

# Legislative Assembly

Wednesday, 1 May 1985

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

## ANIMALS

### *Cat Haven: As to Petition*

**MR BURKETT** (Scarborough) [2.17 p.m.]: I have a petition from 3 721 residents from metropolitan Perth which reads as follows—

To the Hon. The Speaker and Members of the Legislative Assembly of the Parliament of Western Australia in Parliament assembled.

We the undersigned do hereby petition the Government of Western Australia as a matter of urgency to give financial assistance to ensure the continued operation of the CAT WELFARE SOCIETY INC., shelter, known as "CAT HAVEN"—which has over the past seventeen years taken in more than 100 000 unwanted cats.

We employ at CAT HAVEN six permanent workers and their award wages are paid from public donations. We receive no Annual Government grants and unless some Government funding is forthcoming our services will have to be curtailed and workers retrenched.

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

I certify that the petition conforms to the Standing Orders of the House.

## CRIME

### *Mickelberg Case: As to Petition*

**MR BURKETT** (Scarborough) [2.18 p.m.]: I have a second petition from nine residents of Western Australia which reads as follows—

The Honourable the Speaker and Members of the Legislative Assembly of the Parliament of Western Australia in Parliament assembled.

WE, the undersigned citizens of Western Australia request that the following be considered:

1. The Mickelberg brothers, Raymond, Brian and Peter, were the victims of a miscarriage of justice.

2. That the Police conducted their investigation into the Perth Mint Swindle in a man-

ner contrary to the established methodology as contained in the W.A. Police Manual and the Commissioner of Police Routine Orders.

3. Up to sixty witnesses were ignored in the course of the investigation. Many of these witnesses have evidence which clearly favours the Mickelberg brother's innocence. Statements taken from some of the witnesses were deliberately withheld from the trial.

4. Key documentary evidence was withheld from the jury which should have been tendered. Also other key documents were tampered with in order to ensure a wrongful conviction.

5. The Mickelberg brothers were the victims of what is known as 'verballing'. Their alleged records of interview with the Police were unsigned and contain details which are capable of being disproved.

6. That a fingerprint alleged to have been Raymond Mickelberg's was implanted by means of a rubber cast of his finger—a fact that has been substantiated by four international experts subsequent to the trial.

The following documents substantiate the basis of this petition and are available for review by Parliament:

- (a) file labelled Police Abuse of Office.
- (b) file labelled Fabricated Confessional Evidence.
- (c) the book "The Mickelberg Stitch".
- (d) a letter to all Members of Parliament.

The matters detailed in this petition are most serious and must be the subject of immediate public investigation by a person or persons with well defined powers. Such authority should be vested in a Royal Commissioner or a Select Committee which would ensure that the Perth Mint Swindle scandal is investigated with complete impartiality. Such an investigative body would be able to subpoena witnesses and documents relevant and necessary to redress the injustice done to the Mickelberg brothers and to restore public confidence in the proper administration of justice in Western Australia.

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

The petition conforms to the Standing Orders of the Legislative Assembly and I have certified accordingly.

*Speaker's Ruling*

The SPEAKER: I advise that the first petition the member for Scarborough has asked the House to consider is contrary to the Standing Orders and, therefore, I must rule that it is out of order.

In respect of the second petition, I am not sure that it is not properly before the House, but I intend to seek some advice and I will notify the member accordingly whether I will direct that the petition be brought to the Table of the House.

### ENVIRONMENT: PERTH TECHNICAL COLLEGE BUILDING

*Preservation: Petition*

MR TERRY BURKE (Perth) [2.21 p.m.]: I present the following petition—

To the Honourable The Speaker and Members of the Legislative Assembly in Parliament assembled, the humble petition of the undersigned citizens of Western Australia respectfully sheweth

1. That there exists a proposal to demolish the 1910 building of the Perth Technical College situate at 137 St George's Terrace, for redevelopment;
2. That we hold and treasure the subject building as an important public monument to the role of education and culture in the industrial and commercial development of this State;
3. That there exists in the vicinity of the subject building a small lake which is the sole remaining surface link for carp and other fauna inhabiting an extensive system of water-filled subterranean caverns beneath the ridge of St George's Terrace.

YOUR PETITIONERS, THEREFORE, HUMBLY PRAY THAT THE PARLIAMENT OF WESTERN AUSTRALIA WILL

- (a) take measures to ensure the preservation of the beautiful and historic building of the 1910 Technical School; and
- (b) Take measures to ensure the preservation of the small lake nearby and the associated subterranean ecosystem of which the existing fauna are an element.

AND YOUR PETITIONERS, AS IN DUTY BOUND, WILL EVER PRAY

The petition bears 8 876 signatures and I certify that it conforms to the Standing Orders of the House.

The SPEAKER: I direct that the petition be brought to the Table of the House.

(See petition No. 98.)

### WATER RESOURCES

*Pinjarra: Petition*

MR BRADSHAW (Murray-Wellington) [2.22 p.m.]: I have a petition which reads as follows—

To:

The Honourable The Speaker and Members of the Legislative Assembly of the Parliament of Western Australia in Parliament assembled.

We, the undersigned citizens of Western Australia, being residents within the Shire of Murray wish to petition to have clean water in Pinjarra.

We are fed-up with the amount of dirty water coming through our taps, and equally annoyed with "flushing pipes" being given as an excuse by the Public Works Department.

We are tired of "mud-brown whites" and of the time spent washing and re-washing clothes.

The Government may be trying to white-wash the issue; we wish they would do the same for our clothes.

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

This petition bears 325 signatures. I certify that it conforms to the Standing Orders of the Legislative Assembly.

The SPEAKER: I direct that the petition be brought to the Table of the House.

(See petition No. 99.)

### HEALTH: HOSPITAL

*Bentley: Petition*

MR JAMIESON (Welshpool) [2.23 p.m.]: I have a petition from concerned citizens, which reads as follows—

To:

The Honourable the Speaker and Members of the Legislative Assembly of the Parliament of Western Australia in Parliament assembled.

We the undersigned support the provision of a Hydrotherapy pool at Bentley Hospital for use by disabled persons and appropriate groups.

### WHY A POOL AT BENTLEY HOSPITAL

- (1) Nearest Hydrotherapy pools available for public use are at RP (R) H, and Fremantle.
- (2) Facilities for treatment of disabled already at Hospital and being developed.
- (3) Other pools available have no constant heating and limited access times due to demand of other public.
- (4) Other pools have access problems for disabled.
- (5) Need for qualified supervision of severely disabled.
- (6) Bentley an area of 160 000 and is centrally placed.
- (7) Other public pools available in area have not all basic requirements.

### BASIC SPECIAL REQUIREMENTS OF HYDRO POOL

- (1) Heated pool (constant 30°C).
- (2) Steps with hand rails.
- (3) Horizontal hand rail for patient support in water around length of pool with gap for lifting patients in and out.
- (4) Wheelchair access showers and toilet with non skid floor.
- (5) Access ramp to water.
- (6) Graded bottom of pool.
- (7) Non slip surface on pool bottom and pool surrounds.
- (8) Right angled wall bottom.
- (9) Edge of pool no more than 6cm above water.
- (10) Enclosed building.

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

This petition bears 540 signatures and I certify that it conforms to the Standing Orders of the Legislative Assembly.

The SPEAKER: I direct that the petition be brought to the Table of the House.

(See petition No. 100.)

### EDUCATION: TEACHERS

#### *Promotions: Petition*

MR PEARCE (Armadale—Minister for Education) [2.24 p.m.]: I have a petition from 2 066 petitioners, which reads as follows—

To:—

The Honourable the Speaker and Members of the Legislative Assembly of the Parliament

of Western Australia in Parliament assembled. We, the undersigned citizens of Western Australia:

Respectfully express deep concern at the proposed Education Department promotional changes and ask the Government to withdraw the conditions of special promotion in primary schools as detailed in the *Education Circular*, February 1985, volume 87, Number 1, pages 2 to 8, and restore status quo until such time as a newly constituted and representative committee incorporating practising primary principals is formed to devise an acceptable alternative.

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

I have certified that it is in accordance with the Standing Orders of the House this time.

The SPEAKER: What was wrong with the petition last time?

Mr PEARCE: Mr Speaker, you will recall that last time you ruled that the petition should be addressed to the Speaker, not to the Premier.

The SPEAKER: I direct that the petition be brought to the Table of the House.

(See petition No. 101.)

### INDUSTRIAL RELATIONS

#### *Militancy: Urgency Motion*

THE SPEAKER (Mr Harman): Honourable members, I have received a letter from the Leader of the Opposition which reads—

Dear Mr Speaker,

In accordance with Standing Orders 47 and 48 of the Legislative Assembly, I give notice that at the commencement of the Sitting of the House today, May 1, I wish to move "that the House do now adjourn" for the purpose of debating a matter of urgency, namely—

"THAT this House expresses its alarm at the failure of the State Government to properly address industrial relations issues in the community resulting in militancy on the part of some unions that—

- (a) adds significantly to employment costs;
- (b) reduces employment opportunities;
- (c) over-rides the interests of the majority within the community who want to work, free of union interference."

Mr Speaker this is a matter of public importance and immediate urgency and in my view is properly brought forward within the Standing Orders.

Mr Speaker, you may be aware that thousands of Western Australians are today on strike, yet the State Government has made no attempt to stop such a disruptive and costly stoppage. It is properly a matter of urgency for consideration by the Parliament.

As the House will rise today, it will be many weeks before another opportunity will be available for me to raise this matter.

Yours sincerely,

W. R. B. HASSELL, M.L.A.,  
Leader of the Opposition.

May 1, 1985

Seven members having risen in their places,

The SPEAKER: I propose to allow this motion to be debated. There will be a debate for one hour. Thirty minutes will be allocated to speakers on my left and up to 30 minutes to speakers on my right.

MR HASSELL (Cottesloe—Leader of the Opposition) [2.27 p.m.]: I move—

That the House do now adjourn.

There is a need to recognise that in Western Australia today two things are happening. A serious stoppage in the building and construction industry has been brought about by not less than eight unions, supposedly in support of the attack by the Australian Council of Trade Unions on the State of Queensland and the people of Queensland because of certain legislation which has been adopted by the Government of that State.

More important than the immediate example of today's stoppage is the overall situation in which industrial relations is being practised in Western Australia today and every day. The atmosphere which has been created by the inactivity of the Government and the ineffectiveness of the Industrial Relations Commission is that anything goes, that any kind of conduct is acceptable, and that any demand of trade union leaders must be met and cannot be resisted. Apart from the tremendous damage which is being done to industry and production, apart from the costs which are being added to production, and apart from the way in which people are being treated, ordinary working men and women are being persecuted by the very unions that purport to represent them.

What is happening today in that strike is a good example of what is happening over and over again in the community. Militant union leaders have directed men and women on construction sites to

stop work. What they are doing is imposing a fine of about \$2.5 million on their own members, because that is the amount of wages that they will lose today by not working. There is also a loss of production of approximately \$6 million. I am talking about what the militants in these unions are doing to their own members, and the fact that those men and women who have jobs will not be paid.

Alternatively, it is possible that some members will be paid because the very militants who have brought about industrial action today will come back onto building and construction sites and demand strike pay and if it is not paid, will bring on another strike. If that is the case, those employees who are paid will not have been fined by their unions but the costs will have been transferred to the private sector, and to the small businessmen and women who are trying to work on these sites.

What the Opposition wants to get across with this motion is a sense of urgency; the Government must realise that it cannot sit by any longer. The Premier has been saying for two years, ever since he came to power, that he would not confront industrial militancy, that he would not take any action in industrial disputes, and that he would leave it up to the Industrial Relations Commission, yet steadily the situation is getting worse.

The member for Joondalup in a very quiet interjection talked about figures relating to stoppages. Let me deal with that interjection simply by saying that the quotation of statistics will not solve this problem and will not answer this argument because one thing the member for Joondalup ought to know is that quite a number of single-day stoppages are not recorded in those statistics. There are also many situations apart from the stoppages, which are themselves a festering sore in this whole industrial relations situation.

Mr Speaker, I will give you an example, which I intend to make public in detail in due course; I will give it as a broad outline example right now. It relates to a situation which is just deplorable, but which is symptomatic of the whole debacle of industrial relations. I am talking about a major construction job on an old people's home. The disruption that has been caused by the militants at the old people's home has delayed the completion of the job for so long that many of the elderly people, most of them pensioners—in fact, I think they are all pensioners; certainly, they are not caught by the assets test—who have made commitments to leave their own homes will now face the necessity of moving house twice because of the delays caused by these militant union people on the construction site. That is the first impact. This is a charitable body which is building an old people's

home and it has been hit by the most incredible series of activities which have caused these delays and which in turn are causing elderly people to have to move house twice.

I will give the House another example. A private contractor arrived at the site to deliver a bed for one of the pensioners. He unloaded the bed and he put it in the unit to be occupied by that pensioner. One of the union organisers came in and said, "Did you put that bed in there?" and he answered, "Yes". The union organiser said, "Are you a member of the union?" and the contractor said, "I am not a member of the union. I am a private contractor-owner driver. I have a little truck out there and I brought this bed on that truck; I unloaded it and put it in the unit". The union organiser said, "Take that bed, put it back on your truck and get off this site". To avoid further disruption and stoppage that had to be done and was done.

A person very close to me was involved in helping one of those old people move into those units and one of the tasks that had to be performed was the provision of curtains in the unit. Do you know, Mr Speaker, that the man who had to provide the curtains, who was to measure up, had to meet the person I have referred to not earlier than 4.30 p.m. When I inquired why, the person said the reason was that if the man who was measuring up for the curtains drove onto that site before 4.30 p.m., while construction workers were still on the site, he would not be allowed to take out his tape and measure up unless he joined the Builders Labourers Federation. That is an absurdity.

The member for Mandurah may chuckle and laugh, but I want to tell him that this is happening every day. The member for Mandurah or any other member of the Government can doubt my word as long as they like. I tell them that these situations are arising every day; private contractors are not permitted to do their jobs on building sites without being bludgeoned into paying blood money in the form of union membership, unions to which they are not entitled to belong and to which legally they are not allowed to belong.

Mr Bateman: Do you believe in unions?

Mr HASSELL: Of course I do. It is a free country, but it ought to be free for everyone.

The SPEAKER: Order!

Mr HASSELL: It is not a free country when a carrier cannot deliver a bed to a building site without being told by standover merchants to take the bed away and get off the site. It is not a free country when pensioners have to move house twice because of these disruptive tactics. It is not a free country when a man who makes curtains is not

allowed to measure up for those curtains because of the activities of the militant standover men.

Let me make it clear to the member for Canning that I believe in unionism within the law, according to the rights of all free Australians. The member for Canning can get as excited as he likes—

The SPEAKER: The member for Canning will come to order.

Mr HASSELL: —because these things are happening every day. We have trade union members in this State being fined \$2.5 million by way of lost wages today by their militant leaders. Let me remind the member for Canning that while those men are off the job, while it is costing Western Australia \$6 million in lost production, the Queensland power workers are working.

The very people over whom that dispute arose are working today, and Sir Joh Bjelke-Petersen has protected their right to work.

What I am trying to get across to Government members, who are no doubt performing to put on a good show for their trade union bosses in the gallery, is that these people are losing out while this is happening; the ordinary working men and women are losing out. These people are being done in the eye by the militant unionists. It is not the bosses, it is not the Government, it is the militant unionists who are doing them in the eye; stealing their pay and taking it away from them for no purpose.

I have said before, and I put it on the record today, that I have not read Sir Joh Bjelke-Petersen's legislation so I neither condemn nor support it. I do not know what is in his legislation. But what I do know is this: The people of Australia are solidly behind the actions of the Premier of Queensland because he has stood up for the people's rights, and the people's rights are the right to work and the right to have essential services uninterrupted.

Sir Joh Bjelke-Petersen has beaten the trade union militants. He has not beaten the trade unions because the responsible people are still there. The Queensland power workers are still there working and they have exercised their right to work as they want. But the building and construction workers of Western Australia cannot exercise their right to work today because the militants have taken away that right.

What I am really talking about is that this Government has facilitated the creation of this atmosphere in which militancy can succeed. It is doing nothing to counter it. It has given no public

support to the Industrial Commission in relation to the Argyle dispute, or to any other dispute.

The Government has failed, either directly or indirectly, to act except in support of the militants. What the Government is doing, by its silence and its inactivity, is permitting the destruction of people's rights—their right to work and their right to earn a living.

It staggers me that this issue is not being reported as it might be in the media in this State, and in particular in *The West Australian*,—the only daily morning newspaper in this State. This newspaper is failing to record the feelings of the people in this State, because everywhere I go people are talking to me about the industrial situation. My correspondence every day is filled with letters about what is going on. I want to refer to a couple of them in the few moments I have left.

This is a letter from an architect, who says—

You may not be aware that the Architectural profession is currently under attack by the Unions in the Eastern States where on several large projects work bans have occurred on the basis that the Architects preparing the plans did not belong to the Union.

These are private architects preparing plans. The letter continues—

In this regard I am enclosing a copy of newspaper cuttings relating to the current situation in Victoria.

In the belief that this approach by the Unions will flow on into Western Australia the National President of the Royal Australian Institute of Architects will be visiting Perth at the end of this month and approaches have been made since the beginning of this month to the Premier in an endeavour to make an appointment with him. The Premier has referred the Institute to Minister Dowding, who has also been approached, with little success to date.

This latest Union ploy is of grave concern to practising Architects and the implications, if they succeed, are horrendous. It could be the tip of the iceberg as far as other professional people are concerned.

I would like also to table a copy of a letter from someone involved in a very specialised industry who was drummed out of business by activities of this kind. Without reading the whole letter, let me read one section only. He describes the whole situation—how he won a contract and how the unions came along. He says this—

However, the unions had other ideas about our future. Prior to us commencing another survey of the "B" Oil Pipeline route, the unions declared the job 'black' until certain conditions were met. I might add that, as Directors of our Company, we are also financial members of the Professional Divers' Association of Australia, which is in fact a union body.

Our employees are also members of the P.D.A.A. Currently we employ four full-time divers, with visions of expansion.

The conditions demanded upon us by the union were as follows:

1. As directors and owners of our Company, we were not permitted to work on our own job in any capacity. This virtually eliminated any client relations, and our capacity to rectify any on-the-job problems.
2. In a team of five men (regulation), three of these men had to be union office delegated. This prevented our own employees from work, and therefore created a temporary stand down.

I could go on for two hours with this material, but I intend to stop because the essential point has been made. It is highlighted by what is happening in Western Australia today—the fruitless, costly strike which is not even reflecting the action in Queensland. It is highlighted by what is happening on building construction sites every day.

Government members must know what is happening, because I do not believe people are not telling them about it too. It is highlighted by the continuing situation where professional people and private business people are simply being prevented from practising their own professions and pursuing their own businesses. Above all, this is the atmosphere created by a Government which refuses to enforce the industrial law of this State. It has put on the public record the fact that it will take no action under part VI of the Industrial Relations Act.

The failure to act is in itself of questionable propriety for a Minister entrusted with upholding the law, particularly in an atmosphere where the whole State is being increasingly held to ransom by unscrupulous militants who have no responsibility whatever. This is something on which the Government must act, and that is the purpose of this motion: To urge the Government not to sit back and close its mind because the trade unions are involved and because they are supporters of the Government. The Government must face the

harsh reality of what is happening and do something about it before it is too late.

**MR GRILL** (Esperance-Dundas—Minister for Transport) [2.50 p.m.]: I am sure everyone is aware that today's stoppage by the Building Trades Association of Unions is as a consequence of the Queensland Government's action in respect of the power dispute in that State. Everyone knows that the building trades unions are taking industrial action today in support of their colleagues in Queensland. While members of those unions are doing that, we have in this House the Leader of the Opposition making his own demonstration in respect of this dispute on the side of the Premier of Queensland.

**Mr Hassell**: I certainly support his attack on the abuse of union power.

**Mr Peter Jones**: You are now making your demonstration on the side of unions, are you?

**MR GRILL**: The member will hear what we are doing in a few minutes; but I am discussing what the Leader of the Opposition has done so far. He has demonstrated that he supports the jack boot, industrially disruptive, and questionable tactics being employed in Queensland today by one Bjelke-Petersen.

In his opening remarks today the Leader of the Opposition attacked the Premier of this State. He quoted remarks made by the Premier early in the days of this Government. At that time the Premier indicated that he was not inclined to favour a confrontationist form of industrial relations policy.

**Mr Hassell**: He is not in favour of any action at all.

**MR GRILL**: By attacking the Premier in that respect, the Leader of the Opposition is in fact engaging in a *de facto* endorsement of a confrontationist policy. That is what the Leader of the Opposition wants to import into this State from Queensland. He wants us to use the jack boot approach, confrontation, and disruptive tactics in industrial relations matters.

Shortly I shall quote some statistics which will point to the folly of that course which has been adopted and promoted today by the Leader of the Opposition. The figures which emanate from Queensland are horrendous. Largely because of the industrial relations policy adopted in Queensland, the economy of that State is going down the drain quickly. The figures I shall introduce shortly will indicate that. However, in saying that, I point out it was rather apparent that the Leader of the Opposition carefully steered away from using any statistics himself.

**Mr Hassell**: You can always avoid a loss of days if you give the militants all they demand, and that is what you are doing.

**MR GRILL**: When, by way of interjection, the question of statistics was raised by the member for Pilbara the Leader of the Opposition parried by saying, "The figures are not necessarily accurate, therefore, we will not look at them. We shall dismiss them". We all know that figures are not always accurate, but we know also that figures are a pretty reliable relative guide and, as such, they indicate that the record of this State Government is immeasurably better than the record of the Government which came before it.

**Mr Hassell**: In giving way to the militants?

**Mr Court**: What about unemployment?

**MR GRILL**: The record of this Government is immeasurably better than that of the Queensland Government. I shall give the member some figures about unemployment which will enlighten him as to the position.

If the Leader of the Opposition and some of his colleagues on the front or back benches want to endorse the policies adopted by the Queensland Government, let them do so.

Recently on a talk back radio programme the member for Narrogin endorsed a form of steel-tipped boot type of industrial relations approach being introduced in Fremantle. We are not as happy as we might be about the industrial relations picture in Fremantle, but it is immeasurably better than it was when the previous Government was in power and it is better than the position in Queensland.

**Mr Court**: There are no ships going through the place.

**MR GRILL**: The industrial action being taken today by the builders' labourers is not endorsed by the Labor Party or by this Government, although we can understand the position.

**Mr Hassell**: You can understand it, can you?

**MR GRILL**: We can understand the position. We can understand the ire of the builders' labourers at the form of industrial relations practised in Queensland. However, we do not endorse their action and we do not intend to do so. We understand it as a demonstration, and we also understand the demonstration engaged in here today by the Leader of the Opposition, because we understand the way in which he thinks on these subjects and his thinking is very much in line with that of the Premier of Queensland.

The industrial action being taken in Western Australia today is not confined only to this State; it is happening right across the country. It is not a

phenomenon of this State; it is something which is happening in all States of the Commonwealth regardless of whether they are governed by conservative or Labor Parties.

The simple, honest facts of the situation are that no Government of any political ilk can do very much about today's industrial situation. The building trades unions are determined to have their demonstration—I suppose in the same way as the Leader of the Opposition is determined to have his little demonstration here today—and hopefully it will get it out of their system.

However, in its favour, I say this: Work will continue in maintenance areas, in hospitals, and in respect of community services and similar activities.

Mr Hassell: That makes it all right, does it?

Mr GRILL: No, I do not think it does, but even the Leader of the Opposition would have to agree, not totally, but to some extent, that that ameliorates the position.

The simple fact is that this State Government can do very little about today's stoppage. If the Leader of the Opposition suggests we rush in with steel-tipped boots, as one of his colleagues has advocated publicly on radio, then let him advocate that. Let him endorse publicly the statement of his colleague, the member for Narrogin, if that is the way he wants to go.

If one looks at the speech made by the Leader of the Opposition, one must agree that it was devoid of any positive suggestions. The Leader of the Opposition's speech did not contain one positive element. It was the typical, negative diatribe we have come to expect from him. The Leader of the Opposition's speech contained nothing but criticism and grizzling.

If at some future date the Leader of the Opposition wants to be the Premier of this State, he must learn that one needs to be positive, to make suggestions, and take action. Such an attitude was totally absent from his speech today.

Mr Hassell: Apparently you don't believe it is positive to give people the right to work. It is negative to protect the rights of people to work, is it?

Mr GRILL: The right to work is something this Government has conferred on a much larger number of people than did the previous Government. The employment statistics indicate that, and I shall give members those statistics shortly.

A look at Australia's unemployment statistics reveals that since the introduction of the prices and incomes accord there has been a dramatic decrease in the level of industrial disputation

around Australia. In the 12 months ending January 1985, the level of industrial disputation around Australia had fallen to its lowest level for 16 years, and the figures for Western Australia reflect the same decline. Queensland is going in the other direction, and I will give figures shortly to illustrate that.

For the 12 months ending January 1983—during the time of the previous Government—the number of working days lost per 1 000 employees was 325, whereas the corresponding figure for the 12 months ending January 1985 was 256, a reduction of 21.2 per cent. The figures show that the working days lost in WA in the year to January 1985 totalled 121 600 compared with a total of 235 000 in the last year of the previous Liberal Government. That represents a dramatic reduction, and if we are to talk about the proof of the pudding, let us recognise it is in the eating, and in this case in the employment statistics.

Mr Hassell: It is not, you know; there is much more to the problem than just a few statistics. You have a community under attack.

Mr GRILL: I do not say that that is all the problem nor that statistics spell out the whole answer; but they certainly indicate a very dramatic drop in the level of disputation which has taken place in WA since this Government came to power. We have seen a very dramatic drop in the level of disputation around Australia since the prices and incomes accord came into operation.

One has only to look at the iron ore industry to realise this, because in that industry we saw a 60 per cent drop in the level of disputation between 1983 and 1984. The 1984 figure represented a 69 per cent reduction of the 1981 figure. The whole picture emerges from those figures. The number of days lost through industrial disputes in the iron ore industry averaged less than one-third of the days lost through reported industrial accidents. That is a complete turnaround and it has been the result of the adoption of a policy of consultation rather than confrontation. Confrontation was always the method by which industrial disputes were handled in the Pilbara up until a year or two ago. However, since the adoption of a policy of consultation by this Government, the number of industrial disputes in that area has fallen dramatically.

Mr Peter Jones: Are you saying that the companies didn't talk to the unions before?

Mr GRILL: The companies acknowledge that their form of industrial relations was not successful. They would be the first to acknowledge that the policy of consultation is working. The member for Narrogin speaks to members of the mining



companies quite often, and I know he would be the first to concede that this is so—whether he would concede it publicly is another thing.

Mr Peter Jones: You are not acknowledging that economic factors, people wanting to retain jobs, downturns, and other things have an effect.

Mr GRILL: All those factors are having an effect. I am not saying this is the whole picture.

Looking at the six month period from August 1984 to January 1985 we find that the number of working days lost per 1 000 employees in WA was 59.5, whereas the corresponding figure for the six months from August 1983 to January 1984 was 108.7. There we see a drop of 67 per cent in one year.

I will mention again the figures for the 12 months period ending January 1985. The working days lost per 1 000 workers in WA amounted to 121.6, whereas for the 12 months ending January 1984 the figure was 265.5—once again a dramatic reduction.

Let me contrast those figures with Queensland's figures. In Queensland for the 12 months ending January 1984, 128.8 working days per 1 000 workers were lost, whereas for the 12 months ending January 1985 the figure had gone up some 83 per cent to 236.9 days. In other words it is the very reverse of the situation applying in WA.

When we consider the working days lost per employee for the 12 months ending January 1985, we find that in Western Australia the figure was 0.26 per cent, whereas for the 12 months ending January 1984 it was 0.56 per cent. Obviously our figures are going in the right direction.

Queensland's figures are going in exactly the other direction, because the number of working days lost per employee has just about doubled. If the Leader of the Opposition wants to import—as I believe is the case—the sort of industrial relations Queensland has into this State, I ask him to take a closer look at these figures, which are official figures from the Australian Bureau of Statistics. The figures indicate a very sad situation in Queensland today.

In Western Australia, the unemployment figure for February 1985 was 9.2 per cent and for March 1985 it was down to 8.9 per cent, a fall of 0.3 per cent. Nationally, the unemployment figure for March was 9.2 per cent. Western Australia had the second lowest rate of unemployment of any State in the Commonwealth. At the same time, youth unemployment was down by 3.7 per cent. Although we are not happy with the level of youth unemployment, at least it is down within this State and the Commonwealth. At least here we are beginning to head in the right direction.

The unemployment rate for 15 to 19-year-olds for March 1985 was 23.2 per cent and that compares with 26.9 per cent for March 1984. The current national rate is 24.2 per cent, so we are well below the national average. Western Australia then is heading in the right direction.

Employment continues to grow more quickly in this State than in any other State. The number of people employed increased during the month of March by 9 500. The actual employment growth rate was 3.6 per cent compared with the national employment growth rate of two per cent. On the basis of long-term trends, that indicates that 35 000 jobs have been created in Western Australia since February 1983. Those statistics indicate that this State is heading quickly in the right direction.

What is happening in Queensland? Queensland has the highest unemployment rate in Australia. That is what is happening in Queensland, under a Premier who is the doyen of the conservative right wing; in other words, the doyen of the present Leader of the Opposition in this State. I repeat that Queensland has the highest rate of unemployment of any State in Australia. But for Queensland, Australia would not have experienced a fall in retail sales figures for March. Queensland's retail sales figures are going down when the figures for the rest of Australia are going up.

Let us look at the building industry in Queensland. The increase in approvals for new buildings in Queensland for February was one per cent, whereas the figure for the rest of Australia was six per cent. I repeat those figures to members: In February, the increase in new building approvals in Queensland was one per cent. In the rest of Australia it was six per cent. I might add, the figure was a lot higher in Western Australia. In other words, Queensland's average increase was one-sixth the national average.

Let us look at private capital investment. For the September 1984 quarter private capital investment in Queensland decreased by 20 per cent. Private capital investment for Australia as a whole increased by two per cent; in other words, Queensland is going rapidly in the wrong direction. All these statistics add up to the same thing.

Let us look at the employment position in Queensland. The number of jobs in Queensland increased by a measly 0.3 per cent—not three per cent, but 0.3 per cent. The rate for Australia as a whole increased by two per cent and, as I have already mentioned, Western Australia experienced an increase of 3.6 per cent.

Let us look at another aspect—vehicle licence registrations. The number of vehicle registrations actually decreased in Queensland by 0.5 per cent last year whereas in Australia as a whole the number of vehicle registrations increased by 12 per cent. As a matter of simple arithmetic, that means that Queensland went backwards at a rate 24 times greater than the increase of the rest of Australia.

Most importantly, I suppose, in Queensland the number of industrial disputes has doubled in the last 12 months while in WA the number of industrial disputes has nearly halved.

I do not know why the Leader of the Opposition had to mount this little demonstration here today. I do not think that in any respect he can point the finger at the Western Australian Government for the way in which we have handled the economy or in respect of the way we have handled industrial disruption. We have handled the unions in a fair but firm way. We have consulted with the unions, and as a result the level of industrial disputation within this State has gone down in every period over which statistics have been taken during our time in Government. The contrary is the case in Queensland. I know simple statistics do not tell the whole story but, by God, they tell a large part of it.

If we take any lessons at all from those statistics it is that this State is doing immeasurably better under this Government and its policies than it did under the previous Government, and that we are doing immeasurably better than is the conservative Government led by Sir Joh Bjelke-Petersen in Queensland.

We oppose the motion.

**MR PETER JONES (Narrogin)** [3.15 p.m.]: The Minister said that the industrial relations situation in this country is such that no Government can do very much about it.

**Mr Grill:** On today's effort. That is what I said.

**Mr PETER JONES:** The Minister said that secondly, but he did say that too.

**Mr Grill:** On today's effort.

**Mr PETER JONES:** This is the Government which withdrew the application for the deregistration of the BLF, and this Government, on the Thursday before Easter, denied the Opposition the opportunity of an urgency motion in relation to the Argyle dispute. The Government's representative at the participants' meeting said there was to be no use of the Trade Practices Act, despite the fact that the other participants wanted to use it and were pressing to use it; the Government, through its instrument, the Western

Australian Development Corporation—its five per cent partner in that project—said, "No".

**Mr Hassell:** Is that the supposedly independent development corporation?

**Mr PETER JONES:** That is right. The Minister stands up on behalf of the Government and says the Government can do nothing; no Government can do anything.

**Mr Grill:** I said in today's dispute. Just at least be a little bit honest.

**Mr PETER JONES:** The Minister did say that also. He also cannot deny what I have just said.

Let us return to the example of Argyle where people wanted to work and demonstrated that desire by saying so; the Government chose to use whatever devices it was able to use—delay, hiding behind delaying tactics, and its own participation in the project—in order to ensure that the Transport Workers Union ended up with a little bone to chew on, that it got something out of the deal. That is absolutely correct because comments were made to the effect that the dispute could not be resolved in any other way.

That was a situation where the traditional union, the one with majority involvement in the mining industry, the Australian Workers Union, had already previously been given some advice from the Federal industrial bench regarding this situation at Argyle, but where also attention was drawn to the fact that its constitution needed to be put in shape. The industrial commissioner made a comment relative to what was in the public interest, but the thugs in the TWU did not accept it, nor did the Government.

The point that was repeatedly made during the debate on the urgency motion in this House relative to Argyle was that the Government would do nothing. In fact, the Minister for Minerals and Energy and the Premier repeatedly said—quite correctly, too—that the company did not want the Government to intervene. Of course it did not, because the company had been advised of and knew of the Government's attitude. The Government was not prepared to take the hard line, but the participants were prepared to do so on this matter. Of course the company did not want the Government to intervene, because it knew its position would be weakened because of the relationship between the Government and the TWU. It was as simple as that.

The Minister for Transport made much ado about consensus. I am sure that if he were to talk to the representatives of a number of companies, particularly, for example, those at the waterfront, in due course he would be reminded of what the cost of consensus really is. The figures he quotes

have been bought at a price which the community is finding increasingly hard to bear. He has quoted the waterfront, and he is quite right. The stage has been reached there where the people concerned are not prepared to go on. I have another meeting next week with the shipping companies and I know exactly what they will tell me—the same as they told me before; they cannot continue while they get no answers from the Government.

The Minister has already answered questions in this place on this matter, but I want to give an example. Members ought to look at the answers to questions 2836 and 3228. He listed the disputes at Fremantle—not all of them, but some of them—for the first period of this year. In addition to what he has listed in the answers, if we add the lesser or minor ones which do not appear, we see that more than 50 stoppages and demarcation disputes have occurred from 1 January to 1 May. In this House the Minister did not even know that a stoppage interfered with a particular vessel on 26 February. When he was asked a question in that regard he said, "No, I know nothing about it. I have not been told". I knew he had been told about it because I had the telex that informed him and his colleague, the Minister for Industrial Relations, of it.

Fourteen days later the Minister for Transport says, "I was not aware at the time, but I now am". Fourteen days later! But then he tells me there was no disruption on 26 February for that particular vessel. Three weeks later he gives me another list of disputes and clearly identifies that vessel, the *Sunny Ocean*, as having been interfered with by disruption on that particular day. On again, off again, on again!

He then stood in this Parliament last week and stated that disruption at Fremantle was less in terms of days lost, on the very same day that his colleague in another place said that no figures were kept for Fremantle.

I use these examples only to demonstrate that not only is the Government not aware of the situation, and could not care less about it, but also, in the two examples that I have given, it has actively supported the disruption that has occurred. The consensus that the Minister talks about has been bought for this State at great cost. It certainly seems to the industries and the waterfront that that cost has now reached the stage where we can no longer afford it. There is nothing about consensus there, and there will be no consensus until the Government is prepared to adopt some measures which bring sanity back to the waterfront. That is just one instance of where the disruption is going on. For reasons of demarcation we have 34 or 35

registered painters and dockers and they can stop the port just like that—rapidly—and the Government sits by and takes it.

One of the worst aspects is the one the Leader of the Opposition referred to: These matters now pass through the community largely unreported and unnoticed. The waterfront is a good example because either the Press is not interested in reporting industrial disruption, or we have reached the stage where industrial disruption is taken for granted and we do not bother about it. We have the situation where the people who want to work—like those at Argyle—are prevented from doing so. This Government took positive action to see that those people were not allowed to go back to work, by the way that it refused to allow the owners of the project to invoke the Trade Practices Act. That is a fact, which was not denied by the Minister in another place when he was questioned about it last week.

Let it be quite clearly established on the record so far as this Government is concerned: It can trot out all the examples of progress it likes, but this question of consensus is bought at a price. It is a high-cost situation that industry is increasingly saying it can no longer bear, and the Government supports it.

There are people who want to work, and this Government has made no offer to introduce any legislation which will protect those people, and that is what this motion is about. It is a positive action to try to ensure that people who do want to work are protected and allowed to do so.

Motion, by leave, withdrawn.

#### CRIME: MICKELBERG CASE

##### *As to Petition: Speaker's Ruling*

**THE SPEAKER** (Mr Harman): I refer to a petition which the member for Scarborough proposed to be presented earlier today.

There are certain aspects of the petition which give me concern. In particular I refer to the use of the words "scandal" and "miscarriage of justice".

As members are aware, practice in this House is based upon firstly, our Standing Orders; secondly, our established practice; and, thirdly, the practice of the House of Commons of the British Parliament.

Our Standing Order No. 85 requires a petition, among other things, to be "respectful, decorous and temperate in its language" and there are several precedents where petitions have been ruled as disorderly on this ground.

Further, *May's Parliamentary Practice*, 20th edition, on page 861 says—

The language of a petition should be respectful and temperate and free from disrespectful language to the Sovereign or offensive imputations upon the character or conduct of Parliament or the courts of justice, or other tribunal, or constituted authority.

I rule the petition to be disorderly because its words are not temperate and could be construed as giving offence to the courts of justice.

### SUPPLY BILL

#### *Message: Appropriations*

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

### BILLS (11): ASSENT

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

1. Dental Prosthetists Bill.
2. Acts Amendment (Lotteries) Bill.
3. Race Meetings (Two-up Gaming) Bill.
4. University Medical School, Teaching Hospitals, Amendment Bill.
5. Financial Institutions Duty Act (Revival of section 76) Bill.
6. Miscellaneous Regulations (Validation) Bill.
7. Offenders Probation and Parole Amendment Bill.
8. Gaming and Betting (Contracts and Securities) Bill.
9. Acts Amendment (Gaming and related provisions) Bill.
10. Transport Amendment Bill.
11. Acts Amendment (Betting Control) Bill.

### BILLS (7): RETURNED

1. Acts Amendment (Environmental Legislation) Bill.
2. Industrial Relations Amendment Bill.
3. Dampier Port Authority Bill.
4. Local Government Amendment Bill.
5. Perpetual Trustees W.A. Ltd., Amendment Bill.
6. Reserves and Land Revestment Bill.
7. Supply Bill.

Bills returned from the Council without amendment.

### CONSTITUTIONAL CONVENTION

#### *Appointment of Delegates: Council's Message*

Message from the Council received and read advising that it had considered the invitation to continue its participation in the Australian Constitutional Convention on the basis outlined by

the Legislative Assembly, and had agreed to this proposal. It had further resolved to appoint the undermentioned members to represent the Legislative Council—

Hon. D. K. Dans  
Hon. J. M. Berinson  
Hon. I. G. Medcalf  
Hon. P. G. Pandal

### ACTS AMENDMENT (STRATA TITLES) BILL

#### *Council's Message*

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

### COMMERCIAL TENANCY (RETAIL SHOPS) AGREEMENTS BILL

#### *Returned*

Bill returned from the Council with amendments.

#### *Council's Amendments: In Committee*

The Chairman of Committees (Mr Barnett) in the Chair; Mr Bryce (Minister for Small Business) in charge of the Bill.

The amendments made by the Council were as follows—

#### No. 1.

Clause 7, page 7, line 35—To delete "28" and substitute the following—

"42".

#### No. 2.

Clause 13, page 15, line 3—To insert after "tenant" the following—

"notice of which has been given by the landlord, in writing, to the tenant".

#### No. 3.

Clause 14, page 17, line 10—To insert before "then" the following—

"and after being given by the tenant notice in writing requiring him to rectify the matter does not do so within such time as is reasonably practicable".

Mr BRYCE: I move—

That amendment No. 1 made by the Council be agreed to.

Mr COURT: This amendment increases from 28 days to 42 days the time in which certain information must be provided by a tenant to a landlord for the purposes of assessing turnover rental. We support the amendment.

**Question put and passed; the Council's amendment agreed to.**

Mr BRYCE: I move—

That amendment No. 2 made by the Council be agreed to.

Mr COURT: We want to make it clear that we see so many problems with this clause that one could not improve it to make it workable. In the weeks since we have debated this legislation, considerable concern has been expressed to me about some of the real problems people foresee with this implied five-year option on leases. The people who are concerned are not only the landlords, but also the tenants many of whom are wanting relatively short leases, particularly right now in the lead-up to the America's Cup. They are looking for two-year leases and the like, and when this legislation comes into effect those people will not be given the opportunity to get short leases because of the problems this clause creates.

I want to put on record that no matter how one went about amending this clause, one would have problems. We believe that what the Government wanted to achieve with this clause could have been achieved in a very simple way, similar to that contained in the Queensland legislation. This amendment will really not solve the overall problem created by the clause. The Minister must realise it will create a major problem at a time when I would like to think there is considerable growth in demand for certain types of leased premises largely because of the increase in certain types of retailing activity associated with the America's Cup. We will have a classic case of this Government again bringing in regulations which will be of nuisance value and in many cases unworkable.

**Question put and passed; the Council's amendment agreed to.**

Mr BRYCE: I move—

That amendment No. 3 made by the Council be agreed to.

Mr COURT: This was the other clause which the Opposition made very clear needed some quite major changes. This amendment improves the situation a little; it means that the tenant must now list in writing those things he believes should be rectified. The original clause left the matter pretty vague and open. All sorts of hidden problems will arise from this clause. If he wants to, a tenant will be able to cause considerable disruption and inconvenience to a landlord by using certain parts of this clause. It is another case of some unnecessary regulations which will create difficulties and inconvenience for both tenants and

landlords. The amendment does a little to make the clause more acceptable.

**Question put and passed; the Council's amendment agreed to.**

### *Report*

Resolutions reported, the report adopted, and a message accordingly returned to the Council.

## **WORKERS' COMPENSATION AND ASSISTANCE AMENDMENT BILL**

### *Receipt and First Reading*

Bill received from the Council; and, on motion by Mr Grill (Minister for Transport), read a first time.

### *Second Reading*

**MR GRILL** (Esperance-Dundas—Minister for Transport) [3.40 p.m.]: I move—

That the Bill be now read a second time.

The current workers' compensation legislation in this State has its origin in the judicial inquiry conducted by Hon. B. J. Dunn, OBE in 1978. As a result of this inquiry a Bill was introduced into Parliament in late 1981. After substantial amendment the Workers' Compensation and Assistance Act 1981 was passed and came into operation on 3 May 1982.

At the time the Act was passed, an undertaking was made to review the operation of the Act after it had been in operation for one year. This Government honoured that undertaking and commenced a comprehensive review of the Act in May 1983.

In the course of the review, all organisations which had previously expressed an interest in the workers' compensation area were invited to participate and a substantial number of submissions were received as a result.

All submissions received were reviewed by the Workers' Assistance Commission and the commission's recommendations were submitted to the then Minister. As the Government had established the Tripartite Labour Consultative Council, a statutory body, to review all legislation in the industrial relations field, the commission's recommendations were referred to the council to enable a further assessment and identification of those areas where consensus existed.

The Bill before the House comprises substantially those amendments which were unanimously endorsed by the Tripartite Labour Consultative Council and therefore enjoy the support of the major interest groups in the workers' compensation field. In addition, a small number of

amendments reflect Government policy in this area.

The amendments fall into three broad categories: Those which are purely administrative and are designed to facilitate the operations of the Act; those which benefit both workers and employers; and those which have been included due to special circumstances.

I refer firstly to the administrative amendments to the Act. Among the more significant of these clauses are those which ensure both the Registrar and Deputy Registrar of the Workers' Compensation Board have the power to conduct pre-trial conferences and preliminary hearings. This will facilitate the determination of claims and add to the success already achieved by the board in providing a resolution of disputes with the minimum of delay.

The amendments also remove certain anomalies which make it extremely difficult in practice to prosecute an employer who fails to obtain a policy of insurance as required by the Act. The present time limit of six months for action to be taken is inadequate, as the fact that an employer has not taken out a policy often only comes to light when an injury occurs. The Bill provides that a complaint can be lodged at any time within two years from the date the alleged offence occurred. Failure to produce a policy of insurance in force at the specified date when requested to do so in writing will constitute prima facie evidence that the employer was uninsured.

This amendment will assist in reducing the cost accruing to all employers from claims by injured workers on the uninsured fund where their employer has breached the Act by failing to insure. Direct benefits to both workers and employers are provided in a substantial number of amendments.

Members will be aware that under the Act lengthy delays in the payment of compensation can occur when a worker suffers a disability or a recurrence of an old disability which results in a dispute between insurers as to which is liable to indemnify the employer. An amendment to section 74 will provide that the insurer at the time of the latest disability is liable to indemnify the employer until the Workers' Compensation Board has determined which insurer is liable or the extent of joint liability.

An amendment to section 38 of the Act extends the scope of the industrial diseases medical panel to enable it to determine whether a worker is suffering from lung cancer associated with working with asbestos, in addition to its existing power to determine pneumoconiosis or mesothelioma. This provision will enable workers who are the unfortun-

nate victims of lung cancer resulting from employment in the asbestos industry to have their condition appropriately determined by the panel.

The Bill also makes some appropriate adjustments to the range of individuals who may claim compensation under the Act. As a result of representations from and discussions with the racing industry, any jockey riding in a race conducted by a racing club registered with the Western Australian Turf Club, or carrying out his usual duties for a trainer licensed by the WA Turf Club, is deemed to be a worker within the meaning of the Act. The WA Turf Club is likewise deemed to be the employer.

As a result of proposals made by the Public Service Board, persons holding judicial or other statutory offices who are not currently deemed workers will be deemed to be workers employed by the Crown. This is consistent with provisions existing in other States.

A major area of concern on benefits relates to the situation of working directors and their dependants. In the past, many working directors have ignored their obligation as employers to insure, but have claimed entitlement as workers when injured. The result is an unfair charge against all employers. This is obviously inequitable and the proposed amendment removes entitlement for the working director and his dependants unless the responsibility of obtaining a policy of insurance has been fulfilled.

I turn now to a special series of amendments relating to noise-induced hearing loss. During the tripartite discussions preceding the drafting of the present Act, the former Government gave an undertaking to introduce lump-sum compensation for noise-induced hearing loss on a similar basis to that existing in other States. The inclusion of suitable provision in the Act for this type of compensation was deferred in order to permit examination of the issue by a tripartite working party specifically appointed for this purpose.

The Government now intends to honour the former Government's commitment. The amendments are substantially based on the recommendations made by the tripartite working party to the former Government.

The position taken by that body provided for lump-sum payment based on the existing second schedule entitlement where loss of hearing did not result in incapacity for work. The approach adopted in the amendments includes—

Pre- and post-employment audiometric testing with confidentiality for the worker;

Entitlement to compensation for work-related hearing loss to be prospective from the date of proclamation of the amendments;

A threshold of 10 per cent to be applied to any measured hearing loss, before which no compensation will be payable. Once a worker's loss of hearing exceeds 10 per cent, the whole of his hearing loss will be compensable.

The Government believes that the provision of compensation for noise-induced hearing loss based generally on the consensus recommendations made by the working party has the support of all major interest groups and will overcome a significant omission in workers' compensation legislation in this State.

The Bill before the House fulfils the Government's commitment to review the Workers' Compensation and Assistance Act and reflects a spirit of consensus rather than confrontation.

I commend the Bill to the House.

**MR BRADSHAW** (Murray-Wellington) [3.48 p.m.]: As the Minister said, this Bill is a result of a commitment to review the Workers' Compensation and Assistance Act 1981 after it had been in operation for one year. Many submissions were received when the review was set up. The submissions were considered by the Workers' Assistance Commission and the recommendations were forwarded to the Tripartite Labour Consultative Council which assessed and evaluated those recommendations. This Bill is a result of that review.

The Minister said in his second reading speech that the Bill comprised substantially those amendments which were unanimously endorsed by the Tripartite Labour Consultative Council and therefore enjoyed the support of the major interest groups in the workers' compensation field. I am not sure, even though the Minister said the amendments enjoyed the support of major interest groups, whether all amendments enjoy total support.

The Opposition supports most of the amendments. We have some reservations about the noise-induced hearing loss provisions.

The provision relating to the pre-trial conferences and preliminary hearings by the Registrar and Deputy Registrar of the Workers' Compensation Board will be advantageous, because many cases take a long time to reach finality.

If this legislation will result in the speeding up of resolutions of disputes it is certainly welcome. The Bill removes anomalies in prosecuting people who have failed to take out workers' compensation

insurance and it will now be easier to prosecute such employers. In the past it has been difficult to prosecute employers for failing to take out workers' compensation insurance because of legal technicalities. The Bill provides that a complaint can be lodged at any time within two years from the date of the alleged offence. Previously the time allowed was six months. This Bill will allow more time for the case to be heard and the complainant will be in a position to prepare a better case.

Many people go into business without realising their obligation to take out workers' compensation insurance. It is up to the Government to provide an education programme for these people in order that they will know what is legally required of them in regard to workers' compensation. If prospective employers are made well aware of their responsibilities I am sure there will be fewer employers trying to avoid taking out this type of insurance. With more employers taking out workers' compensation insurance, the burden will be eased on those employers who have taken out such insurance to date.

Another amendment which I believe will be of great benefit to employers and employees relates to the recurrence of old disabilities. The responsibility for such cases has not previously fallen on the current insurance company of the firm involved. I know of a case which is currently being heard involving an employer who was insured by an insurance company which went broke. The SGIO became responsible for the employer, but in the meantime he took out insurance with another insurance company. During this time one of his workers suffered a recurrence of an injury and now both insurance companies are trying to deny liability. The employee has not received any workers' compensation during this time and no-one is prepared to accept responsibility. This is creating a tremendous amount of ill feeling. This legislation will provide for the responsibility of workers' compensation to lie with the current insurance company which has a policy with an employer.

The amendment in the Bill providing for the industrial diseases medical panel to determine the payout in cases of lung cancer is a welcome move. The panel currently determines whether a worker is suffering from lung cancer associated with working with asbestos in addition to its existing power to determine pneumoconiosis or mesothelioma, but under this legislation it will also have the ability to determine victims of lung cancer.

It is strange that some categories of workers have been excluded from this Act. Under this legislation individuals who may claim compen-

sation will include apprentice jockeys and trainers. However, there are a number of people who fall into similar categories and I wonder whether the Government or the tripartite council investigated whether reinsmen and trainers within the trotting fraternity will fall into the same category. It is strange that apprentice jockeys and trainers as well as persons holding judicial or other statutory offices will be classified as "workers" under this legislation when a number of people working in similar areas will not be classified "workers" under it.

Another anomaly which has occurred in the past has involved working directors and their dependants. If people can avoid paying workers' compensation insurance, they will. It appears from the Minister's second reading speech that working directors have avoided paying workers' compensation insurance, but when they have injured themselves they have put out their hands for payment. By making directors take out personal cover the situation that has occurred over the last 10 years will be alleviated. There has been a great burden on companies over the years in this regard.

One amendment in this Bill which does cause me concern—I should imagine it was not unanimously agreed to by the tripartite council—relates to noise-induced hearing loss. Previously people have not been able to claim compensation for noise-induced hearing loss when their loss of hearing was 10 per cent or more. However, this Bill will provide for people who have a hearing loss over 10 per cent, to claim full compensation. It is generally acknowledged that, over the years, people suffer a biological deterioration in their hearing and, therefore, I believe a clause should be included in the legislation in order that people are not able to claim the full amount of compensation for noise-induced hearing loss. As a result of this amendment I am sure there will be an increase in the number of claims made in this area and it will result in a burden to the Workers' Compensation Board. It will be interesting to find out how many people will claim for noise-induced hearing loss once this legislation is proclaimed. It is a grey area when one considers that some people may have damage to their hearing caused not only through biological deterioration, but also by mowing their lawns and working in their own workshops without wearing protective gear such as earmuffs. Maybe the person concerned will be a lover of discotheques—members will be aware of the noise that emanates from such places, and of the damage that could be caused to the hearing of individuals who frequent them. This area is a dangerous one and we should not be tampering with it. How-

ever, although a difficult question, it should be addressed.

The cost that will be imposed on industry in having workers tested for hearing disabilities worries me. Obviously they must be tested by someone who is qualified. However, there will be a rush on such facilities when this Bill becomes an Act and I wonder whether the Government has carried out investigations to ascertain whether sufficient qualified people and equipment will be available to handle the rush.

I would also like the Minister to let me know whether workers in a workplace classified under the schedule will be adequately informed about this legislation's provisions for compensation for noise-induced hearing loss in the workplace. Obviously they have to be told. I ask also whether it will be compulsory for those people who are classified workers to have a hearing test. If people do not have the initial test it will not be possible to judge whether there has been a hearing loss.

It seems that payment for noise-induced hearing loss will not be retrospective. Will there be compensation for those workers who feel that their hearing loss is due to their previous employment? Only last week I heard of a person in my area who received compensation for some loss of hearing due to his previous employment. From a reading of the Bill and the second reading speech, it seems to me that compensation payments will not be retrospective. That is not very good for people who may have been in a work situation which caused hearing loss.

Another problem arises with respect to people who work in areas where noise is a problem and are supplied with protective gear and do not wear it. Is it compulsory for those people to wear that protective gear? Can they apply for compensation for loss of hearing after several years?

The measures will impose a large cost on industry. I recently visited a safety and health display at the Alcoa operation at Pinjarra. It already has noise testing equipment and an audiometric testing machine. It also has its own doctor, so it can quite adequately cover itself. However, many smaller firms will certainly not be able to go to the expense of buying these machines. I believe that the noise testing machine alone costs in the vicinity of \$10 000. I do not know what the audiometric testing machine costs, but I imagine that it would be quite expensive. It is also fairly impractical for every company to buy these machines.

I would like to know whether it will be compulsory for workers to have tests when this Bill is passed and who will foot the bill. I approve of the



provision in the Bill which prevents workers from coming back willy-nilly to have tests for loss of hearing. After the first test, there has to be a hearing loss of five per cent or more before they are able to claim. This will certainly reduce costs to the companies. Obviously some over-zealous workers might run to the doctor every three months or six months saying they have a hearing loss. The bill would be sent to the employer and would run into a considerable sum.

All in all, we support the Bill. We have reservations about the noise-induced hearing loss amendments, but the problem had to be addressed and has been addressed in this legislation.

**MR GRILL** (Esperance-Dundas—Minister for Transport) [4.04 p.m.]: I thank the member for Murray-Wellington for his support of the Bill and, through him, the support of the Opposition. He has indicated that the Opposition is happy with all the provisions of the Bill before us, except those relating to noise-induced hearing loss. As the member would be aware, there is no entitlement for noise-induced hearing loss at present unless a worker actually loses wages through time off work. In that situation, he would not have a compensation claim. Provision does exist for deafness caused by an accident, but it does not cover the situation of noise-induced hearing loss of a worker who has worked in a very noisy environment for months or years.

The previous Government and this Government endeavoured to work out a formula by which noise-induced hearing loss could be compensated. The previous Government set up the tripartite working group. That tripartite group deliberated on the matter. As I understand it, that group did not reach final agreement in respect of noise-induced hearing loss. The legislation we have before us today is a compromise. Like all compromises, it is not perfect.

I certainly take on board some of the remarks made by the member for Murray-Wellington. If we appreciate that at the very outset the Trades and Labor Council, representing one end of the spectrum, wanted complete retrospectivity and that the Confederation of WA Industry, representing the other end of the spectrum, wanted a 10 per cent discount, we can see that the legislation before us represents something in the middle. It is a compromise. I do not think that I can explain it in a better fashion.

The legislation has been considered in another place where it has been debated quite extensively. I can only tell the member that the legislation is not perfect; it is a compromise. It is something that we can work with and live with. There is no

doubt that it will create some additional expenses. All parties agree about that fact. We hope that the costs can be minimised and that relevant provisions will work effectively.

It was unjust that in the past workmen and workwomen were not compensated for noise-induced hearing loss. It was all the more unfair because legislation in other States, by and large, provided for compensation for noise-induced hearing loss. The Commonwealth legislation allows for such compensation. I for one always thought it was quite an anomaly that locomotive engine drivers running locomotives on the State system to Kalgoorlie where I live could not claim noise-induced hearing loss, while the locomotive engine drivers who went the other way from Kalgoorlie to Port Pirie could in fact make a successful claim for compensation for noise-induced hearing loss. One group was employed by the Commonwealth, that group which went from Kalgoorlie to Port Pirie, while the Westrail employees who went from Kalgoorlie to Perth and other parts of Western Australia were unable to claim such compensation because of a mistake in drafting the legislation.

The member for Murray-Wellington made several specific points. The first question he asked was whether the work force was to be made aware of the provisions in this legislation. I am assured that workers will be made aware of the provisions and that they will then be able to go through the necessary procedures to lay the basis for a possible claim in the future.

He also raised the vexed question in respect of compulsion in relation to wearing protective ear muffs and things of that nature. My understanding is that there are no authoritarian provisions in that regard; in other words, there is no compulsion to wear protective gear. Nonetheless, the legislation is linked to the workplace regulations. I will check on that point for the member. I think that those regulations cast a responsibility on the employer to ensure that people in the workplace wear the necessary protective gear.

Perhaps the member for Murray-Wellington could remind me of the other specific questions while I get some answers.

**Mr Bradshaw:** Is it compulsory for employers to have employees tested, and who will pay for it?

**Mr GRILL:** I have an expert with me in the Chamber so I will endeavour to have that question answered. This particular legislation is linked with the hearing conservation and work place regulations. Those regulations specify the range of industries where there is likely to be noise-induced hearing loss and those regulations cast a responsi-

bility on the employer to ensure that his employees actually undergo the medical testing prior to commencing work. *I think that answers the question.*

*I thank you, Mr Speaker, for your indulgence and the Opposition for its support of this Bill.*

*Question put and passed.*

*Bill read a second time.*

*In Committee, etc.*

*Bill passed through Committee without debate, reported without amendment, and the report adopted.*

*Third Reading*

*Bill read a third time, on motion by Mr Grill (Minister for Transport), and passed.*

**[Questions taken.]**

**ADJOURNMENT OF THE HOUSE: SPECIAL**

**MR TONKIN** (Morley-Swan—Leader of the House) [4.51 p.m.]: *I move—*

*That the House at its rising adjourn until a date and time to be fixed by Mr Speaker.*

*Question put and passed.*

*House adjourned at 4.53 p.m.*

## QUESTIONS ON NOTICE

### GRAIN: WHEAT

#### *Industry: Costs*

3190. Mr OLD, to the Minister for Agriculture:  
Can he advise estimated costs over the next 12 months for the wheat industry in Western Australia of—
- the exporting of mixed quality wheats not to specification;
  - inadequate storage facilities on the east coast causing grain damage;
  - the Wheat Board taking out loans in United States dollars before the Australian dollar devalued markedly;
  - industrial disputes which have delayed shipments from Australia?

Mr EVANS replied:

- to (d) This information is not available to my department and the Australian Wheat Board would have great difficulty in providing such estimates.

3209. *Postponed*

### GOVERNMENT CONTRACTS: COMMONWEALTH

#### *Offsets: Committee of Review*

3210. Mr MENSAROS, to the Minister for Industrial Development:
- Has he been advised on the report of the Commonwealth Government-commissioned Committee of Review on Offsets?
  - If so, what is his policy regarding the recommendations involving Commonwealth contracts in Western Australia performed by overseas contractors?
  - Will he point out to the Commonwealth Government the rather different circumstances and hence rather different interest local manufacturers and contractors have in this State and accordingly influence the Commonwealth Government's decision?

Mr BRYCE replied:

- Yes.
- Currently the State Government does not have a State Offsets Policy as referred to in the Report and further inves-

tigation is needed to determine the costs and benefits of such a policy.

However, the Government has no objection in principle to the proposed Australia-wide acquittals of offsets commitments by overseas contractors provided that they make every effort to discharge that commitment in Western Australia.

- Officers of my Department have already met with the Commonwealth Government's officers in charge of the Offsets Policy and conveyed to them the circumstances of Western Australian companies and will continue to do so with the objective of maximising Offset work involvement by this State.

### BUSINESSES: SMALL BUSINESS

#### *Inflation: Flow-on*

3233. Mr COURT, to the Minister for Small Business:

Does the Government support small businesses in Western Australia (including rural industries) having to pass on to wages the inflationary effects of the recent decline in the Australian dollar?

Mr BRYCE replied:

The downward adjustment of the Australian dollar has been the result of international market forces. The member will recognise that this movement assists rural producers and other exporters.

### TRADE: PROMOTIONS

#### *Government Assistance*

3238. Mr COURT, to the Minister for Industrial Development:

What Western Australian industries will be receiving financial assistance for trade displays both within and outside Western Australia this year?

Mr BRYCE replied:

In order to provide a meaningful response would the member for Nedlands clarify the following—

- Does the question relate to the current calendar or financial year?
- Does the question relate to the extension of financial assistance by

the State and/or the Commonwealth Government?

## RESOURCES DEVELOPMENT

### *Dollar Devaluation: Effect*

3243. Mr COURT, to the Premier:

How severely will the devaluation of the Australian dollar affect the viability of new resource projects in Western Australia in relation to their initial construction costs?

Mr BRIAN BURKE replied:

In general, the depreciation of the Australian dollar should enhance the viability and prospectivity of existing as well as potential resource projects in Western Australia. The depreciation of the Australian dollar will increase revenue from exports of minerals in Australian dollar terms. Some components of cost will also escalate. In particular, the cost of servicing existing overseas loans will rise. However, given the high level of Australian content of recent resource projects, higher import costs in and of themselves will not significantly offset the increased flow of revenue.

Domestic interest payments will also be more expensive, because of the boost to local interest rates triggered by the depreciation and associated capital outflow. However, the increase in local interest rates is in all probability a temporary phenomenon. When the exchange rate stabilises and funds correspondingly flow back into Australia, the domestic interest rates will be pushed down toward their previous levels. Therefore, in the short to medium term run, the net effect of the devaluation will be positive: revenue will have increased more than costs.

The long-term net effect of the depreciation on new resource projects is largely dependent upon the impact of higher import prices on the cost structure in Australia. To the extent that price increases and the higher level of economic activity caused by the depreciation are transferred into wage increases and other domestic costs, the positive effect of the depreciation will be eroded. Overall, however, Australia's competitiveness in attracting investment should be enhanced.

## TRADE: EXIM CORPORATION

### *Projects: Department of Industrial Development Advice*

3246. Mr COURT, to the Deputy Premier:

- (1) Does Exim Corporation advise the Department of Industrial Development of projects it is currently working on?
- (2) Is the Department of Industrial Development currently involved in any of these projects?
- (3) If "Yes", what projects is it involved in?

Mr BRYCE replied:

- (1) to (3) Commercial proposals to Exim are treated with complete confidentiality. The Department of Industrial Development will be consulted on matters within its area of expertise without disclosure of commercially sensitive information.

## TRADE: SOUTH AFRICA

### *Value*

3250. Mr COURT, to the Minister for Industrial Development:

- (1) What was the value of exports from Western Australia to South Africa in—
  - (a) 1982;
  - (b) 1983;
  - (c) 1984?
- (2) What was the value of imports from South Africa to Western Australia in—
  - (a) 1982;
  - (b) 1983;
  - (c) 1984?
- (3) Does the State Government support the expansion of trade with South Africa?

Mr BRYCE replied:

- (1) (a) June 1982: \$31 126 679;  
 (b) June 1983: \$62 098 151;  
 (c) June 1984: \$64 177 404.
- (2) (a) June 1982: \$10 568 643;  
 (b) June 1983: \$12 694 698;  
 (c) June 1984: \$26 643 745.
- (3) The Government supports all Western Australian companies who trade internationally within the requirements of Australia's foreign policy.

## MINERALS: DIAMONDS

*Northern Mining Corporation NL: Acquisition*

3256. Mr HASSELL, to the Premier:

In relation to question 3077 of 1985, and the answer given by him, will he please answer the question on the basis that it is a legitimate question relating to public expenditure in the Government's recent dealings with a firm and that as in most cases the question relates to payments made which must necessarily all be recorded for the purpose of preparation of the public accounts?

Mr BRIAN BURKE replied:

The member has been advised in writing.

## PORTS AND HARBOURS: MARINAS

*Sorrento: EPA Support*

3265. Mr CLARKO, to the Minister representing the Minister for Tourism:

- (1) Is it fact that the Government will not construct a marina at Sorrento unless it is supported by the Environmental Protection Authority?
- (2) Are there any circumstances whereby the Environmental Protection Authority could support the project and the Government decide not to proceed with the marina at Sorrento?
- (3) Are officials of the America's Cup Defence office currently surveying the availability of pens in the metropolitan area at the time of the America's Cup Defence with a view to using them and thereby offsetting the need for the pens that would be provided at Sorrento?
- (4) Is there sufficient time left to construct the Sorrento marina, if approved, for the America's Cup Defence?

Mr BRIAN BURKE replied:

- (1) and (2) No decision will be made by the Government until the Environmental Protection Authority's recommendations have been received.
- (3) No.
- (4) Yes.

## TAXES AND CHARGES: TAX HOT LINE

*Cost*

3267. Mr HASSELL, to the Deputy Premier:

Is he now in a position to answer question 2792 of Wednesday, 20 March 1985, relevant to the Taxation Hotline operation?

Mr BRYCE replied:

I have on a previous occasion advised of my intention to provide the detail requested in question 2792 in writing as soon as possible after the detail becomes available.

## MEMBERS FOR BUNBURY AND MITCHELL

*Press Releases: Mr Baden Pratt*

3268. Mr HASSELL, to the Premier:

- (1) Further to his answer to questions 2976 and 3068, will he say whether, in fact, in the four weeks preceding Wednesday, 3 April, Mr Baden Pratt was involved in the drafting or preparation of Press releases or the organisation of media contact on behalf of—
  - (a) the Member for Bunbury;
  - (b) the Member for Mitchell?
- (2) Although the duties of Mr Baden Pratt may not, as the Premier says, "include the preparation of Press releases for local Members of Parliament" is there any understanding, agreement, or arrangement by which he prepares such releases?

Mr BRIAN BURKE replied:

- (1) I am advised that he has not been involved in the manner suggested by the member's question, although Mr Pratt's out of hours activities are his own concern.
- (2) Mr Pratt's duties do not include the preparation of Press releases for local members of Parliament. No agreement or arrangement to the contrary exists with the Government.

## HOMOSEXUAL COUNSELLING SERVICE

*Government Assistance*

3269. Mr HASSELL, to the Treasurer:

- (1) Will he confirm that a Government grant has been made to the Homosexual Counselling Service?

- (2) What was the purpose of this grant?
- (3) What was the amount of this grant?
- (4) What was the basis of the grant to this organisation?

Mr BRIAN BURKE replied:

- (1) to (4) See reply to question 3309 of 18 April 1985.

#### MR VIV JAMES: ESTATE

##### *Books and Papers*

3276. Mr MENSAROS, to the Minister representing the Attorney General:

Has any advice been received yet by the Parliamentary Commissioner for Administrative Investigations about the outcome of his investigations regarding the late Mr Viv James' papers as mentioned in his reply to question 2572 of 1985?

Mr GRILL replied:

I am advised that no advice has yet been received from the ombudsman.

#### COURTS: MAGISTRATES

##### *Night Sittings*

3281. Mr MENSAROS, to the Minister representing the Attorney General:

Has the Attorney General made a decision yet regarding night sittings of magistrates?

Mr GRILL replied:

No.

#### TREATIES AND CONVENTIONS

##### *Government Subscription*

3290. Mr PETER JONES, to the Minister representing the Attorney General:

- (1) Does the Government subscribe to, and support, the various international Treaties and Conventions which the Federal Government has signed?
- (2) If so, does this infer that the Government will legislate, if necessary, to enforce the terms and obligations of any Treaty or Convention to which the Federal Government is a signatory?
- (3) Does the Government support the inclusion of a "Federal" clause in any international Treaty or Convention which the Federal Government is considering

supporting in order to protect the State, and to identify the State as a participant in a Federal system of Government?

Mr GRILL replied:

- (1) to (3) Government support and legislative action, if any, depends on the treaty under consideration.

#### DAIRYING: NATIONAL PLAN

##### *Introduction*

3295. Mr BRADSHAW, to the Minister for Agriculture:

- (1) Does he intend to take action to introduce the Kerrin Dairy Plan as originally stated in the *Farmers Weekly*?
- (2) If "Yes", does he intend or has he carried out a social and economic impact study on country towns?
- (3) What is the anticipated effect of the Kerrin Dairy Plan on the milk factories in Western Australia?
- (4) Does he propose to keep the dairy farmers in Western Australia viable under the Dairy Plan?
- (5) Will he guarantee short life milk products and "white" milk will be available at all times when the Kerrin Dairy Plan is introduced?

Mr EVANS replied:

- (1) to (5) The dairy plan referred to is an initiative of the Commonwealth Government. Until the final legislative and administrative details are announced by the Federal Minister it is not possible to assess the impact on farmers, factories, rural towns, or the continuity of supply to consumers in Western Australia.

3301. *Postponed.*

#### MR TOM BUTLER

##### *Employment: Government*

3308. Mr MacKINNON, to the Premier:

- (1) What is Mr Tom Butler's current position with the Government?
- (2) Is he working for the Minister for Industrial Relations and what is his position with that Minister?
- (3) What are the terms of his employment?
- (4) When was Mr Butler transferred to this position from his office?

- (5) Does he currently have an adviser on industrial relations attached to his office?
- (6) Who is it and on what terms and conditions is he employed?

Mr BRIAN BURKE replied:

- (1) to (6) Mr Tom Butler is still employed in the public office of Ministerial Officer—Special Services, Department of the Premier and Cabinet. In addition to his duties under his contract to me, he has also been made available on a loan basis to the Minister for Industrial Relations since February, 1985.

No other person has been employed in this role in my office.

#### ENVIRONMENT: CONSERVATION COUNCIL

##### *Advice*

3312. Dr DADOUR, to the Minister for the Environment:

- (1) On what individual issues has he requested advice from the Conservation and Environment Council over the period February 1983 to the present?
- (2) On what individual issues was advice requested from the Conservation and Environment Council by the previous Minister(s) in the period 1980 to February 1983?
- (3) What advice has been offered by the Conservation and Environment Council on these issues?
- (4) How has the composition of the Conservation and Environment Council been changed since February 1983?
- (5) Is the Government providing for a continuing and effective role for the Conservation and Environment Council under the new legislation?
- (6) (a) Is the Government providing for a continuing role for the Conservation and Environment Council;  
(b) if so, what will the council's purpose be, and will it be resourced to enable it to carry out that purpose effectively?

Mr DAVIES replied:

- (1) to (6) The information requested will take considerable time to collate and I shall respond to the member in writing in the near future.

#### ENVIRONMENTAL REVIEW AND MANAGEMENT PROGRAMMES

##### *SCM Australia Pty. Ltd.: Waste Disposal*

3313. Dr DADOUR, to the Minister for Resources Development:

- (1) Has the Government previously committed itself to the public release of an environmental review and management programme prior to the making of any changes in the disposal of wastes from the Laporte titanium dioxide wastes from the Laporte titanium dioxide plant over the short-term, i.e. for the next three years?
- (2) Was the Binnie and Partners report on management options for the disposal of Laporte waste, which was completed in March 1984, seen as the basis for such an environmental review and management programme on short-term waste disposal options?
- (3) Why has neither the March 1984 Binnie and Partners report, nor any other document dealing with the issue of options for short-term waste disposal, ever been the subject of a wide-scale public release?
- (4) Why did the March 1984 Binnie and Partners report constrain its consideration of options for short-term waste disposal in the long-term—  
(a) via a marine pipeline; or  
(b) by means of continued dune disposal?
- (5) In view of the failure to publicly release the March 1984 Binnie and Partners report or any environmental review management programme for short-term waste disposal options for the Laporte plant, why have many of the works proposed in the Binnie report already been commenced?
- (6) To what extent would—  
(a) the new holding pond on the western side of the peninsula;  
(b) the new pumping station adjacent to the holding pond;  
(c) the construction of a new pipeline to service these structures,  
assist in the adoption of a long-term waste disposal strategy incorporating disposal of either total effluent or weak effluent only via a marine pipeline?
- (7) Can he give this House a categorical assurance that no decision has yet been

made, formally or informally, to adopt a long-term waste disposal strategy involving the disposal of Laporte effluent via a marine pipeline?

Mr BRYCE replied:

- (1) to (7) The information sought by the member for Subiaco is being collated and I will reply in writing as soon as possible.

## ENVIRONMENT

### *Environmental Review and Management Programmes: Statutory Basis*

3314. Dr DADOUR, to the Minister for the Environment:

- (1) Is there any statutory basis for the Environmental Protection Authority's practice of requiring the production of environmental review and management programmes prior to making recommendations or giving advice on the environmental impact of a proposed development?
- (2) Are guidelines provided for any guidance whatsoever to the Environmental Protection Authority as to what proposed developments are of such significance as to warrant the production of environmental review and management programmes?
- (3) What guidance, if any, is provided to the Environmental Protection Authority regarding the stage in the formation of a development proposed at which it is appropriate to require the production of an environmental review and management programme?
- (4) What safeguards are provided against—
  - (a) the release of environmental review and management programmes containing factually incorrect information;
  - (b) the release of environmental review and management programmes which the Environmental Protection Authority considers misleading and/or substandard?
- (5) If the answer to (1), (2), (3) or (4) is "No", can he assure this House that amendments to the Environmental Protection Act will be introduced in this session of Parliament to make provision for such of these matters as are not currently provided for in the law of Western Australia?

- (6) If he is unable to provide such an assurance, can he explain to this House why the protection of the Western Australian environment should remain a matter of political expediency, rather than the subject of legal provisions?

Mr DAVIES replied:

- (1) The statutory basis for environmental review and management programmes is derived from sections 54, 55 and 56 of the Environmental Protection Act.
- (2) Yes. These are published as Department of Conservation and Environment Bulletin 38.
- (3) The Environmental Protection Authority receives advice from the Department of Conservation and Environment, which undertakes liaison with proponents on the EPA's behalf during the environmental impact assessment process.
- (4) (a) Normally documentation is reviewed at the draft stage by the Department of Conservation and Environment. The EPA itself authorises the release of ERMPs.  
(b) The EPA does not authorise the release of such documents.
- (5) and (6) The Government currently has the environmental impact assessment powers and procedures under review.

## EDUCATION: TEACHERS

### *Principal: Albany High School*

3315. Mr WATT, to the Minister for Education:

- (1) How many applicants were there for the position of principal of Albany Senior High School for 1985?
- (2) How many were male and how many were female?
- (3) When a principal gives notice of his or her intention to vacate a position of school principal, is that position advertised for all eligible teachers to apply?

Mr PEARCE replied:

- (1) 23 applicants included Albany among their preferences.
- (2) 18 male and 5 female.
- (3) Yes.



# EDUCATION: PRIMARY SCHOOL

## *Armada: Resiting*

3316. Mr RUSHTON, to the Minister for Education:

- (1) Is he aware the majority of parents involved with Armadale primary school have approved the resiting of the school on Carradine Road?
- (2) When will he make a decision for the sale of the present school site and development of the new school?
- (3) What method will be used to sell the present Armadale primary school site?
- (4) When is it expected the school will commence on the Carradine site?

Mr PEARCE replied:

- (1) Yes.
- (2) A decision to sell the present site will only be made once the parents of children attending the Armadale Primary School have been fully consulted about the detailed proposals.
- (3) The method of disposal has yet to be finally determined.
- (4) No firm timings are yet available on the establishment of school facilities on the Carradine Road site.

3317. *Postponed.*

# TRANSPORT: RAILWAYS

## *Midland Workshops: Modernisation*

3318. Mr RUSHTON, to the Minister for Transport:

- (1) Has the five year scheme for modernisation of Westrail's Midland workshops been completed?
- (2) If "No", what items remain to be completed?
- (3) Will he agree to allow or invite myself and members of the Parliament to visit Midland workshops to observe the changes and improvements?

Mr GRILL replied:

- (1) No.
- (2) Locomotive cleaning facility (in progress).  
Bogie and small parts cleaning facility (in progress).  
Cleaning facility for diesel shop.

Cleaning facility for traction motor and generator shop.

Re-organisation of track equipment and miscellaneous shops.

- (3) As the member will be aware, I have arranged visits to installations which come under the Transport Portfolio and I would certainly consider any written request for a visit to the Midland Workshops.

# TRANSPORT: WESTRAIL

## *Employees: Redundancies*

3319. Mr RUSHTON, to the Minister for Transport:

- (1) What is the number employed by Westrail before the introduction of the three-point plan set up to decide on job redundancies?
- (2) What is the estimated number of Westrail employees expected to be redundant in the next 12 months and to leave Westrail?
- (3) Is he aware that in the world's successful railways the authority for employment and reduction of numbers employed rests with the Commissioner or General Manager?
- (4) Have the railway unions demanded or requested the creation of the three-point plan?
- (5) What is the Government's policy to apply in the future for redundant employees?
- (6) Why has the Commissioner's authority to employ and remove employees been taken away from him?

Mr GRILL replied:

- (1) 7 182.
- (2) 440 and on present indications 106 of these will leave within the next 12 months.
- (3) Yes.
- (4) The Unions have approached me on these matters.
- (5) Employees within Westrail whose positions become redundant will continue to be provided with gainful employment in accordance with long standing practice. Staff reductions will be achieved through natural wastage or Selective Voluntary Severance.
- (6) It has not.

**TRANSPORT: WESTRAIL***Employees: Redundancies*

3320. Mr RUSHTON, to the Minister for Transport:

- (1) What has been the estimated saving to Westrail of the reduction of approximately 3 000 employees since the middle of 1978?
- (2) What is the impact on Westrail from the approximate reduction of 3 000 employees—
  - (a) upon this year's deficit and superannuation contingent liability;
  - (b) for the items in (a)—
    - (i) for the five years to 1990;
    - (ii) for the ten years to 1995?

Mr GRILL replied:

- (1) \$60 million annually.
- (2) (a) and (b) The impact in this and future years will be the same as in (1) in real terms with a decreased superannuation contingent liability of \$3 million to \$5 million per annum.

**TRANSPORT: RAILWAYS***Electrification*

3321. Mr RUSHTON, to the Minister for Transport:

- (1) Do the same rules apply for deferring the electrification of the Kwinana-Bunbury railway line, being the fall of tonnages to justify the cost of converting, as for electrification of the metropolitan rail passenger services when there is insufficient number of passengers using the public rail service to justify the cost of converting the present system?
- (2) What is the estimated highest number of rail passengers using the metropolitan rail service in the maximum peak hour?
- (3) What is the estimated minimum peak hour passenger traffic which would warrant the introduction of a converted electrified service?
- (4) Why is the present study into the electrification of the metropolitan rail passenger service being carried out when recent studies were held which prove that the passenger numbers will be insufficient to warrant the conversion until well past the year 2000?

Mr GRILL replied:

- (1) Unlike the member for Dale, most passengers are not measured as tonnages.
- (2) I assume the member means on any one line in one direction, in which case the answer is 2 472.
- (3) and (4) The comparative economics of diesel suburban railways and electrified suburban railways were overlooked by the previous Government in its hell bent efforts to deprive the people of Perth of railways altogether. The Burke Government is taking the responsible course of inquiring into the best way of providing suburban rail services for the future.

**TRANSPORT: NORTH-WESTERN SUBURBS***Improved Programme*

3322. Mr RUSHTON, to the Minister for Transport:

- (1) Referring to the reply to my question 3191 of 1985, in which he advised that there would be an increased additional deficit of \$200 000 from the increased services introduced in the north-west suburbs, is this figure inclusive of the social services component?
- (2) If "No", what is the additional estimated loss above the \$200 000 to be accrued from subsidy for social services?
- (3) What is the estimated additional total loss and increase to total deficit (including social services subsidy) of increasing the north-west suburbs' standard of frequency, evening and Sunday services, to the whole metropolitan region?

Mr GRILL replied:

- (1) Yes.
- (2) Not applicable.
- (3) Without a detailed study and a much clearer idea of what the member has in mind, I am unable to put a value on his hypothetical proposal.

**TRANSPORT: RAILWAYS***Fremantle-Perth: Patronage*

3323. Mr RUSHTON, to the Minister for Transport:

- (1) Is he aware that the recent survey of the passengers using the Perth-Fremantle railway service has shown a fall off of patronage?

- (2) Will he indicate how the survey was conducted?
- (3) Will he advise the statistical results of the latest survey with the comparisons of patronage with the previous survey?
- (4) What is the estimated total loss per annum of running the Perth-Fremantle rail service compared with the closing of the rail service and scrapping of old rolling stock?

Mr GRILL replied:

- (1) The annual April survey of passengers on suburban trains showed, for the Fremantle services, a virtually identical patronage to last year and, in fact, indicates the continuing public support for the passenger trains since they have been reinstated.
- (2) and (3) The survey was the one day count of total passengers on and off trains at all stations which, for the Fremantle line, was held on the days as under with result as shown.

	Total Patronage
Wednesday 11 April, 1984	9 086
Wednesday 17 April, 1985	8 994

The difference of 92 passengers is negligible and could be regarded as a normal passenger loading aberration.

- (4) See answer to question 2482 on Wednesday 6 March, 1985.

#### TRANSPORT: NORTH-WESTERN SUBURBS

##### *Improved Programme*

3324. Mr RUSHTON, to the Minister for Transport:

- (1) Referring to the answer given to my question 3191 of 17 April 1985, is he aware my question was seeking an even-handed Government public transport service to all parts of the metropolitan region having an equal need?
- (2) Is he aware of the estimated long-term population growth in the Perth-Fremantle, South East and Eastern Corridors which show clearly the economic and service benefits of closing the Perth-Fremantle rail service at the present time and retaining the Armadale and Midland rail services?

- (3) Is he aware of the Chairman of the Metropolitan Transport Trust's recommendation that Kelmscott, for economic and service reasons, held the highest priority for a rail/bus interchange station?
- (4) Will he now extend to the entire metropolitan area the same Sunday and evening public transport services that have been introduced into the north west suburbs?
- (5) Will he now introduce into Kelmscott, Westfield, West Kelmscott, Armadale, Forrestdale, Karragullen, Roleystone, Bedforddale, Clifton Hills, Byford, Mundijong, Jarrahdale and Serpentine, relative improved Sunday and evening services and frequency of services now enjoyed by the north west suburbs?

Mr GRILL replied:

- (1) No.
- (2) to (5) The member is arguing that, on the one hand, there were special circumstances which made him, when Minister, treat one part of the metropolitan area differently to another yet on the other hand, that I should introduce identical service standards to all, regardless of justification, cost, demography, or social needs. As I have said before, I will not play this divisive game.

#### SEWERAGE: BACKLOG

##### *Curtailment*

3325. Mr CASH, to the Minister for Water Resources:

- (1) Is it a fact that the Government is considering abandoning or severely curtailing its backlog sewerage programme?
- (2) If "Yes", what effect will this have on draftsmen and drafting assistants currently employed by the Metropolitan Water Authority?

Mr TONKIN replied:

- (1) The Government is considering reducing the amount of backlog sewerage work in the Metropolitan Area.
- (2) Some re-deployment of staff may be involved.

## COMMUNICATIONS: VIDEO TAPES

*Classifications*

3326. Mr HASSELL, to the Minister for the Arts:

- (1) As the Minister in charge of the administration of the "Censorship of Films" Act and the "Indecent Publications" Act does he accept the classification of video tapes/discs as made by the Commonwealth Customs Film Censorship Board?
- (2) If so, has he publicised in the *Government Gazette* or elsewhere that these classifications apply to all video tapes/discs for sale or hire in this State?
- (3) If "Yes" to (2), will he ask his colleague, the Minister for Police, to take stronger action against the sellers of video tapes/discs falling outside the Censorship Board approval and those classified "X" or restricted "R" ratings?

Mr DAVIES replied:

- (1) Western Australia has agreed to accept Commonwealth classifications for video tapes, except for the "X" classification.
- (2) The existing legislation does not provide for the publication of Commonwealth video tape classifications.
- (3) Not applicable.

## HOUSING: ROCKINGHAM

*Purchases*

3327. Mr MacKINNON, to the Minister for Housing:

- (1) Has the State Housing Commission recently purchased or offered to purchase the following properties in Rockingham—
  - (a) 9 Concordia Way;
  - (b) 33 Concordia Way;
  - (c) 4 Georgette Way;
  - (d) 16 Gilba Close;
  - (e) 6 Hebron Street;
  - (f) 5 Merilup Court;
  - (g) 30 Henry Street;
  - (h) 83 Milina Street;
  - (i) 115 Milina Street;
  - (j) 3 Palamuna Court;
  - (k) 9 Quindalup Court;
  - (l) 18 Quindalup Court;
  - (m) 3 Mataitai Loop;

- (n) 70 Waterton Way;
- (o) 20 Lynx Place;
- (p) 20 Octans Court;
- (q) 45 Chester Way;
- (r) 9 Barnes Street;
- (s) 20 Barnes Street;
- (t) 9 Stainer Avenue;
- (u) 15 Boon Court;
- (u) 55 Unaroo Street;
- (w) 15 Turana Place;
- (x) 20 Persus Court;
- (y) 12 Braemar Court;
- (z) 26 Quamby Place?

- (2) If not, will he advise me which of those properties listed have not been purchased or an offer to purchase been made by the commission?
- (3) Is it fact that all of the properties with established houses thereon have been purchased for rental purposes by the commission?
- (4) If not, for what reason have they been purchased?
- (5) Has the purchase price for any of these properties exceeded \$43 000?
- (6) If so, would he list for me those properties which have been purchased for more than \$43 000?

Mr WILSON replied:

- (1) Yes.
- (2) Answered by 1.
- (3) No.
- (4) Some of the properties will be offered to clients to purchase.
- (5) Yes, some properties were purchased at prices above \$43 000 but within limits established by the Board of Commissioners for purchase of houses.
- (6) It has been longstanding policy not to disclose information of this nature.

## HOUSING: ROCKINGHAM

*Units*

3328. Mr MacKINNON, to the Minister for Housing:

- (1) For what purpose has the commission purchased a block of 12 units in 6 Hebron Street, Rockingham?
- (2) What was the price paid or to be paid for this property?

Mr WILSON replied:

- (1) and (2) The vacant land was acquired in 1972 to provide for Aged Persons units and the Commission has since constructed units on this land.

#### HOUSING: SELECT AND CONSTRUCT SCHEME

##### *Mirraboooka*

3329. Mr MacKINNON, to the Minister for Housing:

- (1) When was Stage I of the State Housing Commission Select and Construct Scheme at Mirrabooka commenced?
- (2) When was Stage II of the same scheme commenced?
- (3) Were any incentives provided in Stage I for people to commence construction of their homes within six months of purchasing the property?
- (4) Are purchasers within Stage II being offered any incentive?
- (5) In each case what was the amount of the incentive offered?
- (6) What was the reason for the incentive being offered?

Mr WILSON replied:

- (1) September/October 1984.
- (2) Stage 2A was commenced in March 1985.
- (3) Yes.
- (4) Yes.
- (5) \$1 000 land sale cash incentive applies where construction commences within 6 months of the purchase of the land.  
\$500 land sale cash incentive applies where construction commences within 12 months of the purchase of the land.
- (6) The incentive was offered to encourage prospective home builders to make an early decision to have a home constructed and this has resulted in assisting the Home Building Industry.

#### CHEMICALS: CHLOR-ALKALI PLANT

##### *Government Assistance*

3330. Mr MacKINNON, to the Deputy Premier:

- (1) Is the Government providing any financial support towards the construction of the proposed chlorine caustic pro-

duction plant at Kwinana to be established by CSBP and Farmers Ltd?

- (2) If so, what is the nature of that support?

Mr BRYCE replied:

- (1) and (2) No.

#### COMMUNITY SERVICES: CHILDREN

##### *Defreitas Case*

3331. Mr HASSELL, to the Minister for Community Services:

With reference to the case of Mr Defreitas reported on page 3 of *The West Australian* on Saturday, 27 April 1985, concerning the disappearance of his child to whom he has been granted custody rights, did his department assist in any way Mrs Defreitas, and in particular with her disappearance?

Mr WILSON replied:

- (i) On 23 September, 1983 Mrs Defreitas made an urgent *ex parte* application to the Family Court seeking to have her husband's access to John Paul Defreitas suspended;
- (ii) On 29th September, 1983 by order of the Family Court copies of the wife's application and supporting affidavits were served upon the Department;
- (iii) The Department investigated allegations contained in the wife's affidavit in support of her application and sought further medical advice from Princess Margaret Hospital concerning them;
- (iv) On the basis of information obtained the Department sought leave of the Family Court to intervene in the proceedings to have the child declared to be in need of care and protection;
- (v) Initially the wife had been receiving Legal Aid to make her application but this was withdrawn at some time after the Department made its application;
- (vi) During the subsequent proceedings in April and in August, 1984 the wife was unrepresented by Solicitor or Counsel and on occasion (usually at the request of the Judge) the Legal Officer of the Department conducting the Department's case did assist the wife by explaining matters to her;
- (vii) During the course of the proceedings a clinical psychologist employed by the Department conducted an assessment of

the behavioural and emotional development of John Paul Defreitas;

- (viii) Following the dismissal of the Department's application on 31 August 1984 the Department has not provided any assistance whatsoever to the wife and the Department has not assisted her "to disappear" or to contravene the orders of the Family Court.

## ALUMINIUM SMELTER: ELECTRICITY

### *Tariff: Arrangements*

3332. Mr PETER JONES, to the Minister for Minerals and Energy:

Has the State Energy Commission prepared for the Government a firm energy tariff and contractual arrangements which can be offered to participants in the proposed aluminium smelter?

Mr PARKER replied:

Tariff proposals which are substantially firm have been put before the Government and are being considered by potential smelter participants.

3333. *Postponed.*

## ABORIGINAL AFFAIRS

### *Expenditure: Categorisation*

3334. Mr PETER JONES, to the Minister with special responsibility for Aboriginal Affairs:

- (1) Has the categorisation of all expenditure on Aboriginal services being undertaken by his department and referred to in the Legislative Assembly on 6 March 1985, yet been finalised?
- (2) If so, what are the results of the study?
- (3) If not, when is the categorisation expected to be completed?

Mr WILSON replied:

- (1) No.
- (2) As above.
- (3) All Departments have been requested to respond to this request urgently. Not all Departments have yet done so.

## ALUMINIUM SMELTER

### *Korean Participation*

3335. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) Is it fact that Korean interest and involvement in the proposed aluminium smelter has seriously declined?
- (2) For what reason has this situation developed?
- (3) Is the Republic of Korea now experiencing serious difficulties with its overseas balance of payments which could possibly influence any decision to invest in Western Australia?
- (4) What is the "delicate" situation quoted in the *Daily News* of 26 April 1985, as being the present status of Korean interest in the smelter project?

Mr PARKER replied:

- (1) No.
- (2) Not applicable.
- (3) No.
- (4) Commercial discussions with members of a possible Korean Consortium are proceeding.

## ALUMINIUM SMELTER

### *Establishment: Prospects*

3336. Mr PETER JONES, to the Premier:

- (1) Was he factually quoted in the *Daily News* of 26 April 1985, when he indicated that the prospects for establishing an aluminium smelter in Western Australia had faded?
- (2) If so, for what reasons has this situation occurred?
- (3) Is the Government undertaking further initiatives to establish the project with other potential participants, including those private companies whom he previously indicated were keen to participate in the project?

Mr BRIAN BURKE replied:

- (1) No.
- (2) Not applicable.
- (3) The Government has a range of options under consideration.

## ALUMINIUM SMELTER

*Trades and Labor Council Discussions*

3337. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) With regard to the proposed aluminium smelter, have any discussions been held with the Trades and Labor Council regarding union coverage of workers on the site?
- (2) Was a meeting held "before Christmas" to discuss union coverage on the site, as stated in the media on 13 April 1985?
- (3) Is it fact that there has been disagreement between the Australian Workers Union and the Transport Workers Union over which union should have site coverage during the construction phase?
- (4) Is the Government intending to resolve this matter before construction commences?

Mr PARKER replied:

- (1) No.
- (2) The Press article made no reference to a meeting with Government. I am not aware of other meetings.
- (3) I have not been notified of any differences between the AWU and the TWU as to coverage during the construction phase.
- (4) It is normally a matter for the employer and unions to resolve differences as to union coverage. The Government is always prepared to assist the parties to resolve differences and thereby prevent or settle industrial disputes but this is largely a role of the WA Industrial Commission and the Australian Conciliation and Arbitration Commission.

## ALUMINIUM SMELTER

*Sites: Rezoning*

3338. Mr PETER JONES, to the Minister for Minerals and Energy:

With regard to the proposed aluminium smelter, has the Shire of Harvey completed its rezoning of the preferred site at Kemerton?

Mr PARKER replied:

No.

## ALUMINIUM SMELTER

*Studies: Publication*

3339. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) In view of the announcement that the commitment to the proposed aluminium smelter should be made by the end of May to ensure that the benefits of the investment allowance are not lost, when is it anticipated that the results of the studies still being undertaken will become available for public comment?
- (2) Are further land purchases at Kemerton being undertaken?
- (3) When will the Environmental Protection Authority be required to complete its considerations of the environmental review and management programme and the public submissions which have been made, or have yet to be made?

Mr PARKER replied:

- (1) The member is referred to my reply to question 2543.
- (2) Negotiations are continuing on land purchases.
- (3) The EPA has not been required to report by a specific date but has been requested to expedite its review of the ERMP.

## ALUMINIUM SMELTER

*Studies: Roads and Traffic*

3340. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) As part of the studies associated with the proposed aluminium smelter, who is undertaking the necessary road and traffic studies?
- (2) Is the Shire of Harvey associated with the proposed road and traffic studies?
- (3) When is it anticipated they will be completed?

Mr PARKER replied:

- (1) Road and traffic studies form part of the Community Needs Study.
- (2) Yes.
- (3) Late May/early June.

## ALUMINIUM SMELTER

*Sites: Final Decision*

3341. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) (a) Has the Government made a final decision to site the proposed aluminium smelter at Kemerton;
- (b) if not, will consideration be given to undertaking various environmental and other studies of any other location?
- (2) If not, why not?

Mr PARKER replied:

- (1) (a) See answer to question 3222.
- (b) Other potential sites including Worsley are dealt with in some detail in the ERMP.
- (2) Not applicable.

## ALUMINIUM SMELTER

*Sites: Alternative*

3342. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) Adverting to the reply given to question 3222 on 17 April, concerning the proposed site for an aluminium smelter, what is the location of the second potential smelter site referred to in the reply?
- (2) Have any further studies been done on the second site other than the original identification and establishment of its suitability as advised in the reply?
- (3) Is it proposed to undertake any further environmental or other studies on the second site?
- (4) If not, why not?

Mr PARKER replied:

- (1) The Worsley siding site as identified in the ERMP.
- (2) Yes. The site is dealt with in some detail in the ERMP.
- (3) and (4) No. This site would only need further consideration as a site if the Kemerton (Wellesley) site was found to be unsuitable.

## ROADS

*Farrington Road: Width*

3343. Mr PETER JONES, to the Minister for the Environment:

- (1) In releasing the Environmental Protection Authority Bulletin No. 179 on Farrington Road, he announced that the Government had accepted the recommendation that Farrington Road be constructed as only a 7.4 metre single carriageway. In view of Melville Council's acceptance of this recommendation and Cockburn Council's opposition to it, what action has the Government taken to delete the second carriageway as suggested by the Environmental Protection Authority?
- (2) In view of the Government's purchase of additional land to reroute Bibra Drive and the Environmental Protection Authority's recommendation Ma 3.3 on the System 6 Report, what steps has the Government taken to ensure that the Roe Swamp is not subsequently destroyed in the construction of the proposed Roe Freeway?

Mr DAVIES replied:

- (1) Farrington Road has been built as a 7.4 m carriageway and as far as I am aware there are no plans to construct a second carriageway.
- (2) It is intended to undertake a review of the alignment of Roe Highway in the vicinity of Roe Swamp to ensure that environmental factors are properly assessed, which could lead to an amendment of the Region Scheme. This action is necessary before construction could be contemplated.

## ALUMINIUM SMELTER

*Sites: Preferred*

3344. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) Having regard to the various public statements and Parliamentary answers, concerning the aluminium smelter at Kemerton, would he please advise why question 3223 "is based on a false premise"?
- (2) Am I to assume that, regardless of previous statements, public indications, land purchases and advice to the prospective participants, that the Government is now



prepared to consider the alternate siting of the proposed aluminium smelter?

Mr PARKER replied:

- (1) The false premise was that locations other than Kemerton (Wellesley) were not considered. As the answer to question 3222 makes clear, other locations were considered.
- (2) The alternatives have already been considered and would only need reconsideration if the Kemerton (Wellesley) site was not found to be suitable.

#### TRANSPORT: AIR

##### *Halls Creek Airport: Landing Lights*

3345. Mr PETER JONES, to the Minister for Transport:

- (1) Is it fact that the airport attendant at Halls Creek is now charging \$60 to turn on the airport landing lights?
- (2) Was this action approved by the Government, or any Government officer?
- (3) For what reason has such an imposition been imposed?
- (4) Will he agree to have this matter reviewed and enter into discussions with the air operators at Halls Creek regarding the issue?

Mr GRILL replied:

- (1) I have not been officially notified of the imposition of such a charge, however, I have received correspondence from a Mr Sean Murphy of Northwest Aerial Mustering Service Pty Ltd, based in Halls Creek, suggesting that such a fee is to be introduced.
- (2) Halls Creek aerodrome is under the complete control of the Commonwealth Government through the Department of Aviation.
- (3) Enquiries with the Department of Aviation (DOA) indicate that an airport contractor is temporarily replacing the existing airport attendant at Halls Creek, who is absent due to serious ill-health.

In general, an airport contractor's rate of remuneration does not include payment for facilitating night landings, therefore DOA permits airport contractors to charge a night landing fee where applicable.

- (4) I have asked the Department of Aviation to investigate the rationale for, and the appropriateness of, this alleged charge, however, I must reiterate that the Halls Creek aerodrome is under the control of the Commonwealth.

#### TRANSPORT: AIR

##### *Kununurra Airport: Landing Lights*

3346. Mr PETER JONES, to the Minister for Works:

- (1) Is the Public Works Department in Kununurra still intending to charge up to \$120 for turning on the landing lights at Kununurra airport?
- (2) What was the result of the review promised by him into the circular issued by the Public Works Department district engineer at Kununurra on 18 February indicating the new arrangements and costs that would apply?
- (3) Have any discussions been held with the various air charter operators who use the airport?
- (4) If not, will he please arrange that discussions be held as soon as mutually convenient?

Mr McIVER replied:

- (1) Yes, but only if prior arrangements have not been made during normal working hours. No charge is made for emergency situations.
- (2) As a result of the review the charge is to stand. However, this has not imposed any financial hardship as operators are advising their requirements in advance.
- (3) The District Engineer, Kununurra has discussed the matter with some operators and is available for discussion with others if they so wish.
- (4) Answered by (3).

#### HEALTH: HOSPITALS

##### *Fremantle: Energy Conservation*

3347. Mr PETER JONES, to the Minister for Health:

- (1) Has a survey been undertaken into the use and conservation of energy in Fremantle Hospital?
- (2) If so, what were the results of such a survey?
- (3) By whom was the survey carried out?

- (4) If no survey has been undertaken, will the Government give consideration to such an initiative?

Mr HODGE replied:

- (1) Various surveys have been undertaken at Fremantle Hospital into the use and conservation of energy over a number of years.
- (2) Energy consumption and cost graphs have been kept since 1977, to monitor the consumption of electricity, gas, petrol and more recently diesel fuel.

The South Terrace additions involved the installation of a computerised central monitoring control system, which automatically controls the switching on and off of airconditioning to various zones in the building. It also monitors power factors and will shortly monitor peak load demand to ensure that the hospital gains maximum benefit in the special high voltage time-based maximum demand tariff charged by the State Energy Commission.

A system to provide chiller-optimisation for the airconditioning to further reduce energy consumption will be operational shortly.

- (3) Public Works Department and Consultants Merz & McLellan and Partners.
- (4) Not applicable.

## PORTS AND HARBOURS

### *Carnarvon: Pollution*

3348. Mr PETER JONES, to the Minister for Transport:

- (1) With regard to the Carnarvon fishing harbour, is it fact that the harbour is considerably polluted?
- (2) If so, what is the main reason for the pollution?
- (3) What action is the Government considering taking to rectify the situation?
- (4) Has use of the harbour seriously declined in the past year?

Mr GRILL replied:

- (1) No.
- (2) and (3) Not applicable.
- (4) No.

3349 to 3351. *Postponed.*

## MINERALS

### *Diamonds: Price*

3352. Mr PETER JONES, to the Minister for Minerals and Energy:

What was the average price per carat received for rough diamonds from the Argyle diamond venture during 1983-84, as determined from royalty and production information provided to the Government?

Mr PARKER replied:

Information provided by companies for royalty purposes is confidential under the terms of the Agreement.

The nominal value estimated by the Department of Mines, as published in the Department's statistics for 1983/84, is SAus 8.81/ct.

## MINERALS: DIAMONDS

### *Agreement Act: Obligations*

3353. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) Has the Western Australian Development Corporation, as manager for the equity interest in the Argyle diamond mine held by the Western Australian Diamond Trust satisfied the processing obligation required under the Agreement Act?
- (2) If so, what processing facility and arrangements have been supplied by the Western Australian Development Corporation to satisfy the requirements of the Agreement?
- (3) If the Agreement has not been satisfied, what is the Government intending to do to ensure that the full requirements of the Agreement Act are complied with?

Mr PARKER replied:

- (1) The Joint Venturers are obligated to establish and operate processing facilities within 5 years of commencement of kimberlite production. Kimberlite production will not commence until the end of 1985 and therefore the participants have until the end of 1990 to meet this obligation.
- (2) and (3) See (1) above.

## ROADS

*Funds: Commonwealth Allocations*

3354. Mr PETER JONES, to the Minister for Transport:

- (1) On what basis does he maintain that local government has been a "clear winner" in the recent allocation of road funds by the Federal Government as he claimed in a release issued on 10 April 1985?
- (2) What funds are involved for local government to support this statement?
- (3) Has he discussed road funding allocations with the relevant local government organisations, especially in regard to the greater involvement of the Federal Government in administration of the works programme?
- (4) Is the State Government still opposing the greater involvement of the Federal Government in this administration especially with regard to local government activities?

Mr GRILL replied:

- (1) and (2) Under the Australian Land Transport Programme, local road category funding will increase by 5.18 per cent next year compared to rural and urban arterial roads which will decline by 18 per cent.

Local road category funding is to be increased next year by \$1.5m and rural and urban arterial roads to be reduced by \$6.2m in total.

- (3) I am in the course of advising local authorities of the new arrangements. I will arrange for a copy of this letter to be sent to you in due course.
- (4) Yes, it is still hoped to achieve amendments in this area.

## ROADS

*Speed Limits: Review*

3355. Mr PETER JONES, to the Minister for Police and Emergency Services:

- (1) Has the Police Department recently considered any review of the speed limits currently being enforced on Western Australian roads?
- (2) If so, what was the result of any review undertaken by the Police Department?

- (3) Were any discussions held with the Mains Roads Department on this matter?
- (4) Is it fact that the Police Department discussed with the Mains Roads Department the speed limit for trucks and road trains on certain roads and highways?
- (5) For what reason does the Police Department consider that there should be some consideration given to reviewing speed limits for trucks on certain designated roads?

Mr CARR replied:

- (1) Yes. Commercial vehicles only on Road Train Routes.
- (2) Still under review.
- (3) Yes.
- (4) Yes.
- (5) Police will review speed limits for trucks on any designated road, should the need to evaluate from a safety aspect be considered necessary.

## MOTOR VEHICLES: COMMERCIAL

*Imported: Licensing*

3356. Mr PETER JONES, to the Minister for Police and Emergency Services:

- (1) Has the Police Department recently undertaken a complete review of the procedures involved in registering imported commercial vehicles?
- (2) If so, what changes have resulted from the review?
- (3) Is his department satisfied that inspection and registration procedures now equate with the requirements imposed on Australian manufactured vehicles?

Mr CARR replied:

- (1) Yes.
- (2) Importers of trucks and buses are now required to obtain written reports from either the vehicle manufacturer, an approved laboratory or a suitable qualified consultant to confirm that the vehicles in question are designed and equipped to a standard equivalent to the applicable Australian Design Rules.
- (3) Yes.

It is considered for all intents and purposes the new standards provide a level of assessment comparable to the full

Australian Design Rule system for low volume compliance.

#### MOTOR VEHICLES: COMMERCIAL

##### *Second-hand: Australian Design Rules*

3357. Mr PETER JONES, to the Minister for Police and Emergency Services:

- (1) Is it fact that importers of second-hand buses and commercial vehicles are required to furnish evidence that the vehicles comply with the accepted Australian Design Rules?
- (2) If so, on what basis and by what method, can any purchaser be reassured that the vehicle has been inspected and complies with the same requirements imposed on locally manufactured vehicles?
- (3) How is an inspection and examination of any such vehicles undertaken to ensure compliance with Australian Design Rules?
- (4) Where within Australia is the appropriate testing facility located?

Mr CARR replied:

- (1) to (4) The Police Department requires evidence to confirm that the vehicles are designed and equipped to a standard equivalent to the applicable Australian Design Rules. Evidence of compliance is not sought.

Since this State only requires evidence to show that the intent of each applicable Design Rule is met, adequate test and laboratory facilities exist in Western Australia to satisfy this level of compliance.

Facilities to confirm full compliance with Australian Design Rules are only available in the Eastern States.

#### MOTOR VEHICLES: BUSES

##### *Second-hand*

3358. Mr PETER JONES, to the Minister for Transport:

- (1) Is it fact that the Co-ordinator General of Transport advised him by minute dated 13 September 1984, that no problem existed within Western Australia regarding safety standards of imported second-hand buses?
- (2) Is it also fact that in the same minute he was advised that imported second-hand buses must comply with the same stan-

dards as required of locally made buses built to Australian Design Rule standards?

- (3) Is his department now satisfied that this information was factual having regard to the strict requirements of the Australian Design Rule standards and the difficulty of undertaking a complete and detailed inspection of imported vehicles?

Mr GRILL replied:

- (1) The advice was "there is no indication that an actual problem exists presently".
- (2) No. The advice was that imported buses must achieve an equivalent standard.
- (3) Not applicable.

3359. *Postponed.*

#### ROADS: SPEED LIMITS

##### *Commercial Vehicles*

3360. Mr PETER JONES, to the Minister for Transport:

- (1) With regard to the speed limits for commercial vehicles, on what basis and information are the present limits established?
- (2) What consideration is given to the vehicle manufacturers advice on the performance and fuel consumption of each make and model of commercial vehicle?
- (3) Is it acknowledged by those who recommend speed limits that present limits can result in far greater fuel consumption and less road safety than is desirable?

Mr GRILL replied:

- (1) The National Road Traffic Code sets out a basis for commercial vehicle speeds in this State.
- (2) The police role is one of vehicle safety and speeds and not of consideration of fuel consumption.
- (3) No.

#### TAXES AND CHARGES: STAMP DUTY

##### *Review*

3361. Mr PETER JONES, to the Premier:

Is the Government currently reviewing the levels and application of stamp duty as part of its preparation of the 1985-86 State Budget?

Mr BRIAN BURKE replied:

I am sure the member would be aware that this is a budgetary matter and I would not wish to pre-empt normal budgetary processes. However, stamp duties are continually reviewed as to their equity and application.

#### TAXES AND CHARGES: STAMP DUTY

##### *Review*

3362. Mr PETER JONES, to the Premier:

In its review of State revenues for the forthcoming Budget, will the Government review the need for stamp duty to be charged on the amount of sales tax as well as the cost of new motor vehicles?

Mr BRIAN BURKE replied:

I am sure the member would be aware that this is a budgetary matter and I would not wish to pre-empt normal budgetary processes.

#### ROADS

##### *Environmental Assessment*

3363. Mr PETER JONES, to the Minister for Transport:

- (1) With regard to the environmental assessment procedures proposed for local government authority road works, what costings were undertaken to determine the effect upon the local councils?
- (2) How many additional staff are estimated to be needed in the Main Roads Department and the Department of Conservation and Environment to handle this matter.
- (3) What is the estimated additional costs to Government of this requirement?

Mr GRILL replied:

- (1) None.
- (2) and (3) If implemented then the procedures could be carried out with existing staff resources.

#### ROADS

##### *Environmental Assessment*

3364. Mr PETER JONES, to the Minister for Transport:

- (1) Is the Government prepared to reconsider the need and extent of the requirement by the Department of Conservation

and Environment for environmental assessments being undertaken for all local government authority road works using Main Road Department funds?

- (2) Does the Government really consider such assessments are necessary for such works as resealing and regravelling?
- (3) If not, will the Government at least remove this category of work from the requirements circulated to local councils?

Mr GRILL replied:

- (1) to (3) Guidelines under which local authorities may be required to make environmental assessments of roadworks have been issued to all local authorities for comment. The Government will make a decision on final requirements once comments have been received and considered.

#### TRANSPORT: BUSES

##### *School: Contracts*

3365. Mr PETER JONES, to the Minister for Education:

- (1) Have all school bus contracts been finalised and negotiated with bus operators?
- (2) If not, how many remain to be finalised?
- (3) Are all operators now accepting the arrangements proposed by the Government?
- (4) By how much is it anticipated the cost of operating bus services will fall as a result of the changes?
- (5) Is the Education Department intending to increase payments to school bus operators to cover fuel increases since 1 January 1985, and to cover the increase which takes effect on 1 May 1985?

Mr PEARCE replied:

- (1) Yes—as a result of a ballot of all contractors a decision was made to remain with the standard rate of system less 5 per cent.
- (2) None.
- (3) Yes.
- (4) Approximately \$1 million per annum.
- (5) Yes.

**TAXES AND CHARGES: INCOME TAX***Local Government Share*

3366. Mr PETER JONES, to the Minister for Local Government:

- (1) What initiatives is the Government taking to ensure that local government authorities maintain their existing percentage of personal income tax receipts?
- (2) Has the State Government made any submission to the Federal Government on this matter?
- (3) What was the result of any such submissions?
- (4) Is the State Government considering making up any shortfall in such Federal funds resulting in a cut back in personal income tax distribution to local government authorities?

Mr CARR replied:

- (1) The Premier telexed the Prime Minister supporting the maintenance of the present personal income tax sharing arrangements with local government. I and all other State and Territory Ministers for Local Government also wrote jointly to the Prime Minister at the conclusion of the annual Local Government Ministers' Conference in Melbourne immediately after Easter. The Ministers sought no change to the existing arrangements and submitted that the results of the National Inquiry into Local Government Finance should be considered in September before changes were made.
- (2) See (1).
- (3) The Federal government has made no decision as yet.
- (4) This issue is one which belongs in the State budgetary context and cannot be considered in isolation.

**ROADS***Environmental Assessment*

3367. Mr PETER JONES, to the Minister for Local Government:

- (1) Was he consulted by the Department of Conservation and Environment regarding the imposition of environmental assessment procedures upon local government authorities undertaking road works of a relatively minor nature in their own areas?

- (2) Is his department concerned at the additional costs this imposition will place upon local councils forced to comply with this requirement?

- (3) What is the estimated additional cost burden which will now have to be borne by local government authorities in complying with this new Government requirement?

Mr CARR replied:

- (1) No.
- (2) I am not aware of any cost estimates related to environmental assessment procedures.
- (3) Answered by (2).

**ROADS***Environmental Assessment*

3368. Mr PETER JONES, to the Minister for Transport:

For what reason is the Main Roads Department supporting the Department of Conservation and the Environment to require detailed environmental assessments for road works to be undertaken by local government authorities, including resealing and regravelling?

Mr GRILL replied:

The Government has a responsibility to ensure that all projects funded from Government sources are designed in such a way as to minimise any adverse environmental impact.

**MINERALS: IRON ORE***Marandoo: Media Release*

3369. Mr PETER JONES, to the Premier:

- (1) With regard to the media release relating to the proposed Marandoo iron ore project (pages 85-130), is it fact that agreement had been reached between CRA and Hancock Prospecting Pty Ltd regarding the development?
- (2) Has agreement been reached on the use of the Hamersley railway line?
- (3) Is it fact that initial production is to be at the rate of 10 million tonnes per year?
- (4) What further negotiations and arrangements have to be finalised before the Government approves of the project proceeding?

Mr BRIAN BURKE replied:

- (1) A broad understanding has been reached between CRA Services and Hancock Prospecting on the principles of a development of the Marandoo project, however the details of the operating and commercial arrangements remain to be resolved.
- (2) Agreement has been reached in principle.
- (3) 10 million tonnes per year is the target production level at the start of the project.
- (4) The Iron Ore (Wittenoom) Agreement details the matters that have to be finalised prior to Government approval.

#### MINISTER FOR REGIONAL DEVELOPMENT AND THE NORTH WEST

##### *Rumanian Visit*

3370. Mr PETER JONES, to the Minister for Regional Development and the North West:

- (1) With regard to the the reply given to part (2) of question 3224 of 17 April 1985, between what dates did Minister Grill visit Rumania with Mr Lang Hancock?
- (2) Did any other Government Minister or officers accompany Minister Grill and Mr Hancock?
- (3) Which cities and facilities in Rumania were visited by Minister Grill and Mr Hancock?
- (4) Did Mr Hancock provide the necessary transport and arrangements for the visit of Minister Grill?
- (5) Did Minister Grill provide a full report of his visit to Rumania which recommended that support be given to Mr Hancock's Marandoo project?

Mr GRILL replied:

- (1) May 8, 1984 and May 11, 1984.
- (2) No.
- (3) Bucharest (meetings with Government Ministers and Officials). Constans (Port facilities and new canal).
- (4) Part of transport and arrangements were made by Mr Hancock.
- (5) Yes.

3371. *Postponed.*

#### TRANSPORT: FREIGHT

##### *Rates: Grain*

3372. Mr PETER JONES, to the Minister for Transport:

- (1) As the percentage of the 1984-85 grain harvest transported by Westrail was less than the percentage nominated in the contract as being the level required to maintain the negotiated freight rates, when is it intended that the rate for the 1985-86 season will be discussed?
- (2) Has Westrail yet provided advice to him on what adjustments may have to be made for the coming harvest due to the lower percentage won by Westrail?
- (3) When is it intended that the Grain Freights Committee will meet to consider the changes which may be necessary for the coming harvest?

Mr GRILL replied:

- (1) A review between Westrail and Industry representatives is currently in progress in accordance with the grain contract.  
The earliest the rate for the 1985/86 season could be made available is after 30 June when the Consumer Price Index for the June quarter will be known.
- (2) No.
- (3) The Committee met last month and further meetings will take place as the matter progresses.

#### PORTS AND HARBOURS: FREMANTLE

##### *Industrial Disputes: Committee*

3373. Mr PETER JONES, to the Minister representing the Minister for Industrial Relations:

- (1) With regard to the reply given to question 3102 on 16 April 1985, concerning industrial disruption at Fremantle, what progress is being made in establishing a committee or some other body, to consider a disputes avoidance procedure within the Port of Fremantle?
- (2) When is it considered that the disputes avoidance procedure which the Government is intending to establish will be able to commence activity?
- (3) Have any discussions yet been held with exporters, shipping companies, ships' agents, and other port users to obtain their attitude towards the Government's proposals?

- (4) If "Yes" to (3), with whom have discussions been held?

Mr PARKER replied:

- (1) and (2) The establishment of a disputes avoidance procedure including the possible formation of a consultative committee as part of those procedures is still under consideration.
- (3) No.
- (4) Not applicable.

#### PORTS AND HARBOURS: FREMANTLE

##### *Future: Conference*

3374. Mr PETER JONES, to the Minister for Transport:

- (1) Will the Government consider calling a conference of all parties to discuss the existing and future operation of the Port of Fremantle?
- (2) If not, why not?
- (3) If so, how soon will such a meeting be called?

Mr GRILL replied:

- (1) to (3) The Government considers the existing and future operations of the Port of Fremantle to be ongoing. The calling of meetings, conferences or other gatherings is an internal matter.

#### PORTS AND HARBOURS: FREMANTLE

##### *Container Cargo*

3375. Mr PETER JONES, to the Minister for Transport:

Adverting to the reply given to question 3108 of 16 April 1985, will the Government consider inviting the private business sector to establish and operate future container and cargo handling facilities in the Port of Fremantle?

Mr GRILL replied:

Yes. I share the member's optimism that the Government will still be in power towards the end of the century when it is anticipated these facilities may be needed.

#### ENERGY: ELECTRICITY

##### *Powerline: Cape Lambert-Port Hedland*

3376. Mr PETER JONES, to the Minister for Minerals and Energy:

- (1) With regard to the transmission line being constructed from Cape Lambert to Port Hedland, when was the original completion date?
- (2) What is the date when completion is now expected?
- (3) For what reasons have there been delays in completing the line in accordance with the original time schedule?
- (4) Have the time delays, or any other problems, caused increases in the originally approved cost of the project?

Mr PARKER replied:

- (1) The original target completion date for the establishment of the 220 kV interconnection between Cape Lambert and Port Hedland was May 1985.
- (2) Present expected completion date for the interconnection is October 1985.
- (3) The detailed technical studies, required to ensure reliable performance of the interconnection between Cape Lambert and Port Hedland under all anticipated operating conditions, required more time than was earlier expected and consequently the commencement of construction of the project was delayed.
- The studies were carried out by the Commission using assistance from specialist consultants.
- (4) The interconnection is expected to be completed within the original budget figure approved by the Commission's Board of Commissioners at its meeting of 1 December 1982.

#### PORTS AND HARBOURS: FREMANTLE

##### *Standover Tactics*

3377. Mr PETER JONES, to the Minister for Transport:

Would he please confirm that no recent incidences of "stand-over" tactics within the Port of Fremantle have been brought to his attention as he stated in the reply given to question 3174 on 18 April 1985?

Mr GRILL replied:

I confirm that my reply to question 3174 was correct and repeat that if the mem-



ber knows of any specific case which he regards as fitting into this category it would be appreciated if he would draw it either to my attention or to that of the Minister for Industrial Relations.

### TRANSPORT: FREIGHT

#### Coal

3378. Mr PETER JONES, to the Minister for Transport:

- (1) With natural gas being used for electricity generation at Kwinana power station, what will be the estimated loss of revenue to Westrail from coal freights between Collie and Kwinana?
- (2) What is the estimated decline on tonnage of coal that will be transported between Collie and Kwinana?

Mr GRILL replied:

- (1) The estimated revenue loss for 1985/86 is \$5.5 million.
- (2) I am unable to provide this information as to give both the revenue and tonnage loss would indicate the assessed rate which for commercial reasons is confidential.

### TRANSPORT: AIR

#### *International Flights: Submission*

3379. Mr PETER JONES, to the Minister for Transport:

- (1) Has the Government established a committee to present a submission to the Federal Government seeking relaxation of restraints on international air-freight services into and out of Perth?
- (2) If so, who are the members of the committee?
- (3) When will it be presenting its submission to the Federal Government?

Mr GRILL replied:

- (1) No. The Government took the initiative in suggesting the Government/industry committee be formed.
- (2) The committee has representatives of:—  
Co-ordinator General of Transport (Convenor)  
Department of Agriculture  
Office of Premier and Cabinet  
The industries affected by air transport, namely:—  
fruit and vegetables

meat  
dairy produce  
flowers.

- (3) As soon as the Federal Government announces the terms of reference of its Review of International Aviation Policy.

### TRANSPORT: AIR

#### *International Flights: Government Action*

3380. Mr PETER JONES, to the Minister for Transport:

- (1) What effort is being made by the Government to secure greater access by international airlines into Perth?
- (2) Are efforts being made to ensure that the Federal Government does not seek to retain undue protection for Qantas?
- (3) What persons, departments and other Government bodies are involved in these efforts?
- (4) Are individual members of the business community involved?
- (5) Are the Perth Chamber of Commerce and Industry and the Western Australian Confederation of Industry involved and participating in these activities?

Mr GRILL replied:

- (1) to (5) Please refer to question 3167.

The Premier will be making some further statements on this matter in the near future.

### PORTS AND HARBOURS

#### *Fremantle: Container Cargo*

3381. Mr PETER JONES, to the Minister for Transport:

- (1) With regard to the costs involved in handling containers within the Port of Fremantle as referred to in part (2) of the reply given to question 3109 on 18 April 1985, what is the hourly rate (allowance) which is payable to waterfront labour for handling containers?
- (2) What is the estimated number of occasions, or percentage of time, when a container is required to be loaded during the loading of break bulk cargo, resulting in an additional hourly allowance being payable for the whole shift?

Mr GRILL replied:

- (1) With regard to the costs involved in handling containers within the Port of Fremantle as referred to in part (2) of the reply given to question 3109 on 18 April 1985, the hourly rate (allowance) which is payable to waterside workers for handling containers is 69.43 cents.
- (2) It is estimated that the number of occasions when a container is required to be loaded during the loading of break bulk cargo, resulting in an additional hourly allowance being payable for the whole shift, would be approximately 30 times in a year.

3382. *Postponed.*

SIR LENOX HEWITT

*Expenses*

3383. Mr PETER JONES, to the Premier:

- (1) What funds were paid to Sir Lenox Hewitt by way of expenses or reimbursement, in addition to his consultancy fee since 12 June 1984?
- (2) Will he confirm that a payment was made to Sir Lenox Hewitt following the acquisition of Northern Mining by the Government and prior to 12 June 1984?

Mr BRIAN BURKE replied:

- (1) Nil.
- (2) Consultancy fees were not paid until after 12 June 1984.

SIR LENOX HEWITT

*Employment: Recommendation*

3384. Mr PETER JONES, to the Premier:

- (1) From whom did the Government receive the recommendation that it should employ Sir Lenox Hewitt as a consultant?
- (2) What discussion and consideration was given to such a recommendation before a final decision was made to appoint Sir Lenox Hewitt as a consultant?

Mr BRIAN BURKE replied:

- (1) and (2) The decision to appoint Sir Lenox Hewitt as a consultant was not dependent on a formal recommendation.

SIR LENOX HEWITT

*Employment: Reconsideration*

3385. Mr PETER JONES, to the Premier:

- (1) When is the Government intending to reconsider the appointment of Sir Lenox Hewitt as a consultant?
- (2) Is the Government still satisfied that there is no conflict of interest between the various business interests of Sir Lenox Hewitt and his responsibilities as a consultant to the Government of Western Australia?

Mr BRIAN BURKE replied:

- (1) There is no intention to reconsider Sir Lenox Hewitt's appointment.
- (2) See answer to question 3158.

TAXES AND CHARGES: TAX SUMMIT

*Submission: Agriculture*

3386. Mr PETER JONES, to the Premier:

- (1) For what reason, and on what basis, was it determined that the original submission to the Economic Planning Advisory Council giving the State case for the forthcoming Tax Summit, would contain no reference or acknowledgement of the primary agricultural industries?
- (2) When is it anticipated that the final submission from the State Government will be available for public comment before forwarding to Canberra?
- (3) Will the Government make changes to the submission to reflect public comments which are received?

Mr BRIAN BURKE replied:

- (1) As stated in the answer to question 3125, the Department of Industrial Development made an early submission to EPAC. No reference was made to Agriculture at that time because the Government was awaiting resolutions from the State Farm Cost Conference.
- (2) and (3) Comment has been sought from a wide range of groups and has been included in the State's submission.

### TRANSPORT: SHIPPING

#### *Stateships: "Irene Greenwood"*

3387. Mr PETER JONES, to the Minister for Transport:

- (1) Adverting to the reply given to question 3099 on 17 April, concerning the vessel *Irene Greenwood*, is it fact that at least part of the delay could have been avoided by better forward planning and advance notification to the appropriate authorities in Tasmania?
- (2) Has such a delay occurred before in Tasmania?
- (3) If so, on what occasions and at what cost?
- (4) Apart from seeking the appointment of more labour at Burnie, what action has the Western Australian Shipping Commission taken to avoid similar delays and consequent costs?

Mr GRILL replied:

- (1) No.
- (2) Yes.
- (3) Since May 1982 and prior to the voyage subject of the question, Stateships vessels visited Burnie on 61 occasions with a total of 120 days in port—of which four days delay involved labour shortage at an estimated cost of \$40 000.
- (4) A labour shortage can only be alleviated by labour availability and accordingly there is no further action that can be taken by the Commission.

### TRADE

#### *Bunbury: Free Trade Zone*

3388. Mr PETER JONES, to the Minister for Regional Development and the North West:

- (1) Have discussions been held with the Federal Government regarding the possibility of Bunbury becoming a "free trade zone"?
- (2) What is the estimated loss of revenue to the Federal Government resulting from the establishment of such a zone?
- (3) Has the Federal Government indicated any support for such an initiative?
- (4) When is it expected that further decisions on this initiative will be taken?

Mr GRILL replied:

- (1) Yes. There has been preliminary correspondence at Government level.

- (2) No figure has been worked out. However, the thrust of investigations is aimed to indicate that overall revenues to Federal Government are likely to increase as the result of establishment of such a zone.
- (3) The Federal Government has indicated that a review of concessions under customs legislation is being considered.
- (4) The South West Development Authority, which is handling this matter, is hopeful that decisions can be worked out progressively over about three years.

### PORTS AND HARBOURS

#### *Fremantle: Man-days Lost*

3389. Mr PETER JONES, to the Minister for Transport:

- (1) As the Minister for Industrial Relations has indicated in the reply to question 3161 of 1985 that statistics relating to man-days lost within the Port of Fremantle are unavailable, does he have any figures to demonstrate the comparative extent of man-days lost within the Port of Fremantle?
- (2) If not, from whom may these figures be obtained?
- (3) Is he intending to ensure that better arrangements are enforced for monitoring and collating statistics relating to industrial stoppages in areas of the Transport portfolio?

Mr GRILL replied:

- (1) and (2) Due to the very wide range of employers and activities within the Port of Fremantle, figures of the precise nature requested are unavailable.
- (3) The Government intends to ensure that priority is given, in allocating resources, to achieving industrial harmony and the smooth running of the port.

### TRANSPORT:FREIGHT

#### *Wool: Deregulation*

3390. Mr PETER JONES, to the Minister for Transport:

- (1) Is it fact that he blamed the transport regulations and laws in effect during the period of the previous Government for fines imposed against Mr Starr and Mr Pollard of Esperance?

- (2) In view of the opportunities the present Government has had to make changes to those transport laws and regulations which it considers unfair to Mr Starr and Mr Pollard, why has it failed to do so?

Mr GRILL replied:

- (1) No.  
(2) Answered by (1).

## COURTS

### *Licensing Court: Revenue*

3391. Mr BRADSHAW, to the Minister representing the Minister for Racing and Gaming:

- (1) How much revenue has been collected by the Licensing Court in the last three years, and in which way is the revenue raised?  
(2) Is it anticipated this year the revenue will rise or fall?  
(3) Does the Licensing Court charge a person a fee or premium for applying to build a drive-in bottle shop on a hotel or tavern property and if so, is there only one fee, the application fee or is a premium or other charge made by the Licensing Court to the licensee?  
(4) When a person applies to transfer a licence from one restaurant to another, besides the application fee of \$20, is or are there any other charges to the applicant and if so, what are these fees and are they a standard charge?

Mr PEARCE replied:

- (1) 1981-82—\$19 385 475  
1982-83—\$20 838 153  
1983-84—\$23 584 235

Revenue is raised in four ways:—

- (a) a licence fee which is assessed as a percentage of the gross amount of liquor purchased by a licensee in the preceding year;  
(b) premiums which are charged on the grant of licences or approval to extend licensed premises;  
(c) fees charged according to the Fourth Schedule to the Liquor Act;  
(d) fees charged according to Schedule 1 to the Liquor Regulations.  
(2) It is anticipated that revenue will rise.

- (3) An application fee of \$20 is charged. A premium may be payable if an extension of the licensed premises is involved.  
(4) Where an application to remove a licence from one premises to another is lodged, no fee is payable. A premium is payable if the application is granted by the Licensing Court.

## ENVIRONMENT

### *Environmental Review and Management Programmes: Definition*

3392. Mr BRADSHAW, to the Minister for the Environment:

- (1) Would he please define the term "environmental review and management programme" as it is now applied?  
(2) Is an environmental review and management programme covered by the Environmental Protection Act?  
(3) How does the Environmental Protection Authority remedy any unsupported assertions in the environmental review and management programme?  
(4) If the Act does not confer any such powers will the Government consider introducing such amendments as a matter of urgency?

Mr DAVIES replied:

- (1) Environmental Review and Management Programme means one form of documentation proposed as part of the Environmental Protection Authority's environmental impact assessment process.  
(2) The term "environmental review and management programme" is not used in the Environmental Protection Act, however Sections 54 and 55 make provision for the furnishing of information and an ERMP is one form of this.  
(3) Generally unsupported assertions are removed from ERMPs at the draft stage. Otherwise the EPA may make a specific comment or recommendation in its report.  
(4) The Government currently has the environmental impact assessment powers and procedures under review.

## ABATTOIRS

*Pigs: Robb Jetty*

3393. Mr BRADSHAW, to the Minister for Agriculture:

- (1) Why has the Western Australian Meat Commission "undertaken some very preliminary design work for a pig floor at Robb Jetty Abattoir" as answered in question 679 of 23 April 1985, in the Legislative Council?
- (2) How much money is being or has been spent on this "preliminary design work"?
- (3) Does the Western Australian Meat Commission have some information that it will receive a licence to kill pigs after being refused a licence last year?
- (4) Has Exim or one of its companies or any Government agency had talks with any Australian or overseas group with a view to becoming a joint venture partner in a pig rearing venture in Western Australia?
- (5) If "Yes" to (4), who is involved and does the project look like becoming a reality?

Mr EVANS replied:

- (1) As part of its normal long-term planning process.
- (2) \$750.
- (3) No.
- (4) I am advised that such a proposal has been examined by Exim but is now dead.
- (5) Not applicable.

## GAMBLING

*Bookmaking: Illegal*

3394. Mr BRADSHAW, to the Minister for Police and Emergency Services:

- (1) How many people have been charged with illegal "bookmaking" in Western Australia in the last five years?
- (2) How many of those charged were successfully prosecuted?

Mr CARR replied:

- (1) In the period 30 June 1979 to 30 June 1984, 19 persons were charged with illegal bookmaking. In the period 30 June 1984 to the present, one person has been charged.
- (2) All of those charged were successfully prosecuted.

3395. *Postponed.*

## HEALTH: HOSPITALS

*Harvey District: Repairs and Renovations*

3396. Mr BRADSHAW, to the Minister for Health:

- (1) Have tenders been called for repairs and renovations to the Harvey District Hospital?
- (2) If so, has the job been awarded?
- (3) How many tenders were received and who were they?
- (4) Who won the tender?
- (5) Has the company who won the tender done any work for the Government before?
- (6) Did the company inspect the hospital before submitting the tender?
- (7) What were the amounts for each tender?

Mr HODGE replied:

- (1) Yes. They closed April 23.
- (2) No. Tenders are at present being considered by the B.M.A.
- (3) Eight—Scaffidi Development  
Newby Construction  
Longo Construction  
Merston Construction  
P R Paul  
Bonbara & Raphael  
Pacific Builders  
K Randall.
- (4) to (7) Not applicable.

## MINERALS: DIAMONDS

*Dispute: TWU Access*

3397. Mr PETER JONES, to the Minister representing the Minister for Industrial Relations:

During discussions on the recent dispute, on what basis, and for what reason did the Government wish to ensure that the Transport Workers Union was granted access to the construction site at the Argyle diamond mine?

Mr PARKER replied:

The proposal to allow the TWU access to the site as a means of resolving the dispute was first proposed by both the State

and Federal industrial tribunals and was accepted by the company.

The Government directed its efforts towards assisting in the resolution of the dispute and in this respect was supportive of the Commission's role.

It should be noted that no decision had been issued from the Western Australian Industrial Relations Commission as to coverage of the construction work which was at the source of the dispute. In this context, both unions had equal rights to seek coverage of the work involved.

### MINERALS: DIAMONDS

#### *Dispute: Government Attitude*

3398. Mr PETER JONES, to the Minister representing the Minister for Industrial Relations:

- (1) During the recent dispute at the Argyle diamond mine involving the Transport Workers Union, did the Minister, or any other representative of the Government undertake discussions with the Western Australian Development Corporation regarding the attitude of the Government towards the dispute?
- (2) What was the attitude of the Government as indicated to the Western Australian Development Corporation?

Mr PARKER replied:

- (1) Yes.
- (2) See answer to question No. 3397.

### MINERALS: DIAMONDS

#### *Dispute: Trade Practices Act*

3399. Mr PETER JONES, to the Minister representing the Minister for Industrial Relations:

- (1) With regard to the recent industrial dispute at the Argyle diamond project, did the Minister, or any person acting on behalf of the Government, indicate that section 45D of the Trade Practices Act should not be used by the participants against the Transport Workers Union?
- (2) For what reason was this indication given?
- (3) For what reason did the Government not wish to support the main participants in

this dispute, and in their consideration of using section 45D of the Trade Practices Act?

Mr PARKER replied:

- (1) to (3) The Minister for Industrial Relations has stated that he will not be drawn into debate on private conversations he has with others. However, the Government was and is still of the view that there is good reason for suggesting that the use of section 45D of the Trade Practices Act is inappropriate. The particular dispute was properly before both the Australian Conciliation and Arbitration Commission and the Western Australian Industrial Relations Commission. Evidence suggests that resource to section 45D can inflame and prolong disputes. The resolution of this issue demonstrates the correctness of following that course.

3400 to 3411. *Postponed.*

### STOCK

#### *WA Livestock and Food Pty. Ltd.: Directors*

3412. Mr PETER JONES, to the Premier:

If the directors of Western Australian Livestock and Food Pty Ltd have not been finalised, as advised in the reply given to question 3282 on 18 April, for what reason were Mr John Horgan, Mr John Roberts, Mr David Hatt, Mr James Horwood, Sir James McCusker, Mr Patrick Coughlan, registered at the Companies Office on 13 February 1985, as directors in succession to the original directors nominated at the time of original registration on 14 January 1985?

Mr BRIAN BURKE replied:

Because at that time they were the directors of the WA Exim Corporation, and Mr P. Coughlan was included as director and Company Secretary for administrative purposes.

The finalisation of the Board could not take effect until the appointment of the Managing Director of WA Exim had taken place, with the intention of his ultimate inclusion on the WA Livestock and Food Board.

# ABORIGINAL AFFAIRS: LAND RIGHTS

*Claims: B. and S. Maher*

3413. Mr OLD, to the Minister for Community Services, Sport and Recreation:

- (1) With reference to a submission from Aboriginal Legal Service to Aboriginal Lands Trust seeking freehold of land currently being farmed by Basil and Sandy Maher under a lease agreement with Aboriginal Lands Trust, has a decision been made to grant freehold to the Mahers?
- (2) If "No", when is a decision likely?
- (3) Has a request been made by the Mahers for permission to sell off portion of their uncleared country in order to reduce their debt load?
- (4) If "Yes" to (3), have the necessary steps been taken to have this sale approved?
- (5) If "Yes" to (4), has the matter been referred to the Minister for Lands, and if so, has he yet made a decision?
- (6) Is he aware of the urgency of having this matter resolved as finance has to be arranged immediately in order that the Mahers may undertake a cropping programme this season?
- (7) Will he give an assurance that he will arrange for finance to be made available to the Mahers at a reasonable interest rate to carry on with their cropping programme in the event that a decision on their future is not made immediately?

Mr WILSON replied:

- (1) No.
- (2) When the matter has been fully considered.
- (3) This suggestion is a part of the overall submission.
- (4) No.
- (5) No.
- (6) Yes.
- (7) No. The matter is still under investigation.

## ABATTOIR

*Robb Jetty: Lamb Kill*

3414. Mr OLD, to the Minister for Agriculture:

- (1) With the closure of the Linley Valley meatworks, does the Government now see any necessity to restrict the Western Australian Lamb Marketing Board to

direct a portion of the State lamb kill to Robb Jetty?

- (2) If "Yes", what number will be directed to Robb Jetty and what is the justification for such decision?

Mr EVANS replied:

- (1) The direction to the Lamb Marketing Board on the delivery of lambs to Robb Jetty was lifted in December 1984.
- (2) Not applicable.

## ABATTOIR

*Robb Jetty: Bone-stock Building*

3415. Mr OLD, to the Minister for Agriculture:

- (1) Has any funding been provided under the Capital Works Programme for work on the bonestock building at Robb Jetty?
- (2) If "Yes"—
  - (a) what amount has been allocated;
  - (b) what is the nature of the work to be undertaken;
  - (c) for what purpose will the room be used when work is completed?

Mr EVANS replied:

- (1) and (2) I refer the member to my reply to his question 1355 of October 23, 1984. At that time I advised him that the 1984/85 budget provided for \$169 000 to enable alterations to be made to the bone-stock room to provide a processing facility for the Marketing Division. This action was not proceeded with.

I am advised that the Western Australian Meat Commission has no immediate plans for the future use of the bone-stock room.

## ABATTOIR

*Robb Jetty: Bone-stock Building*

3416. Mr OLD, to the Minister for Agriculture:

- (1) Adverting to question without notice from Mr Bradshaw on involvement of Western Australian Meat Commission in pig slaughter, has any decision been made regarding the future of the unused bone-stock room?
- (2) If "yes", to what use is this room to be put?
- (3) If "No" to (1), when will a decision be made?

Mr EVANS replied:

- (1) No.
- (2) Not applicable.
- (3) I am advised that the Western Australian Meat Commission has no immediate plans for the future use of the bone-stock room.

## TRANSPORT: RAILWAYS

### *Crossings: Badgebup*

3417. Mr OLD, to the Minister for Transport:

- (1) Has the Railway Crossing Committee made any recommendation to him regarding the installation of flashing light warnings on the rail crossing at Badgebup?
- (2) If "Yes", what is the recommendation?

Mr GRILL replied:

- (1) and (2) As the member is aware, this matter is the subject of current correspondence and as I indicated in my letter of April 24, 1985 further advice will be forwarded to him as quickly as possible.

## ENERGY: GAS

### *Hot Water Systems: Replacement*

3418. Mr CASH, to the Minister for Minerals and Energy:

What penalty is provided for consumers who fail to replace unflued gas hot water heaters by 30 June 1985, as required by recent amendments to the Gas Standards Regulations?

Mr PARKER replied:

There is no monetary penalty proposed but as this is a safety issue the gas may be disconnected from any unsafe water heater.

Should such an appliance be re-connected before being made to meet the prescribed requirements, that action would be in contravention of the Gas Standards Act 1972 and subject to a penalty of \$200.

## GOVERNMENT INSTRUMENTALITIES

### *Functional Review Committee: Objectives*

3419. Mr CASH, to the Premier:

- (1) What are the objectives of the Functional Review Committee?

- (2) What are the terms of reference under which the Functional Review Committee operates?
- (3) How many departments have been examined by the Functional Review Committee to date?

Mr BRIAN BURKE replied:

- (1) The Functional Review Committee was established to review the functions and services provided by all Government agencies.
- (2) (a) To undertake a comprehensive review of all functions, activities and services performed by each and every Government Department, State Trading Concern, State Instrumentality, State Agency and Public Statutory Body, corporate or unincorporate, established by or under a law of the State or by administrative action.
- (b) To recommend to the Premier, on an ongoing basis, those functions, activities and services which the Committee considers could be rationalised, modified scaled down or abandoned to increase effectiveness, efficiency and economy in the use of existing Government resources of manpower, funds, materials, equipment and other property.
- (3) In reply to a previous question concerning the activities of the Functional Review Committee, I indicated that its work is an extension of the ordinary process of advice to Government. Details will not necessarily be made public.

## WATER RESOURCES

### *Miling: Supply Failure*

3420. Mr CRANE, to the Minister for Water Resources:

- (1) What action has been taken on the matter of the Miling water supply failure as presented to him by a deputation from the Shire of Moora on Friday, 8 March, and my letter to him of 12 March 1985?
- (2) Can an assurance be given that Miling residents will not have to suffer water restrictions during the next and succeeding summers?
- (3) Is the Government Policy Document on Rural Water Supplies completed, and if



not, when can it be expected to be released?

Mr TONKIN replied:

- (1) The shortage of water in Miling which occurred as a result of heatwave conditions in early March was overcome rapidly when the weather cooled. As a result of the deputation the costs of augmenting the Miling water supply from various sources have been re-examined and the results of this will be conveyed to Mr. Crane by letter in the near future. The cheapest alternative is still expensive for the small number of services involved, especially when the water is only required for garden purposes.
- (2) The restrictions on the use of sprinklers which have been in force for several years are essential to contain consumption within the capacity of the scheme.
- (3) The financial implications of some of the policy proposals are still being evaluated.

## TRAFFIC

### *Pedestrian Crossings: Wanneroo*

3421. Mr CRANE, to the Minister for Transport:

With reference to my letter to him of 5 March 1985, on the protracted matter of the pedestrian crossing at the junction of Wanneroo Road, Conlan Avenue and Hastings Street, which I have been requesting since 1978, will he please advise as a matter of urgency what action is proposed concerning a pedestrian crossing in Wanneroo at the aforesaid junction?

Mr GRILL replied:

A marked pedestrian crossing is not proposed to be installed on Wanneroo Road as it is likely that such a facility could be more hazardous than the current situation.

However, improvements which include fencing, minor roadworks and improved signing are proposed to be carried out.

## SPORT AND RECREATION

### *Facilities Fund: Allocations*

3422. Mr STEPHENS, to the Minister for Sport and Recreation:

In each of the years ended 30 June from 1975 to 1984, and to date in 1985, what amounts of the Community Sporting Recreation Facilities Fund were allocated to the—

- (a) metropolitan area;
- (b) town councils outside the metropolitan area, and
- (c) shire councils?

Mr WILSON replied:

Information as requested by the member is only available since 1976/7 and identified into Metropolitan and Country. The information requested is:

### *Community Sporting & Recreation Facilities Fund*

### *Metro/Country/Sports & Comparisons 1976-7 Onwards*

Year	Metro. \$	Country \$	Sports Assoc. \$	Total \$
1976/7	502 924 39%	786 626 61%		1 289 550 100%
1977/8	506 006 32%	1 075 264 68%		1 581 270 100%
1978/9	204 653 12%	1 483 733 87%	17 054 1%	1 705 440 100%
1979/80	806 166 31%	1 741 211 68%	25 193 1%	2 572 570 100%
1980/81	518 454 25%	1 451 672 70%	103 691 5%	2 073 817 100%
1981/82	764 604 38%	1 227 391 61%	20 121 1%	2 012 116 100%
1982/83	2 663 246 47.39%	2 893 098 51.48%	63 504 1.13%	5 619 848 100%
1983/84	450 300 31.5%	979 846 68.5%		1 430 146 100%
1984/85	692 783 27%	1 858 001 73%		2 550 784 100%
Total	7 109 136 34%	13 496 842 65%	1%	20 835 541 100%

## EDUCATION

### *Clerical Assistants: Staffing Formula*

3423. Mr WATT, to the Minister for Education:

- (1) Following his answer to my question 3176 on Wednesday, 17 April 1985, when implementing the proposed formula for allocation of clerk/typists for schools, does he acknowledge that the area of primary education is a considerable disadvantage in both the existing and the proposed formulae?
- (2) What steps will be taken to redress the imbalance of clerk/typist allocations in primary schools before the implementation of the proposed formulae?

- (3) Is he aware that the Civil Service Association is also concerned by the poor staffing formulae for clerk/typists in primary schools?
- (4) What is the formulae for "additional assistance" referred to in parts (1) and (3) of his previous answer being offered to principals in primary schools, "depending on enrolments" and in Senior High Schools and High Schools?
- (5) Why is it the needs of clerical assistants in primary schools are not given the greater consideration that the primary service justifies and made more equitable with the secondary service?

Mr PEARCE replied:

- (1) Some areas of primary education are at a disadvantage under the existing clerk typist formula. The new formula should rectify this situation.
- (2) This will be dependent upon the amount of funding provided in the 1985/86 Budget for the implementation of new initiatives.
- (3) Yes. The Civil Service Association was represented on the committee which investigated school ancillary staffing entitlements.
- (4) Additional assistance which is currently provided to high and senior high schools is as follows:

Achievement Certificate—

	Yr 8	Yrs 8 & 9	Yrs 8, 9 & 10
Under 600 enrolment	26 hrs p/int	39 hrs p/int	52 hrs p/int
Enrolment 600 & above	39 hrs p/int	52 hrs p/int	65 hrs p/int

Plus 1 additional full-time clerk typist as required throughout the year but not exceeding—

24 days for Year 8 of Achievement Certificate

30 days for Years 8 & 9 of Achievement Certificate

35 days for Years 8, 9 & 10 of Achievement Certificate

Under the new formula entitlement primary schools will receive additional clerk typist time on the following basis—

Enrolments below 200 an additional 10 days per year

Enrolments 200 and above an additional 30 days per year

and high and senior high schools will receive an additional 35 days per year.

- (5) The need for additional clerical assistance in primary schools was taken into account during the investigation of the existing ancillary staffing formulae. Based on school sizes and complexities of operations the new formulae proposals are considered to provide an equitable distribution of staffing resources.

MR TOM BUTLER

*Employment*

3424. Mr MacKINNON, to the Premier:

- (1) What is Mr Tom Butler's current position with the Government?
- (2) If he is working for the Minister for Industrial Relations what is his position with that Minister?
- (3) What are the terms of his employment?
- (4) When was Mr Butler transferred to this position from his office?
- (5) Does he currently have an adviser on industrial relations attached to his office?
- (6) Who is it and on what terms and conditions is he employed?

Mr BRIAN BURKE replied:

- (1) to (6) See answer to question 3308.

3425. *Postponed.*

HORTICULTURE: FLOWER GROWING

*Joint Venture: Costs*

3426. Mr MacKINNON, to the Premier:

- (1) Who will pay the costs associated with the Western Australian floral exports joint venture which has now been abandoned?
- (2) Will Mr Barry Waldeck be reimbursed for the money he has expended on the joint venture?
- (3) If so, who will pay these costs?

Mr BRIAN BURKE replied:

- (1) to (3) Refer to answer given to question 2924 of 27 March 1985.

## TOURISM

*Bungle Bungle: Guidelines*

3427. Mr MacKINNON, to the Premier:

- (1) Have any guidelines been prepared by a Government agency to assist those people wishing to visit the Bungle Bungle range?
- (2) If not, are there any such guidelines in the course of preparation?

Mr BRIAN BURKE replied:

- (1) No.
- (2) Yes; Guidelines, involving a co-operative management input between the Department of Conservation and Land Management, W.A. Tourism Commission and Department of Youth, Sport and Recreation, which are intended to minimise the impact of tourists intending to visit the area in the short term, have been proposed and will be considered by the Environmental Protection Authority in the near future.

## ROTTNEST ISLAND: BOARD

*Meetings: Attendance*

3428. Mr MacKINNON, to the Minister representing the Minister for Tourism:

- (1) Since 1 February, has anybody other than the members of the Rottneest Island Board as listed in the answer to question 3152 of 17 April attended a board meeting?
- (2) If so, who were those people?
- (3) Why were they in attendance at the meeting?

Mr BRIAN BURKE replied:

- (1) Yes.
- (2) Mr F. J. Gratwick, Island Manager  
Hon. D. K. Dans, M.L.C., Minister for Tourism  
Sergeant K. Moran, Island Police  
Mr L. Jermyn, Island Ranger  
Mr T. Burke, M.L.A., Parliamentary Secretary of Cabinet  
Dr S. Shea, Department of Conservation and Land Management  
Mr I. Kins, Office of Minister for Tourism  
Mr B. White, Executive Officer to the Board.
- (3) By invitation.

## TRANSPORT: SHIPPING

*Charters: Illegal*

3429. Mr MacKINNON, to the Minister for Transport:

Since 1 March 1983, how many prosecutions have been made under the Marine Act for the illegal operation of charter vessels?

Mr GRILL replied:

None, but 5 prosecutions are pending for various breaches of the Act.

## QUESTIONS WITHOUT NOTICE

## TAXES AND CHARGES: TAX SUMMIT

*Submission*

1051. Mr HASSELL, to the Deputy Premier:

Is the Government now prepared to table a copy of its submission to the Economic Planning and Advisory Council in relation to taxation?

Mr BRYCE replied:

The Leader of the Opposition cuts a reasonable figure as a Dorothy Dix. I was looking forward to his framing his question slightly differently, knowing of his interest in this matter over quite a long period of time.

What I thought I might do is provide the Leader of the Opposition with the details of the taxation hot line and indicate to him that this material has formed part of the Government's submission. I suggest that after I have done that, and since the Premier has the responsibility for forwarding to EPAC the submission on behalf of the Government of Western Australia, he might like to answer the question that the Leader of the Opposition has put to me about the Government's actual case.

There have been two documents: one was prepared at an early stage by my department after the tax hot line had been conducted.

The second and subsequent submission was forwarded very recently by the Government. The tax hot line conducted by the Government clearly indicated very strong support from the 2 200 callers for reform of the Australian tax system. More than 75 per cent of callers favoured some form of reform. Among

the reasons listed by those supporting reform were the need for greater simplicity, fairness, and stability as well as more incentive for taxpayers.

There was also strong support for the Federal Government's taxation summit to be held in Canberra in July. Almost three-quarters of the respondents said they believed the idea of a taxation summit was worth while. Only about 12 per cent were opposed to it. Eighty-one per cent of respondents expressed concern about the general issue of tax avoidance and tax evasion. More than 55 per cent of callers supported more severe penalties for offences in this area, while 26.5 per cent were against such a move.

The Tax Hotline attracted calls from a wide cross-section of people throughout the State. While the results could not be given the same weight as those of a scientifically selected sample because the respondents had volunteered their opinions, it provided a useful input for the preparation of Western Australia's submission to the summit. The respondents indicated dissatisfaction with the existing level and structure of income tax. However, almost 50 per cent agreed that direct taxation should be preferred to indirect taxation, which was supported by 36 per cent.

Almost 75 per cent of the callers claimed that wage and salary earners were disadvantaged by the present system and 66 per cent also perceived small businesses to be disadvantaged.

It is understandable that there would be some confusion about the way the taxation system operates and the distinction between Commonwealth and State charges. One possible unforeseen benefit of the tax summit would be a better public perception and therefore a more informed debate on taxes generally.

In respect of costs, the Leader of the Opposition and one or two of his colleagues asked me details concerning the cost. The budgeted cost for the Tax Hotline exercise was \$45 113. The actual expenditure was \$44 747.

Mr Court: Did you work out the budget before or after the Tax Hotline?

Mr BRYCE: Before. There was an estimate of the cost, and I know the member will

be pleased to notice that it came out slightly under the budget.

When we consider that Western Australians annually pay somewhere between \$4 000 million and \$5 000 million in taxation to Federal, State, and local governments, I am pleased to say the amount of money involved in this cost is very modest indeed. It amounts to about one-hundred-thousandth of the amount of taxation Western Australians pay in a year. I think that is a reasonable sum of money for the purposes of asking Western Australians their opinions in respect of what procedures and systems concerning the collection of that enormous amount of revenue should change.

#### EDUCATION: NON-GOVERNMENT SCHOOL

*Pemberton*

1052. Mr READ, to the Minister for Education:

- (1) Did the Minister see a report in *The West Australian* today which quoted the Opposition spokesman for education as saying that the Orange sect school in Pemberton should be kept open?
- (2) Will the Minister be reconsidering his decision in the light of these comments?

Mr PEARCE replied:

- (1) and (2) I was astounded to see in the paper this morning a report quoting the member for Karrinyup, whom I understand to be the Opposition spokesperson for education, to the effect the Orange sect school should be kept open during the period before the Orange sect appeal to the Town Planning Appeals Tribunal on the future of this school is heard. I was particularly astounded to see the suggestion that the school should be kept open because I thought it flew in the face of public opinion.

Mr Tonkin: He did not say that, did he?

Mr PEARCE: He did. It flies in the face of public opinion in this State up to the present time to suggest that anybody in public office should be seeking to keep this school open.

I was particularly astounded to have this news when I, as members will be aware, spent some time on Friday in the district ascertaining the opinions of local people, in concert with my colleague the Minister for Agriculture. I had a meeting with

the Minister, who is the member for Warren, and the Manjimup Shire Council in which the Manjimup Shire Council made it quite clear to me that it thought that the school should be closed in the interim period. It thought that was the right course of action to take in the circumstances.

I reached complete agreement with the Manjimup Shire Council on the course of action to be followed with regard to the Orange sect in the interim period before the appeal is heard.

Now the member for Karrinyup is stating that the Opposition believes that school should be kept open. I invite the Leader of the Opposition to take his spokesperson for education down to Manjimup to speak to the people there, and most particularly to speak to the shire council and try to explain the Opposition's point of view.

I suggest members opposite should then do more listening than telling, because I can tell them that the shire council and the people in that area are strongly of the view that the school should be kept closed in the interim period to reduce local tensions which this whole issue has generated and which cannot easily be relieved because of the appeal processes which are open to the Orange people.

I can only believe that the interjection by the member for Karrinyup into this whole dispute is designed to exacerbate the level of local tension, because he sees in some mistaken way some political advantage for the Opposition. Indeed, it is the most foolish statement that this gentleman, who is a connoisseur of foolish statements, has made.

## TAXES AND CHARGES: TAX SUMMIT

### *Submission*

1053. Mr HASSELL, to the Premier:

I asked this question of the Deputy Premier, but he answered a question different from that which I asked. Therefore, I ask the Premier—

Is the Government now prepared to table its submission to the Economic Planning and Advisory Council on taxation?

Mr BRIAN BURKE replied:

I cannot table it today, because I do not have it with me. I am prepared to table it, if that is what the Leader of the Opposition wants. However, he might find it more convenient to simply arrange to have a copy sent to him from my office. If the Leader of the Opposition drops me a line, I shall ensure, as soon as I receive his communication, that he gets a copy of the submission. If I table it, he will have to wait until next session.

## ENERGY: PETROL

### *Unleaded*

1054. Mr BARNETT, to the Minister for Transport:

- (1) What is the current situation regarding the introduction of unleaded petrol?
- (2) What should the users of standard grade petrol do?
- (3) Can it be used in two-stroke engines such as outboards and lawn mowers?
- (4) How long will super be available for cars bought now which may need it?
- (5) Will the new, unleaded petrol cars have poor fuel economy and high maintenance costs as suggested in a recent Press article?

Mr GRILL replied:

- (1) Unleaded petrol is being manufactured and distributed now. At some service stations it is on sale. At others, unleaded petrol is being used to refill the underground tanks previously used for standard. Because some lead remains, it cannot be sold as unleaded. However, the mixture still complies with the specifications of standard and it is being sold as such.

By 1 July, unleaded petrol will be on sale at the majority of service stations. Some have applied for exemptions and the applications are being considered sympathetically. But we will ensure that the new petrol can be adequately obtained by motorists needing it. New cars, designed to run exclusively on unleaded petrol, and with cleaner exhausts, will be marketed later in the year. The precise date of introduction will depend on commercial decisions.

- (2) The Government has placed newspaper advertisements giving advice and we

hope, shortly, that the motor industry will produce a definitive list of vehicles which can run exclusively on unleaded petrol. The broad guidelines are as follows: As an alternative to standard, either super or unleaded can be used. They will burn identically but the unleaded leaves fewer deposits in the engine and is preferable from that point of view. Many cars which could now use standard do not do so. They, and others, could use unleaded. If the octane requirement of an engine is 91 or less, unleaded will be suitable. No retuning is necessary. I should add that with certain types of valve gear, traces of lead are said to be necessary to reduce wear. This need can be met by filling up with super about every tenth tankful. Anyone in doubt can take this precaution. Of course, the new cars will need to run exclusively on unleaded petrol and there will be a label near the petrol filler which says so.

- (3) For two-strokes for which standard has previously been recommended, unleaded petrol is an excellent fuel. These engines have no valves and unleaded petrol can be used exclusively. It will minimise the difficulties with spark plug fouling and exhaust deposits commonly experienced with two-strokes.

- (4) There will be no Government restriction on the future availability of super. The State Manager of BP has been quoted with an estimate that it will be sold for at least 15 years. Our own estimates confirm that it will be widely available for at least that time, on the basis of market forces. No-one purchasing a new car need fear about the future availability of suitable petrol.

- (5) The newspaper article mentioned was totally misguided. It is expected that, on average, the new cars will have better fuel economy and lower maintenance costs than their present counterparts. Of course, there may be individual designs where the manufacturer does not get it right, but, overall, these will be in the minority.

## TOURISM: BUNGLE BUNGLE

### *Working Party*

1055. Mr MacKINNON, to the Premier:

- (1) Has the Government received and considered yet the report of the working party which inquired into the future of Bungle Bungle—bearing in mind that submissions to that working party closed on 4 January and that the tourism season in the north has already begun?
- (2) If not, when is the report now expected?
- (3) Will that report be made available in the Parliament when it is completed?

Mr BRIAN BURKE replied:

- (1) to (3) I am sorry but I do not have the information available to answer the question. Had the Deputy Leader of the Opposition given me some notice of it, I would have been able to obtain the information from the Minister responsible—who is in China at present—or from his department. As the Leader of the Opposition has implied, the Minister for Conservation and Land Management is the person in whose responsibilities this matter falls. If the Deputy Leader of the Opposition makes a normal inquiry of the Minister on his return from China I am sure that inquiry will elicit the information sought.

## PRICES: CONSUMER PRICE INDEX

### *Movement*

1056. Mr BERTRAM, to the Premier:

Will the Premier please give a resume of the latest Consumer Price Index for Western Australia?

Mr BRIAN BURKE replied:

I am very pleased to be able to inform the House that the CPI for Perth was the third lowest of all States in the March quarter. The increase in the CPI was only 1.5 per cent.

I hope and trust that that is of some satisfaction to the Opposition because, niggardly as it has been, the Opposition is part of the system and has in some way contributed to that good performance—even if it is only by holding up a comparison of what we do not want to do. The Opposition still, I am pleased to say, has been a contributor in that negative sense.

The Perth CPI had increased the least of all States from the same quarter in 1984. Pleasingly, State and local government charges had no effect on the CPI. That is important.

In the years when the Liberal Party was in Government, when we had galloping inflation that was outside the control of any mortal, a big part of the contribution to that galloping inflation that ranged under Liberal policies was the previous Government's taxing and charging policies, where on the one hand it labelled Labor Parties as big taxing parties, yet it itself was responsible for imposing harsh increases in charges and taxes which inevitably were fed through to the CPI or the inflation rate.

Members may like to note that the impact of charges on the CPI under this Government has been consistently below the national average for the past five quarters. I will provide the Opposition with a copy of a Press release I have distributed that outlines those facts and I hope that it and my answer will be of benefit to the Opposition.

## INDUSTRIAL RELATIONS: DISPUTE

### *Current: Government Action*

1057. Mr PETER JONES, to the Minister for Transport:

In view of the Minister's comments earlier today on the industrial stoppage in this State, I ask—

- (1) What action did the Government take to prevent today's stoppage?
- (2) Did the Government consult with its industrial adviser, Mr Butler, to discuss ways to minimise the effect of today's stoppage?
- (3) What action has the Government's industrial adviser, Mr Butler, taken to ensure that Western Australia is not affected by the spread of this stoppage?
- (4) When does the Government intend to take action to ensure the right to work for workers in this State?

Mr GRILL replied:

- (1) to (4) I would have thought that the Opposition had got enough out of the debate today.

Mr Peter Jones: None of our specific questions was answered.

Mr Brian Burke: The number of days lost through industrial stoppages are half what they were last year. In industrial relations terms you are a pack of beagle boys.

Mr GRILL: The member did ask four specific questions and I would like to indicate at the outset that I do not have the specific answers on hand. I will give him a considered answer by referring his questions to the Minister for Industrial Relations who will give the member something specific. My understanding is that the Minister for Industrial Relations has been in constant consultation with the unions and with his Federal counterpart in respect of this subject and the general industrial scene.

We are concerned about what is happening in Queensland, as everyone should be. The situation in Queensland as it deteriorates day by day is deplorable. I was very surprised today when the Leader of the Opposition got up and openly supported the sort of jack-boot tactics which were being used in that State. We are concerned about the spread of industrial disruption, but the facts simply are that in this State industrial disruption is decreasing; it is not increasing.

We hope that with continued consultation with the unions and our Federal counterparts that situation will continue.

## SHOPPING: RETAIL

### *Investment*

1058. Mr P. J. SMITH, to the Premier:

Can the Premier please summarise for the House the implications of the sudden surge in investment in the retail property sector in Western Australia?

Mr BRIAN BURKE replied:

Yes, I am very pleased to answer the question asked by the member for Bunbury and in doing so to again demonstrate the way in which under this Government business has renewed confidence as evidenced in the figures to which I am about to refer. It really is a lesson to the Opposition that its previous dominance of the support that came from the business sector has been

imperilled by a series of wrong-headed policies which it instituted at a national and State level during those years when it was in Government.

Contrast that with the present situation: Over the last three months investment in the retail property sector has increased dramatically.

Although the central business district remains the most sought after target for property development, the suburban market has enjoyed unusual investment interest.

As a result of this interest in what is traditionally a slow real estate sector, the central business district has been the focus of retail property refurbishment.

In the suburbs in the last three months five major retail properties—valued at \$18 million—Thornlie Square, Gosnells shopping centre, Melville shopping centre, and shopping centres at Albany and Mandurah have changed hands.

The trend in the city to upgrade premises in response to increasing yields from retail property can be expected to positively affect the suburban centres, for the benefit of residents, consumers and traders.

Once again, for the edification of members of the Opposition, I will table the answer and an accompanying Press report which will give the Opposition great heart.

*The papers were tabled for the information of members.*

## DEFENCE: SUBMARINES

### *Construction*

1059. Mr COURT, to the Deputy Premier:

- (1) Why is not the Cabinet unanimous in supporting the construction of the Australian Navy's new submarines in Western Australia?
- (2) Will efforts be made to have all Ministers, including the Minister for Transport and our Federal members including the member for Kalgoorlie (Mr Campbell), work as a team in trying to win this contract for Western Australian industry?

Mr BRYCE replied:

- (1) and (2) The member for Nedlands has not been around long enough to know

that in this business one gets oneself into an enormous amount of trouble if one bases parliamentary questions on unsubstantiated reports of meetings which appear in the columns of newspapers. He has not bothered to ask me whether the report contained in that newspaper column was accurate and I suggest that the member for Nedlands takes on board that very small piece of advice before he jumps in where angels would fear to tread.

Several members interjected.

Mr BRYCE: The member for Nedlands is totally ignorant of the matter that was before the chair—he would not have a clue what it was in terms of the motion that had been moved at that executive meeting by the member for Kalgoorlie, and I remind him that the Cabinet, which comprises the Government of Western Australia, including the Minister for Transport, is totally and wholeheartedly in support of this project, and I am delighted to be able to say this to the House on his behalf.

## ENERGY: DISTILLATE

### *Shortage*

1060. Mr COWAN, to the Minister for Transport:

- (1) Is the Minister aware of a temporary shortage of distillate fuel in some agricultural areas?
- (2) Is he aware that one of the causes of short supply is that there are not enough rail tankers available to deliver fuel to country regions?
- (3) I know there are other reasons for the short supply, such as the price rise of 4c a litre and the capacity of the transfer system from Kwinana to Kewdale, but can the Minister take action within the area of his portfolio to ensure that distillate fuel is again quickly supplied to agricultural regions?

Mr GRILL replied:

- (1) to (3) I had heard unsubstantiated stories of some lack of supplies in some areas. I have not had a substantiated report on the subject, but now that it has been brought up I will look into the matter and make sure supplies are available. If there are any particular areas the



member would like to draw to my attention he should let me know.

## COMMUNITY SERVICES: CHILDREN

### *Safety House Scheme*

1061. Mrs BEGGS, to the Minister for Education:

- (1) Has the Minister read recent Press reports referring to the possibility of the safety house programme being discontinued owing to lack of adequate funds?
- (2) Can he advise of any action he proposes to take to ensure the continued operation of the scheme?

Mr PEARCE replied:

- (1) and (2) The safety house scheme was started as a voluntary community concern. For members who are not aware, the organisation arranges for areas where children travel to and from school to have a certain number of houses indicated as safety houses so that if any attempt is made to molest young children going to and from school they can go to a house with a recognisable sign saying "Safety House" and seek protection. The schools co-operate in making young children aware of the sign and the protection that it affords.

Both the Education Department and I have supported this scheme and given every co-operation through the schools. The Government has supported the safety house voluntary organisation through a CEP grant for 40 weeks. I understand that is about to expire or has expired, and because the Government is not in a position of being able to pick up every CEP grant which expires and pass the cost to the State Government, there is not money available for the safety house scheme to continue. However, it is a very important scheme and I have taken the step of writing the costs of operating the scheme into the Education Department's budget. I will be approaching the safety house voluntary organisation in the next few days to indicate that, should it be so willing, I am prepared to have the payment for its organising officer made through the department and thus ensure that the scheme continues and that there is an even closer

co-operation with the Education Department than is currently the case.

Mr COURT: Are some private companies helping out?

Mr PEARCE: I am unaware of that; I have not dealt personally with the organisation so far.

## AGRICULTURE: RURAL SECTOR HARDSHIP

### *Claims*

1062. Mr CRANE, to the Minister for Agriculture:

- (1) Has the Minister read the article, "Farming facing destruction", in last week's *Farmers' Weekly* in which the Chairman of the Rural Adjustment Authority, Mr Denis Whitely, warns farmers that unless current economic trends are reversed, the Australian agricultural industry will suffer the same fate as the *Titanic*—slow and certain destruction—and that immediate and urgent action is needed to stem the decline in the agricultural industry?
- (2) Does research by the Western Australian Department of Agriculture substantiate these claims?
- (3) Will the Minister advise how many mortgagee sales have been—
  - (a) conducted; or
  - (b) are envisaged this year?
- (4) How many farmers have been refused carry-on finance this season?
- (5) Has his department ascertained the effect of the impending fuel price increase on the viability of borderline cases?
- (6) In view of the critical urgency facing the rural industry, has the Minister discussed the value of the request from the Pastoralists and Graziers Association to the Premier to lead a deputation to the Prime Minister consisting of the chairman and some members of the Rural Sector Hardship Select Committee to place before him, the Federal Treasurer, and the Minister for Primary Industry the areas in that report where it was shown that only a change in Federal policies can save the rural industry—areas including tariff, parity pricing for fuel and excise duty, anomalies in fertiliser costing, and taxation policy?

- (7) Would the Minister consider being part of such a deputation if it is approved?

Mr EVANS replied:

- (1) Yes.
- (2) It is well-accepted that some industries, particularly the grain industry, face difficult trading conditions with increased costs and uncertain returns on export markets.
- (3) This information is not available to my department.
- (4) Assuming the question refers to the Government's special carry-on loan scheme, the Rural Adjustment Authority advises that, of those farmers considered so far, one farmer has been refused.
- (5) An increase in the price of fuel will adversely affect all fuel users. Given the amount of fuel used and other expected costs and returns, the effect of the increased fuel price on the viability of any particular enterprise can be calculated.
- (6) and (7) Already there have been two recent meetings between the National Farmers Federation representing all farmers and the Prime Minister and Treasurer on these issues. The Premier has also undertaken to argue the case with the Commonwealth Government on behalf of the rural industries in Western Australia. I can see no merit in this request for another deputation with the Commonwealth, particularly in light of the forthcoming taxation summit.

## LOCAL GOVERNMENT: ELECTIONS

### *Rolls*

1063. Mr TUBBY, to the Minister for Local Government:

I refer to the front page news item in last Friday's *Geraldton Guardian* headed "Morawa rolls in chaos", referring to shire council rolls and I ask—

- (1) What is the reason for this problem?
- (2) Is it the fault of the local council, his department, or the Electoral Department?
- (3) What is the Minister doing to overcome the problem before the forthcoming council elections?

- (4) How many shires are having the same problem?

Mr CARR replied:

I thank the member for some notice of his question the answer to which is as follows—

- (1) I have received advice that 82 people who are enrolled as being residents in the town ward of the Shire of Morawa actually live in rural wards of that shire. When the new electoral legislation relating to local government elections was passed last year, the Electoral Department prepared draft rolls for each ward of each of the municipalities throughout the State and forwarded those rolls to the councils for checking and cross-referencing. Many mistakes were found, principally because many people identified themselves on the State roll in such a way as to put themselves in the correct State electorate but did not clearly identify their exact addresses. Many of the people referred to in the Morawa situation gave their address as "Morawa" only and were placed in the town ward. They were people living in the rural wards.

Each council was asked to check the draft roll and return it to the State Electoral Department with any corrections.

The Morawa Shire Council checked the roll and returned it to the State Electoral Department. However, it appears there has been an oversight or a misplacement which led to the Morawa Shire Council not receiving the amendments to the roll.

- (2) I do not think "fault" is a terribly important part of the question. I make it very clear that I am not being critical of the Electoral Department because it was confronted with an enormous job in correlating the two rolls. It handled that job extremely well.
- (3) There is a real difficulty in taking any action before Saturday.

An examination was undertaken by my department as to whether it could use section 53 of the Local Government Act which gives the

Minister the power to issue a notice that the roll be different from that previously declared to be the roll. That would have been a possibility. However, the difficulty concerns the period in which people can vote—voting has already commenced in terms of postal votes and absentee votes—and it was considered inappropriate to change the roll in mid election. I will not be issuing an order under that section and the roll to be used for the election will be that which is presently constituted.

I am aware of the problem that it causes, but my department has had discussions with the shire clerk and it appears that as far as one can read the feelings of the people in the community, there is unlikely to be a large scale attempt to take advantage of the situation. I can only appeal to the 82 people who are enrolled on that roll that they do not take advantage of the situation.

We have to consider the possibility of a close election which could lead to a dispute. However, the avenue is open for such a dispute to be taken to the Court of Disputed Returns. Depending on the number of people who cast votes, that option is available in the case of a close election.

- (4) I have not received notification of similar situations relating to other councils. However, I have seen a news report which stated that there may be two other councils with similar problems. I have not had my attention drawn formally to such problems.

Notwithstanding that, it would be unreasonable to expect that the major change in rolls will not be without some problems and Saturday's elections will show that there will probably be problems in some councils.

I compliment the Electoral Department for getting the rolls in order for Saturday's elections.

