides for a rebate on freight where wheat is consigned to a flour mill for conversion to flour and the flour is then sent to a port for export. The rebate is equal to 50 per cent. of the freight on flour from the mill to the port. It is provided to enable local flour millers to compete with their counterparts in the Eastern States where a similar type of concession is available.

Mr. MAY: It seems strange to me that the flour industry is subsidised. Some consideration should be given to a subsidy for freight on coal. I think the coal-mining industry is just as important as is the flour industry. The farmer has had a good run for a number of years; and I cannot see the point in giving a rebate on the freight on flour as against freight on coal. I would like to know if the Treasurer would give this matter some consideration.

Mr. BRAND: No; this subsidy is an endeavour to maintain our flour industry. Unless we can compete with the Eastern States and elsewhere, our flour mills will probably have to close down.

Item No. 103: Swimming Pools—Subsidies towards Operating Costs, \$20,000—

Mr. HAWKE: I would like the Treasurer to indicate how this subsidy towards operating costs on swimming pools is carried out. Does it operate only where swimming pools are being run at a loss? Is it some set standard, or scale, and so on?

Mr. BRAND: We provide a maximum contribution of \$500 per annum to each pool and that, of course, is providing the pool is not paying. I think there are very few which have been able to make the grade in this regard.

To enable country people to obtain the maximum benefit from these amenities, the Government will pay a subsidy of the operating loss up to a maximum contribution of \$500 per annum for each pool. The scheme is limited to pools situated more than 15 miles from the coast and is designed to keep admission charges to a minimum.

Item No. 104: Tertiary Education—Tuition Fee Subsidy, \$2,500—

Mr. JAMIESON: This subsidy is an innovation and it is not a large amount. I would like to know what is intended by the Government and whether there is likely to be an increase in the tuition-fee subsidy in future.

Mr. BRAND: This item provides for the payment of a tuition-fee subsidy to students attending the Schools of Occupational Therapy and Physiotherapy with effect from the beginning of the 1966 academic year.

The subsidy will be at the rate of \$42 per year and available on the same conditions as the subsidy commenced a year earlier in respect of University students; that is, students must be studying full time and be permanently domiciled in Western Australia and not in receipt of financial assistance by way of scholarship, bursary, or employer's assistance to the extent of 50 per cent. or more of the fees payable by a full-time student.

Item No. 105: King's Park Board, \$144,000—

Mr. MAY: No doubt the Premier on his way backwards and forwards from his home has seen great areas in King's Park that have been denuded of native trees. Nobody seems to know anything about it. I would say it is being done against the instruction of this Parliament that none of the forest should be pulled up. Can the Treasurer state under whose authority this is being done?

Mr. BRAND: This work has been going on for a long while. I would refer to the opening ceremony for the botanical gardens and the establishment of local flora, and the development of a small ornamental lake where a memorial is to be erected for our pioneer women. This work is being done by a committee of women that is raising the money to establish the pool and garden. As far as approval is concerned, it is being done through the King's Park Board. The work has been there for anyone to clearly see for a year or more.

Mr. Jamieson: I think it is contravening the Act.

Mr. BRAND: As far as I am concerned the board seems to be making an improve-

ment which is highly desirable. The botanical gardens will be something that is outstanding.

Item No. 112: Coal Mine Workers' Pension Fund—Additional contribution, \$12,000—

Mr. MAY: I would draw the attention of the Treasurer to the fact that since 1960, when the general holocaust took place in Collie, 500 people were retrenched from the mining industry. There is only £750 in the fund and the keeping of the fund going falls heavily on those remaining in the industry. I understand the subsidy of the Government could be increased. I would also point out that the coalmine owners are responsible for paying so much per ton into this fund. I would like to ask the Treasurer if the amount of \$12,000 could be increased to keep the fund in a state of stability.

Mr. HAWKE: I would like to ask the Treasurer a question in connection with this matter. He may not be able to answer offhand. If he is not able to answer tonight, I would like him to make some inquiry about it. I understand that when the Federal Government increases pension payments and some of these men who are on the Coal Mine Workers' Pension Fund receive an increased Federal pension payment, the amount payable to them at the time from the State fund is reduced correspondingly.

I could understand that happening if the situation was such in regard to the individual pensioner that he was receiving the increased new amount from the Commonwealth and the full amount from the State fund, and it was more than he was allowed by the Commonwealth in total and consequently he had the Federal payment reduced. However, there are some cases, I understand, where the total amount being received is well below the maximum allowed by the Commonwealth before the means test takes effect.

I would like to ask the Treasurer whether he has any information at the moment on this point. If not, would he try to obtain information for us?

Mr. BRAND: I have not the information but will obtain it for the Leader of the Opposition.

Item No. 116: Ex Gratia payment—M. C. Harris, \$5—

Mr. HAWKE: This item and item 117 deal with *ex gratia* payments. I am not so concerned with these items as with two items which do not have a vote this year. I am referring to the Pingrup Hotel and retired school teachers. The Treasurer might have some information about them.

Mr. Brand: No, I do not have any information.

Item No. 118: Fire Control—Various Country Districts, \$4,510—

Mr. KELLY: My concern on this item is that there appears to be no allowance

made for maintenance of signs. Considering the signs cost \$9.35 each, they are not very attractive, and they are certainly not good eye-catchers. No imagination was used in their design, and they have not been placed in good positions. If it were necessary to paint a kangaroo paw on a sign, at least it should be painted in its true colours instead of in black.

Another point is that these signs are rarely placed near Crown land; they are mostly on narrow verges where there is very little danger of fire, or near private property. It would be far preferable if these signs were placed at the beginning and end of reserves and in those places where flowers and shrubs still exist.

Many of these signs require maintenance because a lot of the paint has blistered and they are becoming illegible.

Mr. BRAND: Signs of any description require regular maintenance. However, I will refer the matter to the Minister for Forests who will report later on.

Item No. 127: Pay Roll Tax, \$1,340,000—

Mr. HAWKE: This is a very substantial item, as the Treasurer would agree.

Mr. Brand: Yes, Sir!

Mr. HAWKE: I would like to know whether there was any discussion on this subject at the last Premiers' conference, and whether any representations were made to the Commonwealth Government representatives who were at the conference, to see whether any easement of this Commonwealth tax upon the State Governments was likely in the near future.

Mr. BRAND: As far as I can remember this item was not discussed at the last conference, but it was at the one prior to that. As the Leader of the Opposition well knows, this matter has been discussed at many of these conferences, but always with the same result. The Commonwealth persists with its attitude and will make no concessions at all to the States in respect of this very large item. Whether it was that the Premiers felt no good purpose would be served in raising the matter again I do not know, but it was not raised at the last conference.

Item No. 130: State Electricity Commission—Board Services and Registration Fees, \$8,800—

Mr. GAYFER: Could the Treasurer give an explanation of the purpose for this amount?

Mr. BRAND: Yes. The provision for 1966-67 has been retained at a level comparable with expenditure in 1965-66 and is considered to be a reasonable assessment of the amount required under this heading. Fees which are collected under the Electricity Act regulations are paid to the Consolidated Revenue Fund in accordance with the Constitution Act. As the work of examination and collection of fees is carried out by the State Electricity Commission a recoup of the fees collected

is made to the commission towards administration expenses.

Mr. GAYFER: Has the Treasurer any idea of how much of that \$8,800 is for the board services?

Mr. BRAND: No. Evidently this is what the State Electricity Commission is paid as a recoup of the fees collected.

Item No. 131: State Building Supplies—Employees' Leave Entitlement, \$6,000—

Mr. JAMESON: This item is rather amazing when we recall the lengthy debates we have had over the years in connection with the State Building Supplies. Apparently last year someone was forgotten and an extra \$4,783 was required. I imagine it is about time we were relieved of this responsibility. How much more will we be involved in for this item? This is all adding up against the sale of the concern, because we know we received very little from that sale. I would like an explanation of this item.

Mr. BRAND: The only information I have in detail is that during 1965-66 expenditure was higher than anticipated due to the payment of leave entitlements to the general manager on his retirement. As no abnormal payments are expected next year, the estimate has been reduced. Provision is made for the Government's commitment for long service leave and sick leave entitlements for former employees of the State Building Supplies.

Item No. 133: War Service Land Settlement Scheme—State's Share of Losses, \$1,400,000—

Mr. CROMMELIN: I sent a memo. to the Treasurer regarding this item about a week ago. Is this item, in regard to the war service land settlement scheme which was commenced about 1945 and the losses of which amount to \$1,500,000, likely to continue *ad infinitum*?

Mr. BRAND: The increased provision for this particular vote of \$18,054—and this refers to the State's share of the losses of the war service land settlement scheme—is to meet the State's share of the excess cost of acquisition and development during the period of five years which commenced in 1965-66.

Under the war service land settlement scheme the Commonwealth provides the capital for acquiring, developing, and improving land for settlement. However, where the total cost of acquiring, developing and improving any land is in excess of the valuation of such improved land, the State must bear two-fifths of the excess of the cost over the valuation.

The total estimated loss on the scheme is \$21,000,000 of which a sum of \$8,400,000 has to be met by the State. Up to the 30th June, 1965, an amount of \$1,602,000 only had been paid and the balance is to be met over five financial years commencing 1965-66 as a charge to this item.

Vote put and passed.

Progress

Progress reported and leave given to sit again, on motion by Mr. Nalder (Minister for Agriculture).

*House adjourned at 12.23 a.m.
(Wednesday)*

Legislative Council

Wednesday, the 9th November, 1966

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The PRESIDENT (The Hon. L. C. Diver) took the Chair at 4.30 p.m., and read prayers.

QUESTIONS (2): ON NOTICE

RUTLAND AVENUE

Widening

- The Hon. C. E. GRIFFITHS asked the Minister for Town Planning:
 - Is it the intention of the Government to widen Rutland Avenue between Welshpool and Rivervale in the near future?
 - If so, when will the work be effected?
 - If not, will urgent consideration be given to this matter in view of the increase of traffic in recent months?

The Hon. L. A. LOGAN replied:

- to (3) Rutland Avenue between Welshpool and Rivervale was scheduled as an important regional road in the Metropolitan Region

Scheme of 1963, but no immediate plans have been formulated for its improvement. The Main Roads Department has instructed consulting engineers to consider the phasing and programming of the inner ring freeway and the first three miles of radial freeways. When this assignment is completed it will be possible to consider relevant important regional roads, including Rutland Avenue, in this context.

ROAD MAINTENANCE TAX

Collections and Matching Grant

- The Hon. J. M. THOMSON asked the Minister for Local Government:
 - What amount of tax has been collected pursuant to the Road Maintenance (Contribution) Tax Act to the 31st October, 1966?
 - What will the matching money amount to relative to the amount stated in reply to (1)?
 - (a) Is there a fixed amount of receipts from road maintenance (contribution) tax at which matching money ceases to apply; and
(b) if so, what is this amount?

The Hon. L. A. LOGAN replied:

- \$1,252,976.
- and (3) Revenue from road maintenance charges forms part of the State pool of road funds. Although the cost of administration of the Road Maintenance (Contribution) Act cannot be deducted from the amounts collected under that Act this cost must be met from the general pool of road funds, and the net amount of those funds attracts matching moneys. The total amount available as matching moneys under the Commonwealth Aid Roads Act for the four years to the 30th June, 1969, will be \$14,840,000.

FINANCIAL AGREEMENT (AMENDMENT) BILL

Second Reading

Debate resumed from the 8th November.

THE HON. W. F. WILLESEE (North-East Metropolitan—Leader of the Opposition) [4.41 p.m.]: This Bill is simplicity in itself, for it merely seeks to convert amounts in pounds, shillings, and pence into decimal currency. The very name of the Act which the Bill seeks to amend was so intriguing to me that I thought it worth while to make some effort to find out why the Act was introduced in the first place, and why the Bill is now before us for conversion of the agreement into decimal currency.

From inquiries of a learned friend of mine I find that it is one of the most important Acts of Parliament ever to be