

Legislative Council

Tuesday, 30 March 1982

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

CONSERVATION AND THE ENVIRONMENT

Millstream: Petition

On motions by the Hon. Peter Dowding, the following petition bearing the signatures of 110 persons was received, read, and ordered to lie upon the Table of the House—

To the Honourable, the President and Honourable members of the Legislative Council in Parliament assembled.

We the undersigned residents of the North West of Western Australia pray that the Government of Western Australia acknowledge:

1. the environmental damage that has been caused to Millstream by excessive pumping for neighbouring towns water supply;
2. the exceptional beauty of this recreation area and its importance to both tourists and residents in the North West.

We the petitioners therefore pray that your Honourable House will give earnest consideration to:

1. ensuring that steps are taken immediately to avoid further environmental decline at Millstream;
2. initiating an independent public inquiry into the water resources of the North West and the current and projected supply of water to the North West towns;
3. ensuring adequate water supply to keep in step with the development and population expansion of the Kimberley and the North West.

And your petitioners, as in duty bound, will ever pray.

The petition was tabled (see paper No. 139).

QUESTIONS

Questions were taken at this stage.

COMMITTEES FOR THE SESSION

Assembly Personnel

Message from the Assembly received and read notifying the personnel of sessional committees appointed by that House.

COMPANIES (CO-OPERATIVE) AMENDMENT BILL

Second Reading

THE HON. I. G. MEDCALF (Metropolitan—Attorney General) [5.40 p.m.]: I move—

That the Bill be now read a second time.

The general purpose of this Bill is to increase the fees payable under the Companies (Co-operative) Act 1943-1979.

The principal Act came into being upon the enactment of the Companies Act 1961 which continued in force the provisions of the Companies Act 1943 in relation to co-operative companies. The Companies Act 1943, applicable only to co-operative companies, was renamed the Companies (Co-operative) Act.

The Bill now before the House increases the general level of fees chargeable with respect to co-operative companies. In addition, the Bill eliminates all items contained in the existing schedule relating to fees which now have no application.

The Bill also transfers to the new schedule references to fees which appear in the body of the Act. The result is a consolidated and comprehensive table of all fees chargeable in relation to co-operative companies under the Companies (Co-operative) Act.

To provide ease of future review the Bill amends the principal Act so as to permit fees to be increased by regulation. In this respect the Act will now conform with other legislation dealing with corporate matters where fees may be amended in this way.

When considering the new level of fees members should note that this review is the first undertaken since 1947. In raising the fees to the level proposed, the Bill brings them into line with the current level of fees charged for analogous items under the Companies Act 1961-1980.

At present approximately 100 companies are registered under the Act. Although Consolidated Revenue will not be very greatly affected by the increases, the review nevertheless is overdue and necessary to maintain consistency with the fees

charged under the various other Acts relating to corporate bodies.

I commend the Bill to the House.

Debate adjourned, on motion by the Hon. J. M. Berinson.

MACHINERY SAFETY AMENDMENT BILL

Second Reading

THE HON. G. E. MASTERS (West—Minister for Labour and Industry) [5.42 p.m.]: I move—

That the Bill be now read a second time.

The Bill has been introduced to rectify what is considered to be an unsatisfactory situation in relation to the secrecy provisions in the Machinery Safety Act.

Members may recall that a young man received injuries in an accident at the 1981 Perth Royal Show which resulted in his death. The machinery involved was subject to registration under the aforementioned Act.

In proceedings subsequently conducted by the Coroner, it was considered that sections 33 and 34 of the Act precluded the Department of Labour and Industry from making available to the Coroner certificates of inspection and design information in respect of the machinery involved in the accident. To assist the Coroner those secrecy provisions had to be overcome and by arrangement some documents were eventually supplied to him.

Legal officers drew attention to the unsatisfactory situation and advised that the Act be amended to allow the Coroner and other courts to be provided with information which is relevant in proper circumstances or in an accident case before a court.

The Government has acted on that advice and that action is reflected in the Bill now before the House.

I commend the Bill to the House.

Debate adjourned, on motion by the Hon. D. K. Dans (Leader of the Opposition).

ADDRESS-IN-REPLY: FOURTH DAY

Motion

Debate resumed from 24 March.

THE HON. F. E. McKENZIE (East Metropolitan) [5.44 p.m.]: The first matter to which I refer is the departure from this Chamber of one of my colleagues, and the election of a new member in his place. Of course, the person who has departed the scene since I last spoke in this

House and who has now been appointed to the Supreme Court is His Honour Mr Justice Olney.

I pay tribute to the presence of the Hon. Howard Olney in this House because, as Labor Party Whip, I found him at all times willing to participate when called upon and to be most co-operative in any matter. Members will recall that he applied himself diligently to legislation in this House; in fact he was in the House for most of the time. He took a great interest in the proceedings of the House, and he will be a great loss to the Labor Party in this Chamber. On the other hand, he will be of great benefit to the people of Western Australia in his service as a Justice of the Supreme Court. I pay tribute to the co-operation that I enjoyed from Howard Olney when he was here, and the efforts that he put into the work of this House.

I am pleased that, with Howard Olney's departure, we now welcome the Hon. Garry Kelly from whom we will hear a little later this evening when he makes his maiden speech. I have been associated with the Hon. Garry Kelly for a number of years. His election to this House will bring great credit to the Chamber, because while members opposite might not always agree with what he says, I am sure they will acknowledge his sincerity in what he says on legislation and other matters before the House. I welcome my colleague, the Hon. Garry Kelly.

Opposition members: Hear, hear!

The Hon. F. E. McKENZIE: On the opening of the Parliament in 1980, I had the privilege of presenting a petition on behalf of a number of people who were concerned about the provisions of the Inventions Act 1975 and the Solar Energy Research Act 1977. I presented the petition to this House, and I heard no more of it until one of the petitioners, who was one of the organisers of the petition, drew my attention to the fact that a reply had been received from the then Honorary Minister for Industrial Development and Commerce. The reply was received by a member in another place. At no stage did I receive a reply.

I am sure it was an oversight on the Honorary Minister's part that I did not receive a reply. I checked subsequently whether the petition had been brought to his notice when it was presented in this House. I was informed that it had been sent to the Parliamentary Secretary of the Cabinet; and I can assume only that it was passed subsequently to the Honorary Minister. At no stage did he acknowledge to me the receipt of the petition, but he gave a fairly comprehensive reply to a member in another place.

I hope that in future, when petitions are presented, oversights of that nature, if it was in fact an oversight, do not occur. If they do occur, the members are required at a subsequent time to raise the matters dealt with in the petitions.

I will inform members of the contents of the petition so they understand what I have to say about the reply the Honorary Minister sent to the member in another place. The petition asked members of the Parliament and the Government to initiate and support amendments to relevant legislation, including the Inventions Act 1975 and the Solar Energy Research Act 1977, to provide for the following—

1. Fair hearing of inventors by assessing bodies including full disclosure by such bodies to inventors of all criticisms of their inventions so that the bodies can consider inventors responses before making their recommendations.
2. Inventor's prior agreement to any member of any assessing body or any other person being given details of their inventions to reduce the risk of assessment by opponents and so that inventors can be aware of the extent of circulation of information concerning their inventions which they may need to keep secret to safeguard ongoing patenting procedures.
3. Supply by assessing bodies to inventors of complete copies of assessments made of their inventions and reasons for assessing body decisions.
4. Independent appeal avenues so that inventors can appeal against any criticisms, assessments or reasons that are demonstrably invalid.

That petition was forwarded to the Honorary Minister after an identical petition had been presented in another place. In the Honorary Minister's reply to the member in another place, he stressed his confidence in the competence of the inventions advisory committee. One of the organisers of the petition wanted me to assure members that although the petition appears to contain implied criticisms of the committee, certainly that was not the intention of the petitioners. The intention of the petition was merely to bring about the changes indicated in it. In fact, one of the organisers has advised me that he thought the committee consisted of honourable people who had a difficult task to perform.

The next part of the Honorary Minister's letter to which I wish to refer is as follows—

I am satisfied that applicants are given every opportunity where they have an invention with some prospect of eventual commercial success to receive a full hearing from the Committee and to discuss their invention in considerable detail. It is the practice of the Committee to invite to its meetings those inventors who show that there is more than usual potential for their ideas so that a free exchange may take place. In some cases the interaction between the Committee and inventor extends beyond one meeting.

That indicates that the extent of hearing received by an inventor depends upon value judgments made by the committee, and natural justice is denied. The petition asks that the Act be amended so an inventor has the right to respond to all criticisms of his or her invention. That arose out of the fact that on occasions inventors have put forward proposals either to the inventions advisory committee or to the committee of the Solar Energy Research Institute, and they have not been given the opportunity to speak to either of the committees about the invention. The idea was that the legislation be amended to provide for that right.

In his reply, the Honorary Minister indicated that he was satisfied the applicants were given every opportunity. However, that does not appear to be the case in every instance. The people who go to the bother of putting forward an invention should be given the opportunity of appearing before either of the committees to explain the invention.

The next passage in the letter to which I wish to refer includes the following words by the Minister—

Only in a very few cases to date has information supplied by inventors been referred to outside bodies and in every case to our knowledge this has been with the inventor's prior consent.

That might be the case; but it implies tacit acceptance by the Honorary Minister that the prior consent of the inventor should be obtained before the matter is referred to another person. The petition asks that that be made mandatory under the Act. That is a reasonable request for legislative change. If that were enacted, there would be no risk of the inventor's product being sent to anybody other than someone approved by him.

The Honorary Minister said that it happens in only a few cases; but in those few cases it may be crucial to the rights of the inventor that he secure the patenting rights to which he is justly entitled.

I cannot see any harm in writing that proposition into the legislation.

The letter is a fairly lengthy one, but I need to cover these points because they deal with the petition. I have had a discussion with one of the petitioners, and something ought to be recorded in *Hansard* so that the answer of the Honorary Minister is not taken as having been accepted.

The next part of the letter from the Honorary Minister is as follows—

I have reservations about the desirability of the Committee being required by law to supply full copies of assessments to applicants for the simple reason that in many cases the applications are so technically impracticable and in defiance of physical laws that no detailed assessment is possible. Given the fact that many inventors believe implicitly in their ability to invent "perpetual motion" it would be considered an insult by the inventor to be simply told that the invention defies physical law.

It seems that the Honorary Minister refers to a commonly held argument about perpetual motion, which implies that many inventors are cranks. The argument is not valid, because it is unlikely that anyone would succeed in obtaining a patent for a perpetual motion device if the committee had reason to believe the proposal was unworkable. If that is the case, the committee should be required to state that fact to the inventor.

Sitting suspended from 6.00 to 7.30 p.m.

The Hon. F. E. McKENZIE: Prior to the suspension, I was referring to a passage in the Honorary Minister's letter concerning perpetual motion—I think that is the easiest way to describe it—and I read out to the House the Minister's comments and was in the process of replying to the points made in the Minister's letter.

The Hon. Robert Hetherington: The passage caused a bit of friction, I gather!

The Hon. Neil Oliver: I cannot hear the member. He is speaking to the Chair.

The Hon. F. E. McKENZIE: I want my thoughts to be clearly conveyed to the House. The Honorary Minister in his letter refers to a commonly heard argument about perpetual motion, which implies that many inventors are cranks. The argument is not valid because it is unlikely that anyone would succeed in obtaining a patent for a perpetual motion device. If the committee has reason to believe that any proposal put to it is unworkable, it should be required to

state it to the inventor concerned. That is a reasonable proposition.

The inventors' petition that was presented to this House indicates it is precisely their intention to have that requirement included in the two Acts referred to. The important thing is that when either of the two bodies referred to give consideration to any invention, it is only fair that if the invention is rejected as an unsatisfactory or an unviable proposition, the reasons for its rejection should be conveyed to the inventor who believes, in his judgment, that it is of some benefit and use to the State or to individuals within the State.

I refer to the next passage in the Honorary Minister's letter in connection with the petition wherein he says—

I believe that the intention to allow debate to continue by provision of appeal rights would be counter productive. The Government would be forced into a position whereby whatever appeal body is appointed would have to be at least as expert as the Committee which rejected the application in which case we would have a situation of experts judging experts and such wrangles could be interminable.

The Honorary Minister raises a very important point in his letter, but already there are several appeals in respect of such matters, and it is a reasonable proposition that a right of appeal would give the inventor a second chance to have his article considered; whereas now if it is rejected by either of the bodies, that is the end of the matter and nothing more can be done. The right of appeal exists in many areas and the Minister, in making those comments, indicates an apparently unjustifiable fear of experts judging experts. The question arises as to whether the Honorary Minister has sufficient confidence in the committee to allow it to operate more equitably.

In paragraph 13 of his letter, the Honorary Minister says—

Quite apart from the above comment the administrative costs of operating an appeal system would be out of all proportion to the value of the scheme itself. Further, I believe that we would have extreme difficulty in attracting suitable persons to participate on the Committee (which incidentally currently operates at no cost to the Government) if they felt that their decisions were to be subjected to public debate through an appeal system.

Why should appeals be costly when it is in everyone's interest to minimise costs? That paragraph indicates that the Honorary Minister does not think suitable persons would be prepared to serve on the committee if their decisions were subject to appeal. He does them an injustice, as all fair-minded persons would be willing to allow those affected by their decisions to appeal against them if the latter believed them to be at all unfair.

Most inventors are reasonable persons who would tend not to appeal if they received full and frank reasons and had adequate opportunity to clear up any misunderstandings or misrepresentations.

The Honorary Minister is being unrealistic if he believes that committee members can be completely unbiased in all matters. Without a right of appeal, an inventor has no redress. Availability of the right of appeal can encourage harmony between inventors and the committee by introducing an element of detachment not otherwise possible. That gives further evidence that there should be a right of appeal and there should not be a great cost factor involved. I present this view as a result of discussions with one of the organisers of the petition.

I refer to paragraph 14 of the Honorary Minister's letter—

In assessing whether an invention might confer benefits on industry in Western Australia the Committee must take into account such factors as marketability and capacity of the inventor to bring the idea to commercial fruition in addition to the purely technical aspects. As mentioned above, the Committee is structured to ensure that a balance of technical and commercial experience is available to assess these various important factors.

This further strengthens the point I was making about it being important to inform the inventor why his invention is not considered suitable, because it refers to value judgments by the committee in areas other than technical areas. Inventors are concerned with all relevant areas and should not be denied a right of response merely because the criticism can be classified as coming within a certain area.

In paragraph 15 the Honorary Minister said—

Finally, I believe that the Committee has provided an excellent service to inventors in this State and that such persons as apply are afforded every consideration and protection of their ideas is safeguarded by current practice.

There is no intention on the petitioner's part to run down the committee. The Honorary Minister indicates that he is satisfied with current procedures. The petition sought amendments to the Act to ensure that the minimum equitable procedures are mandatory rather than dependent upon value judgments made by the committee.

Finally, the Honorary Minister said—

The Solar Energy Research Institute will be advising you separately in respect to their activities through the Minister for Fuel and Energy.

I want members to note that in his letter the Honorary Minister is referring to a member in another place. I previously said that I had not received a letter from the Honorary Minister, even though I presented a petition in this House on behalf of the petitioners, and I ask the Leader of the House, who represents the Minister for Industrial Development and Commerce, if he would ask the Minister to provide me with a copy of the letter from the Solar Energy Research Institute. I want to be informed of the comments made by the Solar Energy Research Institute because the Minister for Industrial Development and Commerce referred to the inventions advisory committee and said the institute would be advising the member separately in respect of the activities of the Solar Energy Research Institute in its assessment of inventions. That is all I have to say on this matter and I thank members for their patience in bearing with me in bringing it forward.

I would like to refer to two problems in my electorate. One concerns the traffic problems which currently exist in the City of Canning. In particular I refer to the "Wilson Triangle" of which I know, you, Mr President, would be aware. The position is becoming more acute daily and I receive many complaints in this regard from my electors. It is a vexatious problem for people who live in those streets which provide access to Leach Highway and minor roads. Particularly, I refer to Bungaree Road and two or three other parallel streets in that vicinity.

The Hon. Robert Hetherington: Braibrise Street.

The Hon. F. E. McKENZIE: Yes, Braibrise Street is one of them. Discussions have taken place between the City of Canning, the MRPA and other Government bodies in an attempt to relieve that problem. The proposed Wilson bypass road was under consideration but because of certain vexation on the part of local residents and associations over the reclamation of part of the Canning River foreshore, it appears that it will

not be considered further. However, nothing is happening at the present time to bring relief to residents in the area.

We are getting bogged down with a number of reports and discussions and the situation seems to get worse daily. I have looked at various plans that have been put forward and whilst I am very much opposed to river reclamation it seems to me, in this particular case, there is no alternative but to provide the Wilson bypass road. I know that some of the Canning River foreshore will need to be reclaimed if this road is to be constructed; nevertheless, there comes a time when one realises the sufferings of people exposed to traffic problems have to be taken into consideration. If one looks at the area of the river required to be resumed if the road were constructed one finds it is not great.

I ask the Minister responsible if something can be done to hasten a decision which will help to alleviate the problems suffered by electors in that triangle.

Traffic problems are becoming more accentuated throughout the City of Canning, and probably they are greater than in any other local authority in the metropolitan area. I recently attended a City of Canning ratepayers' meeting at which 200 to 300 ratepayers were in attendance. The entire meeting dealt with traffic matters. It dealt also with problems relating to Riley Road of which you, Sir, probably have some knowledge. All members representing those areas have problems relating to traffic and some solutions will have to be found or we will be running the gauntlet for a long time to come. I hope, as far as my area is concerned, something is done to alleviate the traffic problems.

Another cause of great concern at the present time relates to the extensions proposed for the Perth airport. These are long overdue, but we need to be careful, when these changes take place, to ensure that economic considerations are not the overriding factors.

Last night, along with a number of my colleagues—the Hon. Bob Hetherington, the Hon. Lyla Elliott and the Hon. Neil Oliver—I attended a meeting concerning the airport extensions and I came to the conclusion that the 250 people present wanted a complete relocation of the Perth airport. I think relocation of the airport is desirable, but a decision was made in 1969-70 that the airport was to remain where it is. Those people in attendance at the meeting have false hopes if they want the airport moved—yet it appeared to anyone present that that was their great hope.

If the airport is not to be relocated consideration must be given to the people exposed to the noise problems associated with aircraft. The Perth airport is located amongst heavily populated residential areas, and the community as a whole should not bear the cost that is required to overcome the social disadvantages of the traffic noise problem the airport generates. The proposition associated with the airport that would disadvantage the least number of people is one that ought to be accepted; that is, of course, the provision of another runway two or three kilometres east of the existing one, rather than a simple extension of the current runway.

With regard to the alternatives presented to the meeting last night, the best option as far as I can ascertain is option 4. This was the one preferred by those in attendance. If option 4 is adopted, some people, particularly in the Shire of Kalamunda, will be upset. It is obvious those people would not like to see option 4 adopted because the noise problem would be shifted closer to the Kalamunda area. However, from figures quoted at last night's meeting, approximately 6 000 homes are currently affected by noise to a degree where it is considered vexatious or worse than just tolerable. In the year 2000 the number of homes that would be affected should options 4 or 2 be adopted would be 2 500; whereas, if options 1 or 3 were adopted the number of homes affected would be 3 500. Therefore, there is a difference of 1 000 in the number of homes that would be affected.

The difference between options 2 and 4 is that the terminal itself would be relocated on the eastern side of the airport and more to the centre rather than where it is currently situated. Options 1 and 3 provide for the airport to remain where it is situated at the present time. The advantage that would be gained from adopting options 2 or 4 is that access to the airport would be made by way of the existing route, with the addition of an interchange at the corner of Kewdale Road which would cater for traffic travelling along Leach Highway. This would alleviate the current traffic situation in Belmont, and the Great Eastern Highway would be used as a more specific route.

One thing which was made clear to me last night when the President of the Shire of Kalamunda rose to his feet—here I want to be critical of Governments and critical of the Kalamunda Shire Council—is that regardless of whether an additional wide space runway is constructed at this stage or in the future, sooner or later we will be faced with a problem that is not evident now. Notwithstanding the fact that the Kalamunda Shire Council knows that a

problem is evident and we as legislators know it is evident, if not in the short term, then certainly in the long term, the council and the Town Planning Department continue to plan a residential area west of Forrestfield and towards the marshalling yards. We are fully aware, and the Shire of Kalamunda is fully aware, that problems will be experienced by persons buying residential properties in this area when it is developed. The development of this area should cease forthwith because there will be problems and the council knows it and the Town Planning Department knows it.

With proper planning this area could be zoned either "rural" or "industrial". Certainly, under no circumstances, should it be zoned "residential". The Kalamunda Shire Council complains of noise from the airport in the Forrestfield area, and yet it is to continue with its development proposals which include further areas in Forrestfield. Plans for the airport have been known for a long time and the Commonwealth has proceeded to take up additional land.

It is really criminal to allow town planning schemes to proceed when it is known a problem will be experienced in the future.

In my opinion, those points are the two most vexatious problems confronting my electorate.

I refer briefly to the Governor's Speech and, in particular, to his comments relating to trade unions. Everybody in the State is aware of the problems facing the State Government. Western Australia has the second worst employment record in Australia, so there is very little left for the Government to do but to turn its attention to unions. The Government has been doing this for some time and members will be aware of its intentions with regard to preference clauses in awards.

Some very good letters relating to the preference clause to unionists have been published in the Press, and a particularly good one appeared in yesterday's *The West Australian*. It referred to the Government's legislating to try to prevent preference being given to unionists as being tantamount to requiring that income tax should not be a compulsory contribution.

During my time here the Government has attempted continually to pass legislation to hamstring the unions. The Government has double standards because it continues to support the industrial arbitration system and yet it wants to legislate to take away the powers of the arbitration body. Surely the Industrial Commission is the best equipped body to decide whether preference ought to be given to unionists.

A service is being provided through our industrial arbitration system for the people in the community.

At one end of the spectrum the unions are expected to try to ensure that proper wages and conditions are obtained, and yet the Government is legislating to provide that not all people need to contribute towards that particular service. I am sure when that legislation is introduced into the House, we will hear some stirring debate. However, I felt I could not let the opportunity of this debate pass without stating my view that it is grossly unjust for the Government to expect unions to abide by the conditions set out in the Industrial Arbitration Act and then say there are certain things the unions cannot do and so allow people a free ride.

The majority of people who do not want to belong to a union base their decision on the cost involved. We had a very good system operating; people who had a real conscientious objection to joining a union were granted exemption and their fees were paid into the Industrial Commission. This meant that most of the objectors joined the union, and the people with a genuine conscientious objection did not do so.

The more the Government attempts to amend the Industrial Arbitration Act, the bigger the mess it gets into. We are no closer to resolving this State's industrial problems through legislative changes than we ever were. The industrial situation seems to be getting worse rather than better.

With those few words I support the motion before the Chair.

THE HON. GARRY KELLY (South Metropolitan) [8.03 p.m.]: I would like to place on record my thanks to the Hon. Fred McKenzie for the remarks with which he commenced his contribution to the Address-in-Reply debate. I would like also to take this opportunity to thank the electors of the South Metropolitan Province for the confidence they have shown in the Australian Labor Party, and to a lesser extent the confidence they showed in me on 13 March. On that date the vote in the three local by-elections represented a clear repudiation of the bilge water than has been pumped out as policy by the Liberal Party over the past eight years. If one considers the results of those by-elections in conjunction with the result of the Lowe by-election on the same day, it is easy to see that the bell is tolling also for the Fraser Government.

The Western Australian people and the Australian people generally are waking up to the giant confidence trick which has been perpetrated

by the conservative forces over the past decade. The Liberal Party's endorsement of Milton Friedman's monetarist policies means those policies are having the same effect here as they are having in England and America—they are producing a deepening recession, evidenced by rising unemployment, increasing inflation rates, and of course, the *piece de resistance*, skyrocketing interest rates.

Another fraud that is being seen for what it is, is the so-called new federalism policy. New federalism was a much vaunted policy of the Liberal Party just before it came to power in 1975, and it is nothing more than a device by which the Fraser Government can abdicate its responsibility to the States in many fields. It is forcing the States to take up the slack, so to speak, but the rub comes when the Federal Government does not supply the finance necessary to carry out the functions involved.

New federalism, which was recently plagiarised by that great statesman called Ronald Reagan, who resides in the White House, also seeks to dismantle uniform taxation, which has been a tenet of the Australian Federal structure since 1942 when it was introduced under the defence power and upheld subsequently by the High Court, by letting the States back into the income tax field. The States are now in a position to impose their own income taxes to make up the shortfall in Federal Government funding. Allowing the States back into the income tax field will be an absolute disaster for States like Western Australia with its very small tax base.

Looking back over the history of new federalism, one of its strongest supporters—indeed, a gentleman who said he was one of its architects—was none other than the former Premier of this State, Sir Charles Court.

When the Federal Government started squeezing the States by cutting back on funds, who squealed the loudest? Sir Charles Court and the Western Australian Government. We were told that the evil people in Canberra were starving the States of funds and so State charges would have to be raised. It is a well-used ploy of State Liberal parties to remove themselves one stage from their colleagues in Canberra when the Federal Government is going bad. However, that will not work any more. We have a Liberal Government in Canberra and a Liberal Government in Western Australia, and those Governments pursue Liberal policies. It is no good the Liberal Party in Perth saying that it does not like what the Liberal Party in Canberra is doing and that it will not have anything to do with it. They all belong to the one party and the Western

Australian Government must take the blame when the Australian electorate decides that it will disavow the outrageous policy that the Federal Government is following. The Western Australian electorate will not be fooled any more by this ping-pong buck-passing between Western Australia and Canberra. People will not distinguish between the Federal and the State Governments.

Liberal Governments are the authors of the outrageous and record high State Government charges and they will take the electoral consequences. State and Federal Liberals are all part of the same system, and they are responsible for the mess that has been created. In 1983 the electors will reject also the hypocrisy of this Government and the Federal Government.

The conservatives are forever imploring organised labour to accept the umpire's verdict and the Hon. Fred McKenzie has alluded already to this matter at the conclusion of his remarks. The conservatives implore unionists to accept the umpire's decision, yet when the umpire makes a decision that the Government does not like, what does the conservative Administration do, Federal or State? If it is running true to form, it changes the rules, and changes them retrospectively, what is more.

As an illustration of that fact, I ask members to cast their minds back to 1980 when the nurses in Government hospitals received a five per cent wage increase. What did the Government do in that case? It threatened that a certain number of nurses would be sacked to offset the increase. If any tactic displayed the Government's arrogance and real contempt for the industrial process in general, that tactic certainly did. It shows what the Government really thinks of the independence of the Industrial Commission. Surely by threatening to sack the nurses the Government was trying to influence the commission not to award the increase. It is no good saying the unions must abide by the umpire's decisions when Governments will not abide by them. It is a case of Governments in glass houses throwing stones.

In a related move the Government also persuaded the hospitals to embark on a cost-cutting expedition to save some arbitrary amount of money to help balance the State Budget. As far as the hospitals dispute was concerned, the hospital workers in general—nurses and other workers in hospitals—copped the cuts that were made. They copped them sweet and the Government pretty well did what it wanted to do.

When 1981 rolled around, the Government was looking for other areas in which to cut costs and it

picked on education. The game became a lot tougher in this area. I was very closely involved with the education dispute last year when the "Little Sir Echo Razor Gang" decided that the education vote was ripe for pruning. It recommended these cuts to the education vote in pursuit of this Holy Grail of a balanced Budget, this magical concept of a balanced Budget. Why a balanced Budget is necessarily good, I do not know. Perhaps it has some aesthetic appeal to this Liberal Government. The teachers were expected to cop the cuts sweet also.

To be fair to the Government, if the Teachers' Union had acted on past performances, the chances are that the teachers would have copped it sweet. However, the Government was in for a shock. The Teachers' Union stood up for its principles and together with massive parental support—mainly from parents' action groups which were formed for this fight rather than the parents and citizen's groups which are lame duck organisations really—the education vote was substantially maintained. When the Budget was brought down, the education vote was much as it had been. The Government had to prove that it was big and strong and really in charge of the place, so it then turned its guns on the ancillary staff in schools—the least well-defended members of the school staff.

The Government reduced the hours of such people as laboratory assistants, library aides, and clerical assistants. Much heartbreak was caused to the people affected and schools were disrupted, but the amount of money saved was a drop in the budgetary ocean. The people concerned are amongst the lower paid workers in the education system, and so cuts to their hours of work saved virtually no money at all.

The Government's whole approach to health and education was wrong. The Government was saying that a State as wealthy as Western Australia cannot afford a health system to look after the sick nor a decent education system to educate the young. That is just arrant nonsense. The money is there; it is just a matter of reordering priorities.

We are not an impoverished third-world nation; we are a wealthy nation by world standards. Surely education and health should be "first cabs off the rank" when we are allocating funds. What in the world is a Government in power for if it cannot meet these basic needs of a civilised society? Certainly the health of our people and the education of our children deserve a high priority.

What was the Government's reaction to the teachers' stand on the proposed cuts? That is a rhetorical question. The Government's approach to the teachers was the same as its approach to anyone who disagrees with it; it embarked on a campaign to try to blacken the character of people involved and to impugn their motives. The teachers were charged with being subversive, disrupting the education system, and poisoning the minds of the students with their radical talk. The then Minister for Education even accused the executive of the State School Teachers' Union of Western Australia of being a bunch of Marxists.

Anyone who knows the history of the Teachers' Union would know that remark is just laughable. In fact, it shows how out of touch the Minister of the day was. As a group, teachers could hardly be described as militant. Generally they are rather conservative and, in my opinion, too accepting of higher authority. The executive of the Teachers' Union reflects its membership. When the teachers got steamed up about the proposed cuts in the education vote, they must have taken the matter rather seriously. As I said earlier, teachers as a group are rather conservative, but in the broad membership of the Teachers' Union there was wide support for the action taken by the union to try to maintain the education system at the level at which it had been working previously.

Taking a wider look at industrial relations generally, a situation has existed for some time where normally quiescent Government workers have increasingly come into dispute with their employer. It is clear the Government must be doing something wrong. Nurses, teachers, public servants, and firemen—there have even been mutterings of discontent from the Police Union—have been involved in industrial disputes. Surely all of them cannot be out of step while the Government is the only one in step. There must be something wrong with the attitude of the Government.

Since the Tonkin Government was defeated in 1974, Western Australian Cabinets—the present one is no exception—have behaved as if they had a mortgage on all the wisdom and common sense available. They believe that anyone who disagrees with them must be wrong or misguided, a subversive, a fifth columnist, or perhaps a dash of all of those.

I have two dogs called Ketch and Beau. They are pure bred "biters". I am sure either Ketch or Beau would have more common sense than all the members of the new Cabinet. Acting together this canine combination would be a brain's trust compared with the gaggle of Ministers in the present Cabinet.

The one point which is obvious from the Government's attitude to opposition and its reaction to criticism is that it has forgotten—if it ever knew—that we have a pluralist society in this country. Democracy is a dynamic thing. It is more than just going to the polling booth every three years or, in the Federal sphere, if Malcolm Fraser calls for a double dissolution, every 2½ years or every five minutes! Democracy is groups and individuals interacting with each other and with government.

If a group of workers take industrial action, they cannot be described as fifth columnists trying to destroy the fabric of society. They are ordinary Australians with a grievance, protecting their rights. Usually industrial disputes arise after protracted negotiations have broken down for some reason. Sometimes it is the fault of the union; I am not saying unions are never to blame. However, a great deal of the time—and this is never published in the Press—it is the fault of management and the employers.

The one-sided treatment accorded industrial disputes in the Press depicts the unions as the bad guys all the time. In fact, that is not the case. It takes two to make an argument and, more often than not, it is the intransigence of the employer which causes industrial disputes. It should be borne in mind also that conservative Governments are likely to stir up disputes, especially if there is an election in the air. Conservative Governments believe it is worth while kicking the unions prior to an election, in the hope that they will get more votes or get the people to tar the Labor Party with some industrial dispute the Government has cooked up itself.

If unions are involved in industrial disputes, it does not mean they are trying to undermine or subvert the State or destroy society. They are protecting their rights. They have a grievance and, surely, in a democratic society which prides itself on being open, it is their right to take such action.

When the conservative forces—and I am talking about Ministers for Labour and Industry in Liberal Administrations—talk about “responsible unions” and “responsible union leaders”, they really mean tame cat unions and “Uncle Tom” union leaders. They believe unions should be an extension of the State apparatus or controlled strictly as they are in the USSR, Eastern Europe, South Africa, and other dictatorships like El Salvador—which recently had an election, so perhaps it must be democracy—Brazil, Argentina, Chile, and Singapore, just to name a few. There are no strikes in those countries. One does not have a

strike in El Salvador or Brazil; but the economies of such countries are not healthy and neither are their societies. They are closed societies.

When the free trade union, Solidarity, was formed in Poland, leaders of conservative Governments around the world—the Government here included—praised it. President Reagan was involved in a world-wide television extravaganza, “Let Poland be Poland”; but he will not let El Salvador be El Salvador. Conservative Governments around the world praised Solidarity and the steps it was taking on behalf of the people of Poland. However, those Governments forgot one issue: The sorts of things Solidarity is seeking for the workers and people of Poland are exactly the same sorts of things the union movement in Australia has fought for in the past and is fighting to maintain right now. Action speaks louder than words.

In order to look at the industrial front, I shall consider a dispute which recently caused a good deal of annoyance to the Government in this State. The Government got a lot of Press out of the dispute and a great deal of the discussion was rather emotive. I refer to the hospital laundry dispute.

The Government adopted a paramilitary approach to that dispute. That was evident in the way it talked to the Press, in its contingency plans, and the employment of volunteer workers. In the final analysis, to crush the strike, the Government used police power to manhandle women and to bring in scab labour. The Government referred to them as “volunteers”, but that is a new concept when one considers they were paid \$100 a day.

However, if that paramilitary response to the hospital laundry dispute is any guide to the Government's attitude, the Minister for Labour and Industry and the Government have more in common with General Jaruzelski and the martial law authorities in Poland than with Lech Walesa and the Solidarity trade union movement. Conservatives have to realise that part of the price of genuine free trade unions in a relatively open, pluralistic, and democratic society is a certain level of industrial disputes. If we have free trade unions which are not under the control of the Government, disputes will occur, not because they are caused by the unions, but because there is a free interchange of ideas and, when confrontations occur, unions may react. If employers do something unions do not like, they may react in a way which obviously may lead to a dispute.

In a free, open, and pluralist society which calls itself democratic, with genuine free trade unions, there will always be a certain level of industrial disputation. The alternative to that, where there are no industrial disputes, and where the unions and union leaders do what they are told, is not a democracy. One has only to look at what is happening in El Salvador, Argentina, and Brazil where people disappear and are never heard of again, and where people are put in prison and the key is thrown away, to see what I am putting forward is correct. Those are the sorts of societies where the trade union movement is under the heel of the Government. In Russia people are sometimes thrown into psychiatric hospitals to keep them quiet.

I should like to turn now to a matter which is paramount in this State; that is, electoral and parliamentary reforms. Parliamentary democracy in Western Australia reminds me of a Hollywood western film set viewed from Main Street. With apologies to Gary Cooper, in "High Noon" it looks okay. Everything is there including the general store, the saloon, the sheriff's office, and the livery stable. However, if, for example, one ventures into the saloon, one finds it has only one wall and that is the front wall. It, like all the other buildings, is a facade.

Democracy in this State is just like Main Street on the movie set. We have all the trappings of democracy—a Parliament, electors, regular elections, ballot papers, poll clerks, and returning officers—however, it is really the shadow; it is not the substance at all. The whole box and dice is a sham and a fraud. The elections are pretend elections and the Parliament is a toy parliament elected on rigged and gerrymandered boundaries.

The one point that makes Western Australia a "shamocracy" and not a democracy is that 50 per cent plus one of the electors voting together cannot change the political complexion of this House or the other place. In all elections held since 1890, the conservative forces have never lost, despite the Labor Party having had a majority in the Legislative Assembly and being able to form a Government for roughly half the time since the turn of the century. If the Legislative Council were a racehorse, the stewards would have been called in long ago! Judging by the penalties they have handed down recently, the penalties handed down in this case would be pretty severe!

The distortion in representation between city and country electors in both Houses is grotesque. The whole basis on which the Parliament is constituted makes a mockery of democratic principles. As I said earlier, it is a toy parliament

and a toy parliament cannot have any moral force.

To paraphrase a well-known statement, democracy must not only be said to be done, but it must also be seen to be done. Democracy can be seen to be done only if all electors are equal before the electoral laws of the State. That can be achieved only by repealing the Electoral Districts Act and enacting legislation to enshrine the principle of one-vote-one-value.

The people of this State will not accept electors in one area getting two, three, five, or, in some cases, 15 ballot papers while electors in another part of the State get only one ballot paper. The Liberal Government hides behind the notion of an independent Electoral Commission. I am not disputing the fact that the commissioners are independent, because they are independent; but they are hamstrung by the restrictive regulations of the Electoral Districts Act which were not written by independent commissioners. They were written by this Parliament—by conservative Governments. The Act itself was not written by independent commissioners and, therefore, it is a very political document.

Let us look at the Parliament itself. The Liberal Party says this Chamber is a House of Review. In fact, it is a rubber stamp for Liberal Governments and a brick wall for Labor Governments. In the eight years of the Court-O'Connor Liberal Administration, this House has not rejected one Bill. However, in the three years of the Tonkin Labor Administration, it rejected 21 Bills. The figures speak for themselves.

This Chamber represents entrenched power and privilege. It has more power than the Australian Senate, and that has more than enough. There is no deadlock-solving mechanism. As members opposite know only too well, this House can reject any Bill, including money Bills, or the whole Budget for that matter. This House can force the Government in the Legislative Assembly to repeated elections without having to face the people itself.

Surely in the name of justice and political decency it is time to end the constitutional inviolability of this Chamber. If this House is to be truly a House of Review, it must divest itself of the power to do more than delay legislation for a set period of time, say six months. The basis of its election should be changed to proportional representation with the State as a single electorate. These reforms, coupled with a more extensive committee system, would result in this House playing a positive role in the genuine review of Government legislation. If the Liberal

Party is a believer in democratic principles, it could have no serious objections to the reforms I have proposed. I call on the Government to establish an all-party joint committee to draw up legislation to enable these long overdue reforms to be considered at a referendum.

I turn now to an area of vital interest to people living in the metropolitan area—public transport. An issue of public transport which has exercised the minds of many people living in the South Metropolitan Province is the closure of the Perth-Fremantle railway line. The incoming Labor Government of 1983 will reopen that line; but it is absolutely incredible that the line was closed in the first place. We need more and better public transport, not less.

One of the arguments in support of closing the line was that the patronage had fallen off, the Friends of the Railway dispute the figures the Government put out at the time of the closure, but if we accept for the time being that on face value the Government's figures were correct, we must ask why the patronage of that line fell off. Possibly one reason relates to the old rolling stock. I believe some of the bogies were made in 1885, and many of the old cabins had not been modernised, or had not been maintained for quite some period. The rolling stock did not look attractive—it was old-fashioned—and I am sure that deterred many people from travelling on the line.

Perhaps the service was not advertised sufficiently. Many people who saw a train using that line may not have thought of catching a train to their destination or, in particular, to and from work.

Perhaps the drop off in patronage was as a result of the activities of the MTT. It administers suburban rail services, and at the time the Perth-Fremantle railway line was open, the MTT competed with that line instead of complementing it. If the MTT provided a feeder service to that line instead of operating buses alongside it, the railway line could be viable. The MTT could take passengers to the railway stations between either Perth and Fremantle and in that way increase the patronage.

If any members visited the Fremantle Railway Station when the Perth-Fremantle service was in operation, they would have realised that if someone wanted to catch a bus at Fremantle he had to walk a mile up town to change over. If the bus terminal had been located near the station people could have easily changed over from a train to a bus, or vice versa, without the necessity for a long walk.

The MTT seems to favour buses over trains. Perhaps that is a misapprehension on my part, but it certainly seems to be the case. If the MTT does favour buses over trains, it does so instead of attempting to operate an integrated transport system.

On the broader question of public transport versus private transport I will make the following observations: I expect most of us own a motorcar and it is safe to say that at least for the foreseeable future the private car is here to stay. No-one will deny the convenience of a motorcar; however, for commuting to and from work in the metropolitan area it has serious limitations. As a society we will spend more and more money on freeways. We will build these freeways to move people, but I am sure that if someone surveyed the number of people conveyed along either the Mitchell Freeway or the Kwinana Freeway he would find a predominance of one person to a car—the driver. Our freeways are built to transport only drivers from point A to point B. During the morning and afternoon peak periods our so-called freeways certainly are not freeways. Between 8.30 a.m. and 9.30 a.m. or 4.30 p.m. and 5.30 p.m. it is better to call these roadways "clogways", because traffic clogs all sections of them.

To discourage people from using private vehicles to commute between home and work will be difficult, but unless we do, this city of ours will be strangled by a spaghetti junction of flyovers, crossovers, and on-ramps and off-ramps—we will end up planning solely for the car instead of for our people.

People will not be weaned off cars if the alternative is waiting 10 minutes to half-an-hour for a bus. People need a fast, efficient and integrated public transport system to encourage them not to use their private vehicles.

Such public transport systems do not come cheap, but the cost can be weighed against the cost of a freeway. I do not know the cost of the Mitchell Freeway or the Kwinana Freeway, but I daresay they were not cheap. The Kwinana Freeway now has another lane and will be extended further south, and that extension will cost a great deal. If we do not do something about encouraging people to use public transport we will have to spend more and more money on freeways.

I welcomed the statement of the Leader of the Opposition when he referred to the present situation regarding Servetus Street and the north-south freeway. The incoming Labor Government in 1983 will have a fresh look at that freeway, particularly in regard to the Servetus Street

section of it. We should face the fact that this freeway may not be necessary.

Building freeways to cater for projected traffic density increases is a self-fulfilling prophecy. If we build more freeways, more people will use them; but if a proper public transport system is provided the necessity for more freeways could disappear.

In terms of rational urban planning we have a tiger by the tail. If ever we are to let go in time we must start to rethink the question of public transport versus freeways, and we must do so now.

I will relate a personal experience from which I will draw some points. Thursday, 15 April 1982, will mark the second anniversary of what I have termed the beginning of the rest of my life. On 15 April 1980 after spending most of the day in the sun at an interschool swimming carnival I collapsed and fell heavily in the science staff room of the Applecross Senior High School. I fractured my skull and was admitted to Sir Charles Gairdner Hospital where I underwent emergency surgery the same evening. I was in a coma and remained in that coma under intensive care for the following three weeks, during which time I came very close to death.

During the early part of my recovery I was confined to a wheelchair; I could not keep my balance and had to learn to walk all over again. I am very lucky to be standing here delivering this maiden speech.

I survived largely unscathed—I have a limp and a few scars—because of the skill and dedication of the doctors and staff of Sir Charles Gairdner Hospital and ward 1 of the Shenton Park Rehabilitation Hospital.

No small part was played in my recovery by my wife Cheryl. I owe her a great deal for her love, her strength and her courage, and above all her tolerance in very traumatic and difficult circumstances. I must thank also two very close friends, Dick and Kath Gallop, and the families of my wife and I, for the support they gave Cheryl during that time.

I related that piece of personal history as a means of drawing attention to a growing problem in our community. I was lucky; my number was not up—modern technology did the trick. However, in many cases the story does not end as happily, and patients are discharged from hospital with quite serious handicaps as a result of severe brain damage. The families of such people must somehow cope with the situation, but precious little help and advice is given to them in order to get them over the crisis.

A group trying to fill the gap is the Head Injured Society of Western Australia. It was formed only two years ago—about the time I was in Sir Charles Gairdner Hospital—and already has purchased premises at Alfred Cove. Recently HIS completed a \$17 000 extension to its property which is called "Head Injured House". The house provides hostel care, and some therapy for a few patients.

As members would appreciate, the house originally was a suburban dwelling and does not have adequate space for more than a few patients. Head Injured House also provides accommodation for families of country patients during the critical days immediately after head injuries are suffered by these patients.

HIS has produced a pamphlet which I will quote. The pamphlet sets out the society's arguments and objectives and is entitled, "Every week approx 30 Western Australians are admitted to metropolitan hospitals with head injuries". Inside the cover it states—

Each year in Western Australia alone more than 6 000 people on average are admitted to hospital with head injuries* 1 500 of these will have injuries severe enough to require treatment in a rehabilitation hospital—that's 30 new cases each week. Fifty per cent of the injured will be between the ages of 15 and 34, most of them are admitted following motor accidents.

(*FROM HOSPITAL MORTALITY/MORBIDITY DATA 1977: INTERNATIONAL CLASSIFICATION OF DISEASES)

The increasing incidence of head injuries, particularly amongst the young, is part of the price it seems we must pay for the way we live today. But it is often only when the patient returns home that the full social implications of his condition become apparent. The Head Injured Society was constituted to provide support for both the injured and their families.

H.I.S. and what it stands for

The Head Injured Society of W.A. (H.I.S.) was established in 1980 by a group of representatives from patient's families and professionals working in the rehabilitation of head injured patients. The Society aims to:

ASSIST families of head injured patients through advice, discussion and counselling during the acute, long-term and post-discharge phases of patient care.

INCREASE community awareness of the particular problems faced by the patient and his family.

IMPROVE community after-care facilities for the patient during the post-discharge period.

EDUCATE families of head injured patients and the general public at meetings by involving guest speakers employed in neurosurgical rehabilitation.

The Head Injured Society sees as its major goal the establishment of a modern, self-contained centre which would provide permanent accommodation, day care and counselling facilities.

H.I.S. sees the establishment of this centre as a matter of urgency.

Why a centre is necessary

Today more than 50 head injured patients with severe physical and intellectual impairment are located in nursing homes throughout the State. Generally speaking, they have no regular access to specialist treatment within these nursing homes. Any re-assessment of these patients' requirements can only be undertaken at one of the rehabilitation hospitals. This poses particular problems for country patients who comprise 40 per cent of the total.

Patients who return home and their families often face considerable adjustment difficulties. Many of the patients are young and as a result of the injuries and the current economic climate face employment difficulties. A specialist centre could provide a support link for patients and families and could additionally provide employment opportunities as an integral part of the centre.

The problems of the head injured are a serious consequence of living in the modern world... need for a specialist centre for post medical rehabilitation is clear. You can help.

I think this Parliament can help.

The centre described obviously is needed for patient rehabilitation and equally needed for patients' families. Families caring long-term for head-injured patients need a break every once in a while, otherwise the stress involved can impair their own health and put strains on family relationships. The head injuries sometimes result in permanent disability, which means that the families will be involved in care for the patient for the rest of their lives, and perhaps the patient will need care after his or her parents have passed on.

During my earlier remarks on public transport I left for mention until now that putting more cars on the road will mean more accidents, and most serious head injuries are caused by motor vehicle accidents. When I was in hospital I was asked by anyone who came by, "Did you have a car accident?" People were quite astounded to hear that I fell and hit my head on a floor.

It is a fact that most head injuries are caused by motor vehicle accidents. As we build more freeways we encourage more people to drive their own vehicles, and that will cause more trauma on the roads and many more head injuries. The pamphlet mentioned the age group of 15 to 34 years. The people of that age group are most likely to suffer because they are the people we are encouraging to use our freeways. Modern technology will keep them alive if they are involved in an accident and suffer injury, and we must accept that because of their youth and strength, and health in the rest of their bodies, they will live for a long time and will need care during that time.

Questions involving public transport relate not only to moving people around, but also to the number of road accidents our society must bear. If road accidents were regarded as a disease I am sure there would be public outcry for something to be done about this epidemic that is causing so much trauma and death. Our road toll, the number of people killed, is merely the tip of the iceberg in terms of the amount of suffering caused by road accidents. People injured badly and perhaps debilitated for the rest of their lives are a long-term problem with which society must cope.

As a civilised community we must provide for these people. We need facilities for head-injured patients. It is one of the many priority areas and the need for facilities will increase; it should be looked at now.

For further background on this subject, I recommend that honourable members read an article which was first published in the *Washington Post* and was published in *The West Australian* on Monday 29 March 1982 on page 63. The title of the article is "Little Hope for Coma Victims". It is about a 14-year-old boy who had an accident and has been in a coma for 33 weeks. The article is also about the problems being faced in the United States with head-injury victims. In America 700 000 people receive head injuries each year.

In conclusion I shall quote from a speech delivered at a seminar in November last year. It was delivered by a Mr Kelvin Buchanan who is the Chairman of the Head Injured Society of

Western Australia and whose son is one of the victims. Under the title "OF" it reads—

Ten minutes is insufficient time to cover a speech of this situation so I have confined my talk to headings prefixed by OF. You will appreciate that any one of these headings could be discussed at great length.

HEAD INJURED PATIENT IN THE NURSING HOME

OF.

1. The heartache OF being told your son has failed to improve sufficiently to remain in a closed intensive nursing situation such as Ward 1.
2. OF the feeling of utter despair when seeking suitable C Class hospitalisation and the realisation that none of them is what he needs.
3. OF steeling yourself finally to select one against all your feelings.
4. OF placing him in there and the distress in doing so.
5. OF visiting him in this situation and the guilt one feels.
6. OF knowing he is not getting enough specialist treatment such as physiotherapy, hydrotherapy, Nursing (to quality the nursing aspect, the C Class hospital nurses do a wonderful job and we know they love our people, but we feel neuro-nursing is a special field of nursing and they are entitled to that.)
7. OF the intense joy of bringing him home.
8. OF the heartache of taking him back.
9. OF the devotion of his mother and the wonderful way only she can handle him.
10. OF your other children's acceptance of him and their love and understanding.
11. OF the love you feel for the other children when you watch one wipe his mouth or cuddle him or tend to him in any way.
12. OF the pride you feel when he reacts unfavourably to any of his brothers or sisters and how even though this hurts them terribly they return love.
13. OF the realisation of knowing against your heartfelt feelings that we couldn't cope with him at home all the time.
14. OF the never-ending feeling of loss and sorrow.
15. OF watching his friends drop away and finally stop visiting him.
16. OF the hurt you feel for him when this happens.

17. OF attending his friends' engagements and weddings and the realisation that this will never be his.
18. OF knowing he is very aware but can't communicate.
19. OF being advised to low-key your attention to him and get on with life and the other children (our response to that is—you try it!)
20. OF being told after 18 months' hospitalisation that he needs 32 fillings and there is little chance of saving his teeth.
21. OF the worry of what happens when we have gone.
22. OF watching him waste away and the constant battle to maintain weight and some form of muscle tone.
23. OF being unable to alter the situation and the remembrance of him as a little boy saying "fix it, Dad" and knowing this time you can't.
24. OF having to look him in the eyes and tell him so.
25. OF watching his mother visit every day not because she has to but because she wants to.
26. OF the joy of any gain however small, like November 8th when his finger found his mouth.
27. In summation these have been a few of the problems, situations and feelings of the parents of a head injured son in a nursing home. There are many more and we fervently hope very soon this will all change, as indeed it must for it is an intolerable situation.

With those comments I conclude my remarks in this Address-in-Reply debate and support the motion.

Debate adjourned, on motion by the Hon. P. H. Lockyer.

ADJOURNMENT OF THE HOUSE

THE HON. I. G. MEDCALF (Metropolitan—Leader of the House) [8.50 p.m.]: I move—

That the House do now adjourn.

Rental Housing: Relocation Assistance

THE HON. ROBERT HETHERINGTON (East Metropolitan) [8.51 p.m.]: I wish to make reference to a problem in my electorate, which the Hon. Fred McKenzie faces in his electorate, which others may have, and which has not been satisfactorily answered by the Chief Secretary representing the Minister for Housing. I asked two questions, one on Wednesday and one today,

about the fact that because the State Housing Commission has not enough houses and funds, pressure has been put on pensioners and widowed people who occupy housing which is larger than their physical needs require to move into smaller housing. Pressures are being put on them, by the State Housing Commission, to move. One understands the reasons that this is so and one understands the distress it causes many people.

I have asked a question as to whether expenses will be paid, because people have been coming to my office and saying that they have been pressured to move and have not been told of expenses being paid; although I am informed by the answer to my questions that this is routine. It may be that these people are informed but they are informed in such a way that in their distressed state they do not understand.

I appeal to the Minister to carry to his colleague in another place the message of the need to inform people of what is occurring. There seems to be an apparent inconsistency in this matter because when my office made inquiries about one case recently we were told that the woman concerned could have either the transfer of her telephone paid or the expenses paid for the removal of her furniture. It was a case of one or the other; yet, in the answer I received from the minister today, it appears that expenses will be paid in both circumstances. I hope the answer means what it says and that if it does mean what it says, the people in the SHC will be told that it means what it says. If it does not mean what it says, I hope the Minister in another place will

take some care to ensure this is the policy and that the policy enunciated is the policy that will be carried out.

Of course I received a double-shuffle in answer to my question. I have become accustomed to such answers from this Government and it does not seem to have changed with the change at the helm. The answers have been that each case is treated on its individual merits and of course that is a let out.

I am raising this matter in the House in the hope that the fourth estate—that is, the Press of this State—should report us in the daily papers and give this matter some publicity so that people will realise that it is a policy of the SHC and the Minister that if people do shift from larger to smaller accommodation their reasonable expenses will be paid by the commission.

Of course, that is only as it should be. If the SHC wants people to give up their homes so that larger families can be housed in them, the commission should pay their removal expenses as well as the expense involved in transferring telephones.

If this is now the firm policy of the Government, and if it is carried out, I applaud it. I can only hope that the people who are in this distasteful position will be made fully aware of their rights and entitlements if they are asked to leave their homes.

Question put and passed.

House adjourned at 9.56 p.m.

QUESTIONS ON NOTICE

EDUCATION: NON-TEACHING STAFF

Working Hours: Reduction

33. The Hon. D. K. DANS, to the Minister representing the Minister for Education:

I refer the Minister to decisions made November last relating to reductions in working hours of non-teaching staff and ask: For each of the non-teaching categories—

- (a) library aides;
- (b) laboratory assistants;
- (c) clerk typists; and
- (d) teaching aides—

- (i) how many staff have incurred any reduction in their working hours;
- (ii) how many staff have had their working hours reduced by at least 50 per cent;
- (iii) how many staff have had their working hours reduced by at least 20 per cent;
- (iv) how many staff have had their working hours reduced to zero; and
- (v) will the Minister list those schools in which the hours of library aides have been reduced by at least 20 per cent?

The Hon. R. G. PIKE replied:

(i) to (iii)

(i) to (iii)	Total Number of Staff Re- ductions	Full-Time Employees Reductions		Part-Time Employees Reductions	
		50% +	20%-49%	50% +	20%-49%
Library Aides	331	22	67	83	87
Laboratory Assistants	87	Nil	Nil	4	36
Clerk Typists	241	1	48	10	84
Teacher Aides	292	Nil	33	77	132

(iv) Nil.

(v)

Primary Schools

Albany
Allenswood
Amaroo
Anzac Terrace
Ashfield
Australind
Baler
Balga
Balga Junior Primary
Bassendean
Bayswater
Beachlands
Beaconsfield
Bellevue
Belmont
Bencubbin
Bicton
Birralee
Booragoon
Boulder
Boulder Junior Primary

Boyanup
Braeside
Bramfield Park
Brunswick
Byford
Cannington
Carcoola
Carey Park
Carnarvon
Castletown
City Beach
Como
Cooina
Cooke Point
Coorow
Cowaramup
Cranbrook
Dampier
Darlington
Davalia
Deanmore

Dianella
Dianella Heights
Doubleview
Dudley Park
Duncraig
Dwellingup
East Carnarvon
East Claremont
East Fremantle
East Hamilton Hill
East Maddington
East Manjimup
East Maylands
Eaton
Eden Hill
Embleton
Flinders Park
Floreat Park
Forrestdale
Geraldton
Gibbs Street
Glendale
Goldsworthy
Gooseberry Hill
Graylands
Gwynne Park
Hampton Park
Harvey
High Wycombe
Highgate
Hillman
Hilton
Hollywood
Illawarra
Jolimont
Kalamunda
Kalgoorlie
Kambalda
Kapiara
Karratha Junior Primary
Karratha
Karrinyup
Kelmscott
Kewdale
Kinlock
Koonawarra
Koonoodla
Koongamia
Koorilla
Lathlain
Leederville
Leonora
Lesmurdie
Lockridge
Lockridge Junior Primary
Lynwood
Maddington
Mandurah
Maylands
Melville
Melville Junior Primary
Middle Swan
Midvale
Millen
Mingenew
Mirrabooka
Mosman Park
Mt Hawthorn
Mt Hawthorn Junior Primary
Mt Lawley
Mt Lockyer
Mt Pleasant

Narrogin
Newborough
Newman
Newton
Nollamara
Nollamara Junior Primary
Noranda
North Balga Junior Primary
North Beach
North Fremantle
North Innaloo
North Merredin
North Parmelia
North Perth
North Perth Junior Primary
North Tom Price
Nulsen
Orelia
Palmyra
Phoenix
Pinjarra
Port Hedland
Quinns Rocks
Rangeway
Richmond
Rivervale
Rockingham Beach
Rocky Gully
Rocbourne
Rosalie
Rossmoyne
Safety Bay
Scarborough
Shelley
South Bunbury
South Coogee
South Merredin
South Perth
Southwell
Subiaco
Sutherland
Swanbourne
Takari
Tambellup
Tammin
Thornlie
Three Springs
Tom Price
Tranby
Tuari Hill Junior Primary
Tuari Hill
Waggrakine
Wanneroo
Wanneroo Junior Primary
Warnbro
Warwick
Wattleup
Wembley Downs
West Greenwood
West Leederville
West Morley
Westfield Park
Westminster Junior Primary
White Gum Valley
Whiteside
Wickpin
Wilson Park
Wilson
Winterfold
Wirrabirra
Woodlands
Yokine

Senior High Schools

Applecross
Armada
Balcatta
Balga
Belmont
Carine
Churchlands
Craigie
Girrawheen
Gosnells
Hamilton
Hampton
Hollywood

John Curtin
John Forrest
Kensington
Kewdale
Manjimup
Melville
Mirrabooka
Morley
Newton Moore
North Lake
Perth Modern
Rossmoyne
South Fremantle

High Schools

Bridgetown
Cecil Andrews
John Willcock
Lesmurdie
Margaret River

Maddington
Safety Bay
Swan View
Warwick

District High Schools

Beverley
Boyup Brook
Broome
Bruce Rock
Bullsbrook
Carnamah
Cunderdin Agric.
Dajwallinu
Derby
Donnybrook
Exmouth
Gnowangerup
Kellerberrin
Kojonup
Kulin
Morawa

Mukinbudin
Mullewa
Naanup
Norseman
Northampton
Paraburdoo
Pemberton
Pingelly
Tom Price
Toodyay
Wongan Hills
Wundowie
Wyalkatchem
Wyndham
York

EDUCATION: PRE-SCHOOL

Three-plus-year-olds: Subsidy

34. The Hon. W. M. PIESSE, to the Minister representing the Minister for Education:

- (1) To what country pre-schools is the subsidy for three-plus children being paid?
- (2) How many three-plus children are enrolled in—
 - (a) Katanning;
 - (b) Williams;
 - (c) Bridgetown;
 - (d) Darkan;
 - (e) Gnowangerup; and
 - (f) Cadoux?

(3) How many sessions per week for three-plus children is each one of these centres providing?

The Hon. R. G. PIKE replied:

- (1) Applications are just being received and most approvals are expected to be forwarded this week.

(2) and (3)

Centre	3 + children	No. of Sessions
Katanning—Cliff St.	69	2
Katanning—Conroy St.	3	4
Williams	17	2
Bridgetown	12	2
Darkan	—	1 session proposed
Gnowangerup	19	2
Cadoux	—	—

RAILWAYS: FREIGHT

Rates: Increases

35. The Hon. D. K. DANS, to the Minister representing the Minister for Transport:

The 1981 Westrail annual report (page 16) refers to "increases of up to 20 per cent in freight charges"—

- (1) What were the freight charge increases during 1980-81 for each of the separate categories—

- (a) general goods;
- (b) ores and minerals;

- (c) grain; and
- (d) coal?

(2) Were the freight charges increased for bauxite and woodchip traffic during 1980-81?

(3) Where precisely were these freight charge increases for 1980-81?

The Hon. G. E. MASTERS replied:

- (1) (a) General increase of 15 per cent. Livestock rates were increased by 20 per cent.
- (b) Increase of 15 per cent for ores and minerals not carried under contract.
- (c) The published rate for grain was increased by 15 per cent effective from 1 November 1981. However, a contract was signed with the grain industry based on a new radial rating concept where no client received more than a 15 per cent increase.
- (d) The published rate for coal was increased by 15 per cent. However, the major coal movements are covered by freight agreements which carry escalation clauses.
- (2) Yes.
- (3) Bauxite and woodchips are transported under special agreements and the details are confidential between the parties concerned.

HOUSING: BUILDING SOCIETIES

Borrowings

36. The Hon. F. E. McKENZIE, to the Minister representing the Treasurer:

(1) To what extent does the Government guarantee building society finances?

(2) In the general scrutiny of building societies, can the Government advise—

- (a) is it a fact that some building societies are borrowing at 21 per cent on the short-term money market; and

(b) if not, will the Government ascertain the rate?

(3) Will the Treasurer assure Parliament that the Government's own investments on the short-term money market are not accepting these rates in whole or in part—

- (a) directly; or
- (b) indirectly?

- (4) What steps has the Government taken to assure the liquidity of building societies?

The Hon. I. G. MEDCALF replied:

- (1) The Government does not guarantee any permanent building society's finances.

Terminating building societies are guaranteed under the Housing Loan Guarantee Act to the extent of approximately \$3.5 million a year in aggregate.

- (2) (a) In the periodical inspection of building societies' accounts the average cost of funds is monitored. The overall average cost of short-term funds at present approximates 12.75 per cent.

However, short-term rates are currently high and are expected to remain at high levels throughout the June quarter period of tight liquidity.

Some quotes on the short-term market are running as high as 20 per cent but I am unable to say whether societies are borrowing at those rates for their short-term cash requirements.

- (b) The building societies have an excellent record in financial management and it would serve no purpose to ascertain the marginal rate some societies may pay in the market for short-term requirements which would be quite small in relation to their total borrowings.

- (3) (a) and (b) The Government does not place short-term funds with building societies either directly or indirectly.

However, the Government operates as an investor in the market along with other participants and accepts rates offered by the market.

- (4) Building societies are required by Statute to have a 10 per cent liquidity ratio. In practice, most societies have a 15 per cent to 18 per cent liquidity ratio and, in addition, they make their own arrangements for further standby facilities.

WATER RESOURCES: IRRIGATION

Camballin

37. The Hon. H. W. GAYFER, to the Minister representing the Minister for Lands:

- (1) What has been the annual cost of—

- (a) maintenance; and
(b) works of a capital nature;

on the barrage dam at Camballin since its inception?

- (2) How many users have had access to this dam over the period since its inception, and made a contribution to its upkeep?

- (3) What is that total contribution of the upkeep?

- (4) What Government moneys, other than for the dam, have been expended at Camballin, either on site or in works associated with the enterprise, since its inception?

- (5) Who has parcels of land at Camballin, and what are the size of these parcels, and the terms of occupancy?

The Hon. I. G. MEDCALF replied:

- (1) (a) and (b) The annual capital and maintenance costs of the barrage dam have not been maintained separately since the construction of the dam in 1961. These costs are included in the total costs of the Camballin irrigation scheme.

- (2) One user has had access to the barrage dam.

- (3) Contributions towards the upkeep of the barrage dam are not separately maintained from the contributions by way of rates and water sales for the Camballin irrigation scheme.

- (4) This information is not readily available as it involves several departments and instrumentalities; for example Public Works for irrigation and town water supplies, State Energy Commission for power, Education Department, Main Roads, State Housing Commission and Agriculture.

- (5) Northern Developments Pty. Limited and AE Four Incorporated hold Fitzroy location 30—2661 hectares—and Fitzroy location 39—1899 hectares—in fee simple title pursuant to grants made in 1963 and 1981 respectively under the terms of the Northern Developments Pty. Limited Agreement Acts 1957 and

1969-78. Entitlements to further land tenure and terms of occupancy are set out in detail in the 1981 variation agreement as ratified by Act No. 109 of 1981.

TRAFFIC: MOTOR VEHICLE INSURANCE TRUST

Investments: Shares in Listed Companies

38. The Hon. J. M. BERINSON, to the Minister representing the Minister for Local Government:

In respect of shares owned by the Motor Vehicle Insurance Trust in listed companies—

- (1) What was their total cost price?
- (2) What is their current market value?
- (3) What was the total of dividends received—
 - (a) in the 12 months to 30 June 1981; and
 - (b) in the six months to 31 December, 1981?

The Hon. R. G. PIKE replied:

I am advised as follows—

- (1) At 30 June 1981—\$9 709 920
At 31 December 1981—\$8 893 026
- (2) At 30 June 1981—\$17 045 463
At 31 December 1981—No valuation made.
- (3) (a) \$776 560;
(b) \$319 566.

TRANSPORT: BUSES

MTT: Annual Report

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

- (1) When will the 1981 Metropolitan Transport Trust annual report be available?
- (2) What is the reason for the delay?

The Hon. G. E. MASTERS replied:

- (1) It is expected to be available by next week.
- (2) A combination of factors within the Metropolitan (Perth) Transport Trust including the production and printing arrangements.

INDUSTRIAL TRAINING

Special Trade Training Unit: Skilled Tradesmen

40. The Hon. D. K. DANS, to the Minister for Labour and Industry:

I refer the Minister to the 1981 annual report of the Industrial Training Advisory Council, and in particular to comments in that report concerning the operation of the special trade training programme—

- (1) Can he reconcile the seemingly contradictory views expressed therein, whereby on pages 9 and 11, comments are made attesting to the success of the programme in addition to “generally favourable acceptance... by both employers and apprentices”, while on page 4, one learns that intake targets are less than projected?
- (2) Does he accept the view expressed on page 4 of the report that delays in some of the major resource projects have caused a slow down in the letting of contracts and consequential availability of work?
- (3) Can the Minister clarify the situation regarding the expected shortage of skilled tradesmen and give some guide as to when peak shortages will now occur?

The Hon. G. E. MASTERS replied:

- (1) The Commonwealth-State special trade training programme was developed by the Western Australian Industrial Training Advisory Council after a study of a report by the State Manpower Planning Authority. The report concerned the skilled labour requirements for major resource development projects scheduled to commence in Western Australia in the early 1980s.

It needs to be emphasised that the report was a forecast, and forecasts cannot be completely accurate in regard to future requirements because of unknown future fluctuations in the world and the Australian economy.

It is an accelerated programme involving a new concept in apprenticeship training which was supported by both the Commonwealth and State Governments, as well as employer organizations and the trade union movement.

The comments concerning the success of the scheme referred to in the annual report have been obtained from both employers and apprentices who have participated in the programme.

The Western Australian Government believes that the scheme has been a success because—

- (a) it was the first of its type or style ever introduced in Australia;
- (b) it did allow additional numbers to be trained;
- (c) the training was developed on a three year basis to enable employers to recruit and train local people rather than depend almost exclusively on future migration intakes.

While the training concept has been accepted as successful by both employers and trainees it is true that the maximum numbers were not taken on by employers.

This was caused largely by a slowdown in manufacturing areas and delays in rescheduling of some of the major resource projects.

- (2) Yes.
- (3) The current situation with the shortage of skilled tradesmen is under consideration by the State Manpower Planning Authority.

EMU BARRIER FENCE

Re-alignment

41. The Hon. TOM McNEIL, to the Minister representing the Minister for Primary Industry:

Would the Minister confirm—

- (1) That as the re-alignment of the emu barrier fence at Karara Station was at the instigation of the Agriculture Protection Board and against the wishes of the combined Emu Barrier Fence Committee, the responsibility of any loss of effective control of migrating emus in this area will rest entirely with the APB?
- (2) That should it be necessary to make any further alterations the cost of such alterations will be the Government's responsibility?

The Hon. G. E. MASTERS replied:

- (1) and (2) I refer the member to *Hansard* of—

17 September 1980 (2 questions)

18 September 1981

30 September 1981

and to the written reply by the Minister for Primary Industry to comments made by the member in the Address-in-Reply debate on 31 March 1981.

HOSPITALS: LAUNDRY AND LINEN SERVICE

Strike: Use of Strike Breakers

42. The Hon. D. K. DANS, to the Minister for Labour and Industry:

- (1) How many persons made up the strike-breaking "special force" in relation to the recent laundry workers' dispute?
- (2) What payment did each person receive?
- (3) What was the length of the shift actually worked by members of this special force?

The Hon. G. E. MASTERS replied:

- (1) Fifty. The number of people in the emergency work force was sufficient to get the laundry into operation to deal with the massive pile of soiled and rotting linen which had accumulated as a result of the strike.
- (2) One day's pay of \$100 per person was paid.
- (3) The public-spirited volunteers were employed for one full day and worked as required.

US WARSHIPS

Amphibious Landings

43. The Hon. TOM McNEIL, to the Minister representing the Premier:

- (1) Is the Premier aware that men and helicopters off an American aircraft carrier made airborne assault and amphibious landings on Western Australian soil late in 1981 and February of this year?
- (2) If "Yes"—
 - (a) did all such landings take place with the full knowledge and compliance of the State Government;
 - (b) how many men and machines were involved in the landings;

- (c) was the State Government advised on which parts of the coastline the Americans would land;
- (d) was the Government told that the men and ships had come straight from the Philippines;
- (e) were the usual quarantine controls imposed; and
 - (i) if (2)(e) is "Yes", where and when; and
 - (ii) if (2) (e) is "No", why not;
- (f) what notification had been given to landowners that helicopters and men from the American fleet would be landing on their properties; and
- (g) what recourse do the landowners have in claiming for any damage suffered in the course of these exercises?

The Hon. I. G. MEDCALF replied:

- (1) Yes. In late 1981 there was an exercise at Exmouth by US Marines to practise amphibious landing procedures rather than to develop tactical skills; hence only small numbers were landed. The exercise was attended by a senior officer of the Department of Conservation and Environment.

In February 1982 there was a normal joint training exercise on land at Lancelin which is Commonwealth leased land.

- (2) (a) Yes.
- (b) Late 1981 exercise—a small number of US marines, using two amphibious landing craft with two to four helicopters.
February 1982 exercise—300 to 400 troops with associated helicopters and equipment.
- (c) Yes.
- (d) With respect to the exercise in late 1981—yes
Personnel involved in the February 1982 exercise did not originate in the Philippines.
- (e) Yes.
In respect of the late 1981 exercise—at Cocos Islands prior to landing at Exmouth.

In respect of the February 1982 exercise—at Fremantle prior to landing at Lancelin.

- (f) There was no prior notification given to private landowners in the vicinity as it was not considered necessary.
- (g) The Commonwealth Department of Defence will consider claims. There has been no indication of any to date.

GOVERNMENT DEPARTMENTS AND INSTRUMENTALITIES

Annual Reports

- 44. The Hon. F. E. McKENZIE, to the Minister representing the Premier:

- (1) What annual reports for the year ended June 1981 for tabling in Parliament, have not yet been tabled?
- (2) Will the Premier ascertain from each authority the reason for the delay in making these reports available to Parliament, and advise the House?

The Hon. I. G. MEDCALF replied:

- (1) Public Service Board
Esperance Port Authority
Geraldton Port Authority
Metropolitan (Perth) Passenger Transport Trust
Rural Adjustment Authority
Western Australian Egg Marketing Board
Western Australian Alcohol and Drug Authority
Joondalup Development Corporation
Department of Lands and Surveys
Zoological Gardens Board
Western Australian Arts Council
Western Australian Art Gallery
Western Australian Museum
Education Department
Board of Secondary Education.
- (2) The majority of the annual reports not yet tabled are expected to be finalised and made available to the Parliament in the near future.
All Ministers, and the respective departments or authorities are aware of the need to table annual reports covering their activities as quickly as possible.

Many factors influence the time taken to complete reports including the degree of research and compilation of statistical data required, final audits, printing layouts and production schedules.

NATURAL DISASTER: FLOOD

Kimberley: Assistance

45. The Hon. TOM McNEIL, to the Minister representing the Premier:

- (1) In view of the fact that residents in the Kimberley were unable to receive supplies of fresh food by road for approximately six weeks because of flooded conditions, what action has the Government taken to relieve this situation in years to come?
- (2) Has any consideration been given to requesting the Commonwealth Government's assistance in the use of RAAF planes or personnel?
- (3) Does the State Shipping Service figure in any plans to combat this disaster in the future?

The Hon. I. G. MEDCALF replied:

- (1) In February 1979 the Government introduced, through the Western Australian State Emergency Services, measures to overcome supply problems caused by isolation. The measures involve the payment of airlift subsidy for towns, north of the 26th parallel south latitude, which become isolated due to road closure. In addition there is another scheme controlled by the Transport Commission which provides a subsidy for certain perishable items which are freighted to specific areas of the north-west and Kimberley regions.

The former scheme has not been utilised during recent road closures as the curtailment of supplies was not sufficient to warrant its introduction.

However the Transport Commission scheme has been invoked for several towns in the Kimberley over recent weeks.

- (2) Consideration has been given to requesting the Commonwealth Government's assistance. However the provision of assistance on a no cost basis is not possible because the tasks are within the capacity of local commercial enterprise and do not, therefore, qualify under the terms of the Commonwealth

physical support programme. In this context the provision of Commonwealth assistance on a payment basis is prohibitive when compared with commercial enterprise.

- (3) State Shipping Service facilities are used to transport supplies to ports of call in accordance with the requirements of supply demanded by retailers and consumers.

RAILWAYS: ELECTRIFICATION

Economic Viability

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

In view of the statement on page 7 of Westrail's annual report 1981—"A Westrail study has demonstrated the economic viability of electrifying the Kwinana-Bunbury railway and its associated branch line immediately"—

- (1) Will the Government nominate the associated branch lines?
- (2) What immediate action did the Government take to ensure the "economic viability" was achieved?
- (3) If it did take action, will the Minister advise when the electrification programme is to commence?

The Hon. G. E. MASTERS replied:

- (1) Kwinana-Mundijong-Bunbury
Mundijong-Jarrahdale
Pinjarra-Calcine
Brunswick-Collie-Collie mines.
- (2) This Government has created the environment for establishing the Worsley and Wagerup alumina projects and is promoting further expansion into aluminium smelting. These projects will assist in providing larger traffic volumes on rail to warrant electrification. The case for electrification is primarily based on the price of oil as transport fuel compared with the price of electricity. Therefore economic viability is dictated largely by world fuel prices.
- (3) The findings of Westrail's initial examination have been supported by a subsequent study undertaken by the Australian Railway Research and Development Organisation—ARRDO—and representations have been made to the Commonwealth Government for financial assistance.

Electrification cannot proceed until sufficient funds are made available to the State by the Loan Council. With the present national economic climate and the Commonwealth Government's policy for tight monetary control of public sector investments, it is anticipated any funds made available in the near future for railway works in Western Australia will be absorbed by higher-priority track upgrading projects.

HEALTH: PATHOLOGY SERVICES

Accounts

47. The Hon. TOM McNEIL, to the Minister representing the Minister for Health:

- (1) Would the Minister advise why it is necessary to send six accounts in six different envelopes, all dated for the same day, for pathology services rendered?
- (2) Has the Minister investigated the possibility of simplifying this procedure and saving the taxpayers unwarranted expense on additional postage and accounting procedures?

The Hon. R. G. PIKE replied:

- (1) The Department of Hospital and Allied Services' accounts branch is responsible for the raising of some 5 000 accounts per week. These accounts, due to State Audit and the Commonwealth Department of Health requirements, must relate to the individual pathology request made by the requesting medical practitioner. When this occurs, computerised amalgamation of accounts is not feasible.

Because of the volume involved, these accounts are burst, trimmed and enveloped mechanically into pre-printed postage paid envelopes. In order that the postage charges can be kept to a minimum, the department avails itself of the concessional bulk postage rates offered by Australia Post. To pay wages of additional staff to peruse all accounts and to sort and envelope by hand would be more costly than the additional postage paid.

- (2) The procedure has been investigated and the present system was found to be more cost efficient.

TRAFFIC: MOTOR VEHICLE INSURANCE TRUST

Investments: Interest Rate

48. The Hon. J. M. BERINSON, to the Minister representing the Minister for Local Government:

- (1) For the six months to 31 December 1981 what was the average rate of interest earned by the Motor Vehicle Insurance Trust on its investments in other than listed shares?
- (2) As at 31 December 1981 what was the total value of such investments, and of this amount, how much was invested in or with—
 - (a) State instrumentalities other than the R & I Bank;
 - (b) Commonwealth securities;
 - (c) debentures in listed companies;
 - (d) building societies;
 - (e) banks;
 - (f) cash management trusts;
 - (g) mortgages; and
 - (h) others?

The Hon. R. G. PIKE replied:

I am advised as follows—

- (1) It was 11.06 per cent.
- (2) The total value of these investments was \$187 838 272, comprising—
 - (a) State instrumentalities other than the R & I Bank—\$73 167 138
 - (b) Commonwealth securities—\$13 909 685
 - (c) Debentures in listed companies—\$32 267 669
 - (d) Building societies—\$14 750 000
 - (e) Banks—\$11 739 414
 - (f) Cash management trusts—\$3 000 000
 - (g) Mortgages—\$20 158 446
 - (h) Others—\$18 845 920

RAILWAYS: MIDLAND WORKSHOPS

Apprenticeships

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

For each of the last five years, would the Minister advise—

- (1) How many applications for apprenticeship at the Midland

railway workshops have been received?

- (2) From those applications, how many have been taken on?

The Hon. G. E. MASTERS replied:

- (1) Total applications received for Westrail apprenticeships were—

1978—1 120

1979—1 458

1980—2 087

1981—1 768

1982—1 293

- (2) 1978—150 (Midland workshops
124—other locations 26)
1979—205 (Midland workshops
180—other locations 25)
1980—187 (Midland workshops
181—other locations 6)
1981—157 (Midland workshops
144—other locations 13)
1982—120 (Midland workshops
105—other locations 15)

RAILWAYS: RAILCARS

Cost

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

Referring to the published figure of the cost of the present 10 new railcars operated by Westrail being \$8.7 million (*Daily News* 17 November 1981, page 4)—

- (1) Will the Minister advise—

- (a) how much of the \$8.7 million was for spares;
- (b) has the figure of \$8.7 million escalated since November 1981;
- (c) if so, by how much in relation to—
 - (i) the cars; and
 - (ii) the spares;
- (d) has a leasing arrangement been made for these cars, and for how many years;
- (e) who is the leasing firm;
- (f) who tendered for the leasing arrangements;
- (g) what is the annual charge for the 10 cars; and
- (h) does the charge include a continuous maintenance fee?

- (2) Which firms indicated they had the capacity to deliver by 1984?

The Hon. G. E. MASTERS replied:

- (1) (a) \$384 000.
 - (b) No.
 - (c) Not applicable.
 - (d) Yes—20 years with an option for a further period up to 20 years.
 - (e) LUL Nominees Pty. Limited.
 - (f) Westrail approached selected organisations involved with leveraged leasing. Business ethics preclude details of unsuccessful tenderers being released.
 - (g) The annual rental will not be determined until all payments have been made. However, Westrail expects the rental will be in the order of \$1 million per annum.
 - (h) No.
- (2) The year 1984 does not appear to have any significance to delivery of the present 10 new railcars.

RAILWAYS: RAILCARS

Cost

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

Referring to State Cabinet approval to purchase another 10 new railcars worth about \$9.2 million (*The West Australian* Monday, 15 March 1982, page 41)—

- (1) Is it Government policy to announce expected prices before calling tenders?
- (2) What type of railcar was specified as a basis for costing?
- (3) What were the prime sources of the costs quoted?
- (4) How much of the \$9.2 million is for spares?
- (5) Have manufacturing firms been asked to quote prospective financial arrangements?
- (6) If railcars are leased, will tenders be called for the leasing arrangements?
- (7) Will the cars be built in WA?
- (8) What preference will be given for building in WA?

- (9) Will Westrail workshops be allowed or required to tender?

The Hon. G. E. MASTERS replied:

- (1) No. The \$9.2 million quoted in *The West Australian* was an indicative cost which included expenditure other than the manufacturer's price.
- (2) Similar to those currently being supplied.
- (3) Based on costs involved with the railcars currently being supplied.
- (4) \$100 000.
- (5) Tenders have not yet been invited.
- (6) Yes.
- (7) Unknown as tenders have not yet been invited.
- (8) Normal State preference of 10 per cent.
- (9) It is not intended that the railcars be manufactured in Westrail's Midland workshops.

RAILWAYS: LOCOMOTIVES

Cost

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

Referring to the contract for 10 locomotives at \$11.6 million including major spares about April 1980, and the published statement in *The West Australian* of Saturday, 19 April 1980, page 30 "The first locomotive would be delivered in 12 months and the last in about 19 months"—as the total price is now said to be \$18.6 million for 13 locomotives (*Sunday Independent* 15 March 1982, page 11), will the Minister advise—

- (1) What is the cost of—
 - (a) spares; and
 - (b) locomotives?
- (2) What has been the percentage increase in price in each case?
- (3) What amounts have been deducted for late delivery?
- (4) What is the final cost likely to be?
- (5) Are the locomotives on lease for any period?
- (6) What is the period?
- (7) Who is the leasing firm?

- (8) What is the annual charge on the first locomotive?

The Hon. G. E. MASTERS replied:

- (1) (a) \$0.81 million.
(b) \$17.79 million.
- (2) Spares—nil
Locomotives—17.5 per cent.
- (3) None as no payment has been made to the contractor.
- (4) \$18.6 million, subject to some reduction depending on finalisation of the contractor's claims for variation of contract dates.
- (5) Yes.
- (6) 20 years, with an option for a further period up to 20 years.
- (7) LUL Nominees Pty. Limited.
- (8) Rental for individual locomotives will not apply.

Annual rental for the 13 locomotives will not be determined until all payments have been made. However, Westrail expects the rental will be in the order of \$2.5 million per annum.

HEALTH: OPPORTUNITY SHOPS

Used Clothing

53. The Hon. J. M. BERINSON, to the Minister representing the Minister for Health:

- (1) Is it a fact, as noted by the March newsletter of Amnesty International (WA Branch) that the Public Health Department has recently enforced its regulations requiring opportunity shops to launder or dry-clean all garments, and to label each garment with the name of the donor and the date of laundering?
- (2) If "Yes"—
 - (a) what public detriment has resulted from the apparently less strict requirements for laundering and dry-cleaning in the past;
 - (b) what possible public benefit is contemplated from the requirements to note donors' names and dates of cleaning respectively; and

- (c) in view of the good causes supported by opportunity shops, and the important economies they offer to customers, will the Minister review the regulations with a view to applying more common sense standards?

The Hon. R. G. PIKE replied:

- (1) No, but the following facts are relevant to the member's question—

- (i) the Health Act (bedding and worn clothing) regulations, 1966, require every article of clothing which has been used or previously worn and is for the purpose of trade sold or hired out, or offered for sale or hiring, to bear of and have attached to it a label on which there is in writing—

- (a) a statement that the article of clothing has been treated by an approved process of cleansing and disinfection;

- (b) the name and address of the person or firm who or which treated the article; and

- (c) the date on which the treatment was carried out.

- (ii) The regulations are not administered by the Public Health Department but by each local authority under the general supervision of the department.

- (iii) In response to a query from a local authority concerning the laws governing the cleaning rags and used clothing industry, the Minister for Health indicated that preliminary investigations had already been carried out by the department into the industry as a whole, and that amendments to the regulations might be considered at a later date when the investigations were complete and needs had been assessed. In the meantime, he advised that the requirements of the existing regulations should be applied.

- (2) (a) to (c) Not directly applicable, but the following facts are relevant to the member's question—

- (i) the department's investigations were completed late last month and

on 22 February 1982 a meeting was held between the department, two local authorities which were particularly affected, and representatives of a number of charitable organisations, to consider the matter and recommend appropriate amendments to the regulations.

- (ii) Several recommendations were made by the meeting, with particular reference to the requirements cited in paragraph (i) of answer (1) above. These recommendations are being considered by the department and further advice is being sought from representatives of industry and local government. When that advice is received, a report on the matter will be prepared for the Minister for Health's consideration.

- (iii) When the Minister for Health receives the departmental report on this matter, he will review the regulations.

HOUSING: RENTAL

Relocation Assistance

54. The Hon. R. HETHERINGTON, to the Minister representing the Minister for Housing:

In a situation where a family or person moves from larger to smaller accommodation by State Housing Commission request—

- (1) What does the commission regard as "reasonable" expenses?
- (2) Could this include the cost of moving furniture and the transfer of the telephone, or are these regarded as mutually exclusive under the commission's criteria of "reasonable"?

The Hon. R. G. PIKE replied:

- (1) Each case is treated on its individual merits.
- (2) Expenses that will be approved in these circumstances do include cost of furniture removal and transfer of telephone.

CULTURAL AFFAIRS: ART GALLERY

Country Tours

55. The Hon. PETER DOWDING, to the Minister for Cultural Affairs:

- (1) Is the Minister aware that his Government caused the cessation of country tours for Art Gallery acquisitions and exhibitions?
- (2) In view of the lack of access to such important cultural material in the north of Western Australia, will he ensure that such tours are reinstated and the people of the north given access to these important cultural activities?

The Hon. R. G. PIKE replied:

- (1) I am aware that country tours of acquisitions and exhibitions by the Art Gallery of Western Australia were suspended for the current financial year among many other unavoidable restrictions placed upon the Budget.
- (2) Consideration will be given to reinstating this service when the estimates for the Art Gallery of Western Australia during 1982-83 are reviewed.

ELECTORAL: ENROLMENT CARDS

Witnessing

56. The Hon. PETER DOWDING, to the Chief Secretary:

Since the State of WA is the only State requiring the restricted range of witnesses to an enrolment card for an elector registering, but not transferring an enrolment, will the Minister say whether this provision will be repealed, or if not, what is the purpose of retaining the restricted class of witnesses?

The Hon. R. G. PIKE replied:

The provision of the Electoral Act of Western Australia which requires persons seeking enrolment, where they are not already enrolled for other electorates, to have their claims witnessed by specified persons was inserted as a result of the report of His Honour Judge Kay.

The report dealt with conditions in Western Australia and the recommendation concerned was

accepted by the Government and approved by Parliament.

There is no evidence to suggest that the conditions which led to Judge Kay's recommendation have changed and therefore no change in the law is contemplated.

I refer the member to page 13 of the report, recommendation 1(iii).

HOUSING

Government Employees' Housing Authority

57. The Hon. PETER DOWDING, to the Minister representing the Minister for Housing:

I refer to the Minister's answer to question 21 of Wednesday, 24 March 1982—

- (1) Was the approach made by or on behalf of the member for Pilbara requesting the GEHA to acquire his premises?
- (2) Was the approach discontinued on advice from the GEHA or any other Government body or officer, that to further the negotiations, or to acquire the property in such circumstances, would be improper?

The Hon. R. G. PIKE replied:

- (1) and (2) I confirm that it has been consistent policy not to divulge matters of a confidential nature in answer to questions of this nature.

TRAFFIC: MOTOR VEHICLE INSURANCE TRUST

Deficit

58. The Hon. J. M. BERINSON, to the Minister representing the Minister for Local Government:

- (1) Is the Minister aware that the accumulated deficit of the MVIT as at 30 June 1981 was estimated at \$52 million as compared with an \$11 million surplus only four years earlier?

- (2) Is he also aware, from the figures provided today, that the position went \$8 million worse in the six months to the end of December?
- (3) Given that alarming deterioration in the trust's financial position—and the fact that the deficit is now very close to a full year's premium income—is it a fact that an increase in third-party premiums of almost 100 per cent is now inevitable if the trust is to remain solvent, let alone meet normal insurance standards in respect of reserves?

The Hon. R. G. PIKE replied:

- (1) Yes.
- (2) Yes.
- (3) The proposition that there may have to be an increase in the order of 100 per cent is quite ridiculous. The premise for that proposition overlooks the fact that the effect of the increase at the start of 1981-82 is not properly reflected in the premium income for the first six months and that there will be substantial investment earnings in addition to income from premiums.

The Minister is hopeful that any increase in premiums will be confined to that necessitated by inflation.

QUESTIONS WITHOUT NOTICE

INDUSTRIAL RELATIONS

Anti-union Organisations

21. The Hon. D. K. DANS, to the Minister for Labour and Industry:

- (1) Is the Minister aware of links between the Arpad Security Agency Pty. Ltd. and Mr D. H. Thomas, Manager of the Assistance and Security Pty. Ltd.?
- (2) Is he aware also of the continued involvement of Assistance and Security Pty. Ltd. with anti-union activities and the involvement of Arpad Security Agency in counter mercenary activity with the stepson of the Seychelles President?
- (3) Is he concerned that by the use of SAS officers the security firm may be perceived as a para-military anti-union force and hence a divisive element in industrial relations within this State?

- (4) Will he seek a public inquiry into the activities of these organisations?

The Hon. G. E. MASTERS replied:

- (1) to (4) I have no more knowledge of Arpad Security Agency Pty. Ltd. than I have read in the newspapers which suggest that Mr Thomas may be involved. I do not know anything for certain about that and have certainly not made any inquiries. I have no knowledge either that SAS officers are used in any of the particular activities which are mentioned. It has certainly not been brought to my attention prior to now. It has not been brought to my attention that an inquiry is needed and I will make no commitment at this stage. However, I will make some general inquiries to satisfy myself.

COURT: FAMILY COURT

Judge: Dual Commission

22. The Hon. PETER DOWDING, to the Attorney General:

I refer to the recent appointment to a dual commission of His Honour, Justice Barblett, of the Family Court of Western Australia.

- (1) Is the Attorney General aware that concern has been expressed about the failure of the State and Federal Governments to appoint all of the judges of the Family Court to that dual commission?
- (2) Can he say whether dual commissions will follow for the balance of the judges of the Family Court?
- (3) If not, why not?

The Hon. I. G. MEDCALF replied:

- (1) to (3) Yes, I am aware of a concern which has been expressed from time to time about the fact that Federal commissions have not been given to all members of the State Family Court. I have made public statements, on a number of occasions, indicating my own support and indeed I made representations to the Parliamentary Select Committee of the Federal Parliament which came here. I made those representations as strongly as I was capable of doing.

The matter is in the hands of the Federal Government and there is very little I can do about it, so I cannot say what the future may hold.

COURT: FAMILY COURT

Judge: Dual Commission

23. The Hon. PETER DOWDING, to the Attorney General:

I preface my question by saying I appreciate that the Attorney General has made his position clear. However, is it correct to say, and does the Attorney General now say that the fact that the balance of the judges of the Family Court of Western Australia have not received dual commissions lies wholly and solely with the Federal, and not the State Government?

The Hon. I. G. MEDCALF replied:

Federal commissions can be given only by the Federal Government, and there is really nothing I can do about it, apart from making representations.

Nevertheless, the Federal Attorney General did make a statement about this matter in which he made it clear that there are differences in the conditions of Federal and State judges, which would have to be taken into consideration, to the extent that if those conditions were reconciled, it may affect the situation. However, it may not necessarily resolve the matter since the conferment of these commissions is entirely within the power of the Federal Government.

CULTURAL AFFAIRS: ART GALLERY

Country Tours

24. The Hon. PETER DOWDING, to the Minister for Cultural Affairs:

I refer to the Minister's answer to question 55 today referring to the suspension of the country tours of acquisitions and exhibitions by the Art Gallery of Western Australia. Can the Minister say, having investigated this matter in response to my question on notice, whether this suspension was occasioned by the direction of the then Minister, or was it the determination of the Art Gallery itself?

The Hon. R. G. PIKE replied:

I am not in a position to say what was the cause of the suspension except to say that it was a Budget consideration. In response to this question I inform the House that prior to the honourable member's question I was looking at this matter in an endeavour to see if the service could be reinstated.

TRAFFIC: MOTOR VEHICLE INSURANCE TRUST

Investments: Shares in Listed Companies

25. The Hon. J. M. BERINSON, to the Minister representing the Minister for Local Government:

My question is supplementary to question 38 of today. There appears to have been some misunderstanding of part (2) of the question where I asked the market value of the MVIT share portfolio. No figure has been given and, as the valuation cannot be a difficult matter, I ask the Chief Secretary if he will ensure that such a valuation is made and provided. To enable the answer to question 38 to be properly understood, will the Chief Secretary also undertake to ascertain and advise the amount received by the MVIT from the sale of listed shares since 30 June 1981?

The Hon. R. G. PIKE replied:

I thank the Hon. J. M. Berinson for his detailed question without notice relating to the portfolio of another Minister in another place, and I ask that the question be placed on notice.

TRAFFIC: MOTOR VEHICLE INSURANCE TRUST

Investments: Shares in Listed Companies

26. The Hon. J. M. BERINSON, to the Minister representing the Minister for Local Government:

By preface, I indicate that was the only point of my previous question. I was asking that appropriate inquiries be made; I was not seeking an answer now. My question again refers to his answer

to question on notice 38 of today. From his reply, it appears the Motor Vehicle Insurance Trust has invested funds in listed shares for a return of less than 9 per cent at cost price and less than 6 per cent at market value as at 31 December 1981. At the same time, other State instrumentalities are paying 15 per cent and 16 per cent on their loans and are having trouble finding funds even at that rate. As the Government's right hand does not seem to know what its left hand is doing, will the Chief Secretary arrange to have this matter brought to the attention of the responsible Minister with a view to ensuring less wasteful application of scarce State funds?

The Hon. R. G. PIKE replied:

It is clear the member does not expect me, as the Minister representing the Minister for Local Government in another place, to have that detailed information. I appreciate he is using the question as a vehicle, firstly, for publicity and, secondly, in order to have the question answered; therefore, I ask that the question be placed on notice.

The Hon. J. M. Berinson: Now you are becoming political.

The PRESIDENT: Order! I point out that members are entitled to ask questions generally, and questions without notice in particular. However, in so doing, they are not entitled to make comment, or express any opinion. I ask members to bear that in mind in future.

TRAFFIC: MOTOR VEHICLE INSURANCE TRUST

Investments: Shares in Listed Companies

27. The Hon. J. M. BERINSON, to the Minister representing the Minister for Local Government:

My question arises from his answer to question on notice 48 of today. I ask—

- (1) Can the Chief Secretary explain why the MVIT has \$32 million invested in debentures of listed companies when State instrumentalities offer rates at least as attractive and, if anything, are more secure?

- (2) If the Chief Secretary is unable to provide that explanation, will he undertake to obtain it from the responsible Minister, and advise the House as soon as possible?

The Hon. R. G. PIKE replied:

- (1) Mr President, I seek your ruling as to whether it is in order for a question without notice to be put to a Minister relating to a subject for which another Minister is directly responsible. Erskine May at paragraph 7(10), page 331 of the 19th edition of *Parliamentary Practice* indicates it is not.
- (2) Yes.

President's Ruling

The PRESIDENT: I suggest there are circumstances in which it is out of order for such a question without notice to be asked; however, there are also circumstances when such a question is in order. I have always adopted the attitude that the Minister concerned is in the best position to decide whether the points raised in a question come within the scope of his responsibilities. If a question—whether it is a question without notice or a question on notice—does not come within the scope of his responsibilities, it is out of order. However, to be more specific, I will make a study of that part of Erskine May's *Parliamentary Practice* to which the Chief Secretary referred, and advise him in due course as to what I think about it.

Questions (without notice) Resumed

HOUSING

Government Employees' Housing Authority

28. The Hon. PETER DOWDING, to the Chief Secretary:

I refer to his answer to question on notice 57, to which his attention has been directed on two occasions, and ask—

- (1) What is confidential about an approach by a private citizen or a member of Parliament to a Government authority seeking to enter into a contract of sale with that instrumentality?

- (2) Will he ascertain whether the Government Employees' Housing Authority sought, or was given advice that to pursue negotiations with a member of Parliament for the purchase of the subject lot and building thereon at Karratha was, in the circumstances, improper?

The Hon. R. G. PIKE replied:

- (1) and (2) Inasmuch as the question relates to a portfolio held in another place, I respectfully ask that it be placed on notice.

GAMBLING: WILLIAMS COMMITTEE REPORT

Availability

29. The Hon. PETER DOWDING, to the Leader of the House:

In relation to the so-called and—at the risk of sounding argumentative—much vaunted Williams' report on gambling, I ask: Will the Leader of the House inform the House whether the report will be made available to members for their consideration; or is the report to remain, as it were, the private property of the Government parties?

The Hon. I. G. MEDCALF replied:

I understand that this was a report made by a party committee for the benefit of the Government parties.

GAMBLING: WILLIAMS COMMITTEE REPORT

Availability

30. The Hon. PETER DOWDING, to the Leader of the House:

Will he take steps to make available to members a copy of the Williams committee report, which I understand has been made available to some members of the Press, so that members may consider this important subject?

The Hon. I. G. MEDCALF replied:

I have no knowledge of its being made available to members of the Press, other than having heard rumours to that effect. I am not in a position to make it available to anybody.

RAILWAYS: RAILCARS

Manufacture

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

My question refers to his answer to question on notice 51 of today, and in particular to his answer to part (9) of that question. Can the Minister inform me why it is not intended that the railcars be manufactured at the Midland Workshops and, if not, will he undertake to obtain the information from the Minister for Transport?

The Hon. G. E. MASTERS replied:

Quite obviously, there must be a very good reason; however, I am not aware of it. I certainly will find the answer for the member.