

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**TUESDAY, 18 NOVEMBER 1975**

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**TUESDAY, 18 NOVEMBER 1975**

Mr. SPEAKER (Hon. J. E. H. Houghton, Redcliffe) read prayers and took the chair at 11 a.m.

**PAPERS**

The following papers were laid on the table, and ordered to be printed:—

**Reports—**

State Service Superannuation Board, for the year 1974-75.

State Fire Services Council, for the year 1974-75.

Surveyor-General, including reports of the Queensland Surveyors Board, the Queensland Place Names Board and the Administration of the Survey Co-ordination Act, for the year 1974-75.

The following papers were laid on the table:—

**Orders in Council under—**

State and Regional Planning and Development, Public Works Organization and Environmental Control Act 1971-1974.

The State Electricity Commission Acts, 1937 to 1965.

The Southern Electric Authority of Queensland Acts, 1952 to 1964.

**Regulations under—**

Traffic Act 1949-1975.

Land Act 1962-1975.

(A) Proposal by the Governor in Council to revoke the setting apart and declaration as State Forests of:—

(a) All that piece or part of State Forest 451, parishes of Cooloola and Womalah, described as Area 'A' as shown on plan FTY. 721 made and prepared by the Surveyor-General and deposited in the office of the Conservator of Forests and containing an area of about 14 860 hectares;

(b) All that piece or part of State Forest 1004, parishes of Como, Cooloola, Goomboorian, Tagigan, Toolara, Ulirrah and Womalah, described as Area 'B' as shown

on plan FTY. 721 made and prepared by the Surveyor-General and deposited in the office of the Conservator of Forests and containing an area of about 6 924 hectares—under the Forestry Act 1959-1975.

(B) A brief explanation of the proposal.

**PRIVILEGE**

SENATOR FIELD'S APPOINTMENT; COMMENTARY ON A.B.C. TELEVISION PROGRAMME "FOUR CORNERS"

**Mr. PORTER** (Toowong) (11.7 a.m.): I raise as a question of privilege the matter of gross misinformation arising from the A.B.C. programme "Four Corners" televised on Saturday evening.

**Mr. Marginson:** Did they call you a rat-bag?

**Mr. PORTER:** I could deal with the honourable member at length, but I shall be kind to him and not do so.

In her lead-up to the following interviews, Miss Caroline Jones consistently conveyed the proposition that Senator Field's appointment was totally the determination of the Queensland Premier and that the Constitution was gravely impaired when one man could decide the State's filling of a casual vacancy. The facts that surely Miss Jones must have known are that all the Constitutional requirements were properly met and, far from being appointed by any one person, Senator Field was elected by an overwhelming majority of this Parliament.

Might I humbly suggest, Mr. Speaker, that, as it seems impossible for some A.B.C. commentators and interviewers to exercise reasonable professional objectivity and subdue a pro-A.L.P. bias, you consider writing to the A.B.C. setting out the facts and asking that your letter be read in the "Four Corners" programme this coming Saturday night to provide an elementary balance in this particular matter?

**MINERS' HOMESTEAD LEASES ACT  
AMENDMENT BILL****INITIATION**

**Hon. R. E. CAMM** (Whitsunday—Minister for Mines and Energy): I move—

"That the House will, at its present sitting, resolve itself into a Committee of the

Whole to consider introducing a Bill to amend the Miners' Homestead Leases Act 1913-1974 in certain particulars."

Motion agreed to.

#### LIQUOR ACT AMENDMENT BILL (No. 2)

##### INITIATION

**Hon. A. M. HODGES** (Gympie—Leader of the House): I move—

"That the House will, at its present sitting, resolve itself into a Committee of the Whole to consider introducing a Bill to amend the Liquor Act 1912-1975 in certain particulars."

Motion agreed to.

#### MOTOR VEHICLES INSURANCE ACT AMENDMENT BILL

##### THIRD READING

Bill, on motion of Sir Gordon Chalk, read a third time.

#### INSURANCE ACTS AMENDMENT BILL

##### THIRD READING

Bill, on motion of Sir Gordon Chalk, read a third time.

#### QUEENSLAND PHOSPHATE LIMITED GUARANTEE BILL

##### THIRD READING

Bill, on motion of Sir Gordon Chalk, read a third time.

### QUESTIONS UPON NOTICE

#### 1. NITROUS OXIDE AS FOOD PRESERVATIVE

**Mr. Casey**, pursuant to notice, asked the Minister for Health—

(1) Is the use of nitrous oxide or laughing gas permitted in Queensland in the making of whipped cream and, if so, what is the maximum percentage allowed?

(2) As nitrous oxide is not classified as an inert gas and escapes of this gas in hospitals have been known to adversely

affect surgeons, anaesthetists and nurses, could it cause contamination of other foodstuffs if left in open packages in a refrigerator?

(3) Is it possible, by the use of nitrous oxide gas and/or other artificial preservatives, to take stale cream and treat it to give it a fake freshness and, if so, will he consider implementing legislation similar to that controlling the use of sulphur dioxide in mince, to prevent the misuse of nitrous oxide in cream?

##### Answers:—

(1) Yes. In approving the use of nitrous oxide in the manufacture of whipping cream, Queensland is following the recommendation of the National Health and Medical Research Council. No maximum percentage is recommended.

(2) There is no possibility of contamination. The gas is introduced through a machine specially designed for the purpose.

(3) Nitrous oxide gas is not a preservative. No preservatives are permitted to be present in cream in Queensland and none have been detected by the Government Analyst in routine examinations of cream from many parts of the State.

#### 2. DELIVERY OF CASKET TICKETS

**Mr. Melloy**, pursuant to notice, asked the Deputy Premier and Treasurer—

(1) What method of transport was used for the delivery of casket tickets from agents to the head office prior to the rise in rail freights?

(2) What were the details of the rates charged for the delivery of tickets prior to the rail freight increase?

(3) What type of transport is now used for the delivery of tickets?

(4) What are the present rates charged for delivery via the present form of transport?

##### Answer:—

(1 to 4) The honourable member should address his question to the Honourable the Minister responsible for the Golden Casket Art Union Office.

3. CIRCULAR AT UNIVERSITY BY  
DR. D. MURPHY

**Mr. Gygar**, pursuant to notice, asked the Minister for Justice and Attorney-General—

(1) Has his attention been drawn to a letter printed by Dr. Denis Murphy for circulation to academics in Queensland?

(2) Is he aware that this letter was printed at the taxpayers' expense on a Commonwealth Government photocopying machine at the Australian Government Centre, Ann Street?

(3) Is he also aware that Murphy, who poses in his letter as an indignant academic, is in fact a twice-defeated A.L.P. candidate and the chairman of the Labor Party Petrie Electorate Committee?

(4) Can he ascertain if Dr. Murphy was authorised by the relevant clerical officer to duplicate this propaganda, in accordance with regulations governing the use of photocopying machines at the Australian Government Centre?

(5) Is he aware of any laws or regulations which prohibit the circulating of political propaganda on paper with university headings?

(6) Are there any laws or regulations which preclude the soliciting of funds for political purposes on paper headed in this manner?

(7) Is there any way that this socialist stooge can be brought to task for the despicable way in which he has misused taxpayers' funds in circulating his propaganda to unsuspecting citizens?

*Answer:—*

(1 to 7) I have received a copy of a letter headed "Department of History, University of Queensland, St. Lucia" and signed by a "Denis Murphy, Senior Lecturer", which seeks financial and other support for the re-election of Gough Whitlam as Prime Minister. This letter is typical of the misrepresentation which Dr. Denis Murphy so frequently engages in. Apart from the letter's attack on His Excellency the Governor-General, his interpretation of the constitutional aspects of last week is complete eyewash. For weeks Dr. Murphy has been masquerading as an impartial authority on the Australian Constitution, particularly on A.B.C. radio programmes. The people of Queensland

should be told that he is neither impartial nor an authority on the Constitution. Dr. Murphy is a twice-defeated Federal A.L.P. candidate. He is an active member of the A.L.P., and a lecturer in history, not constitutional law. His public comments on the Constitution have been politically motivated in the extreme. In no way should they be regarded as fair or factual. Any action relating to the use of the name of the university in the letter would be a matter for university authorities to determine.

4. STATE RECEIPTS FROM MEDIBANK

**Mr. Goleby**, pursuant to notice, asked the Minister for Health—

(1) Has the Commonwealth Labor Government honoured its obligations to this State concerning the Medibank agreement?

(2) If so, what moneys has the State Government received since the agreement was signed?

*Answer:—*

(1 and 2) As far as can be ascertained, hospital boards have not yet received any moneys from the Commonwealth Government in respect of the daily bed payment of \$16 as part of the 50 per cent of operating costs of the hospital programme under the Medibank agreement.

5. FORESTRY LANDS AND PLANTINGS

**Mr. Gunn**, pursuant to notice, asked the Minister for Lands, Forestry, National Parks and Wildlife Service—

(1) What was the acreage of forestry planted in Queensland during 1974?

(2) What is the anticipated planting for 1975?

(3) What is the present contribution of the Commonwealth Government?

(4) What amount of land resumed for the Wivenhoe Dam will be used for forestry purposes?

*Answers:—*

(1) In the planting year 1-4-74 to 31-3-75, the Department of Forestry established 5,460 hectares (approx. 13,486

acres) of new plantations. Private plantings are not included in these figures.

(2) The planting figure for the Department of Forestry for the period 1-4-75 to 31-3-76 is expected to be about 5,000 hectares (approx. 12,500 acres).

(3) The funds provided by the Commonwealth Government under the softwoods agreement apply to 4,060 acres or about 1,644 hectares. In 1974-75 \$2,050,000 was advanced against the department's final claim for the year, and the advance sought for 1975-76 is \$2,400,000. Under the terms of this agreement interest and redemption payments do not commence until 10 years after the advance.

(4) To the best of my knowledge there is no firm plan for the Department of Forestry to use for forestry purposes any of the land resumed for the Wivenhoe Dam.

#### 6. AMENDMENT OF LEPROSY PROVISIONS OF HEALTH ACT

**Mr. Gunn**, pursuant to notice, asked the Minister for Health—

As section 51 of the Health Act dealing with the detention of lepers in lazarets has not been amended since the Leprosy Act of 1892 and as the statutory annotations show that many of the other antiquated sections of the Act have been amended over the years, will he give some attention to the updating of section 51?

*Answer:—*

Whilst section 51 of the Health Act has provision for the isolation of a patient suffering from leprosy in a place other than a hospital, its main import is for treatment at a hospital where necessary. Patients suffering from leprosy were transferred from Peel Island Lazaret to Princess Alexandra Hospital in 1959 and from Fantome Island to Palm Island Hospital in 1973. With the advent of the dapsone type of drugs, many patients suffering from the disease are being treated in the community. Despite this important advance, it is still necessary to have legislation which provides for isolation when

it is indicated. I can assure the honourable member that the management of patients who are unfortunate enough to suffer from the disease will continue to be carried out in the humane manner, as it is at present.

#### QUESTIONS WITHOUT NOTICE

##### IMPLEMENTATION OF MATHEWS COMMITTEE REPORT

**Mr. ALISON:** I ask the Deputy Premier and Treasurer: Would he agree that there was simply no hope of the Australian economy and business and consumer confidence reviving under the last A.L.P. Federal Budget? Does he have any idea why the Federal A.L.P. Government rejected the sound recommendations of the Mathews committee on taxation reform and methods of beating inflation, which have been adopted by Mr. Fraser and his Government as policy?

**Sir GORDON CHALK:** Those of us who have had an opportunity to read the Mathews committee report—it has become a public document—would know only too well that the type of philosophy expounded in that report would enable the Commonwealth of Australia to overcome many of its economic ills. Unfortunately, it did not fit the philosophy of the then Whitlam Government, nor did it fit into the basis of the Budget that Mr. Hayden prepared and presented to the Commonwealth of Australia. All I can say is that I believe that with a change of Government on 13 December next, we will see the implementation of most of the principles of the Mathews committee report. It will be a very helpful document in the restoration of the economy, which is so badly needed in Australia today.

##### TREATMENT OF LEUKEMIA; STATEMENT BY DR. TREVOR OLSEN

**Mr. ALISON:** I ask the Minister for Health: Did he see an article in last week-end's "Sunday Sun" in which Dr. Trevor Olsen was quoted as expressing concern at the lack of specialist equipment for the treatment of leukemia patients in Queensland? What is the true position regarding the machine? Further, are leukemia patients dying because our hospitals are under-equipped?

**Dr. EDWARDS:** I read the article referred to on Sunday and on the following day, Monday, I brought it to the attention of my department. We had investigations made into Dr. Olsen's allegations, and the situation is that the machine is a new one available only in Sydney and Melbourne at the present time. I am advised that it is designed to treat in a more efficient manner than at present those persons who suffer from leukemia. Its cost is quite high, and the mode of its operation as well as the results of its use are still in the assessment stage.

I might add that Dr. Olsen's comments are a matter for concern in that, firstly, he has contravened the normal ethical standards set by the medical profession—that is, of course, a matter for the A.M.A. to examine—and, secondly, his request through the Lions Club and the foundation that is supporting this project reached my department as late as Wednesday of last week. I am stunned by his comment, therefore, that Queensland is not providing this equipment.

We will investigate every aspect of the request, and if we can see that leukemia patients in Queensland will benefit from treatment by the machine we will certainly undertake to try to provide it for their treatment. I make it quite clear to leukemia patients and to their relatives that both private and hospital medical practitioners have assured me that the best possible treatment is given to leukemia sufferers. My office has received many phone calls from distressed parents who believe that their children are not receiving the best treatment possible. This is not so. I hope that statements such as that made by Dr. Olsen, which are quite untrue, will not be made in the future. All they do is cause distress to those people who suffer from this tragic disease as well as to their relatives.

#### USE OF UNIVERSITY FACILITIES BY DR. DENIS MURPHY FOR POLITICAL PURPOSES

**Dr. CRAWFORD:** I direct a question to the Deputy Premier and Treasurer acting in his capacity as Minister for Justice and Attorney-General. I ask him: In the light of the use by university lecturer on history, Denis Murphy, of university facilities for political purposes, in flagrant disregard of the rules of the university senate, and as

I have been informed today that he is calling a meeting for Thursday, 20 November, in an attempt to persuade his colleagues to give a day's pay to the A.L.P., will the Deputy Premier contact the vice-chancellor of the university urgently, pointing out the illegalities of such action?

**Sir GORDON CHALK:** No doubt this matter is one for the senate of the university. I have no knowledge of the matter referred to by the honourable member, but now that it has been raised in this Chamber I shall convey the contents of the question to the vice-chancellor. As I say, I believe it is a matter for the university.

#### POLICE PROTECTION AT POLLING BOOTHS

**Mr. FRAWLEY:** I ask the Minister for Police: In view of rumours that the Australian Labor Party has arranged for many of its radical and Communist supporters to disrupt polling booths on election day, especially those booths where women are working, which is typical of Labor's policy of attacking women and children, will he give an assurance that adequate police patrols will be provided on 13 December to protect the people from Labor's thugs.

**Mr. HODGES:** Law and order will be maintained in this State on every day of the year.

#### STATEMENT BY MR. B. WOOD

**Mr. FRAWLEY:** I ask the Minister for Education and Cultural Activities: Is he aware that Mr. Bill Wood, the A.L.P. candidate for Leichhardt, is reported in today's "Australian" as referring to his friends the Trotskyites? In view of this statement by Mr. Wood, will the Minister carefully consider any application for employment as a teacher by Mr. Wood after he is defeated in the forthcoming Federal election and take steps to see that he does not attempt to force his Communist teachings on young children.

**Mr. BIRD:** I am not aware of the article, but I shall be pleased to look at it later when, perhaps, I may be able to give a more considered reply to the question.

## SUPPLY

RESUMPTION OF COMMITTEE—ESTIMATES—  
TENTH AND ELEVENTH ALLOTTED DAYS

(The Chairman of Committees, Mr. W. D. Hewitt, Chatsworth, in the chair)

ESTIMATES-IN-CHIEF, 1975-76

## MINES AND ENERGY

CHIEF OFFICE, DEPARTMENT OF MINES

Debate resumed from 13 November (see p. 1896) on Mr. Camm's motion—

"That \$2,358,780 be granted for 'Department of Mines—Chief Office'."

**Mr. POWELL** (Isis) (11.42 a.m.): In rising to speak on behalf of the people of the Isis electorate, I congratulate the Minister on the manner in which he administers this department. It is a department that is particularly important and one that has done much to advance Queensland and spread decentralisation of the State, which is something that all genuine Queenslanders are pleased to see. The Mines Department has come under a lot of criticism from various quarters, some of which has been justified and some unjustified. The advances that have been made in the development of coal resources in Central Queensland have certainly been great, and the decentralisation that they have produced has made Queensland unique among the States of Australia. Certainly these developments have improved the life style of many people and provided job opportunities that were not previously available. The Mines Department and the Minister who leads it are to be congratulated very sincerely on the excellent work that they have done in this field.

I should like to bring to the notice of the Committee that three mining ventures are conducted within the boundaries of the electorate of Isis. There is the mining of silica sand used in various engineering works in Bundaberg and Maryborough; there is the mining of coal near Howard for electricity generation; and there is the mining of sand for various reasons on Fraser Island. The mining of silica sand is a small industry. There are three companies in the Bundaberg area that obtain silica sand, and the mining of it is valuable to the engineering works on which Bundaberg is becoming increasingly dependent. Some large companies are being formed in the district and, as Bundaberg is

now the world's major centre for the manufacture of cane harvesters, the demand for silica sand is increasing daily.

It is on the production of coal from the Burgowan collieries at Howard that I find myself somewhat at variance with the policies of the State Electricity Commission and the Mines Department. In the past 12 months these collieries have produced about 64,000 tonnes of coal. The collieries produce the coal for the generation of electricity through the Howard Power Station which, we understand, is to be phased out by 30 June 1977.

After the recent power strike in South-east Queensland, I wrote to the Minister pleading with him that, rather than close the Howard Power Station, steps be taken to upgrade it in order to alleviate a problem which could arise through the use of only one major power station, which could be shut down by industrial action or by some serious machinery breakdown.

**The CHAIRMAN:** Order! There is far too much audible conversation in the Chamber.

**Mr. POWELL:** The Minister wrote back to me in his usual efficient fashion very courteously informing me that the matter would be looked into, so I would like to use this opportunity to put forward the point of view of the electors of Isis and certainly, too, the people of the Bundaberg and Maryborough areas as a whole for the retention of the Howard Power Station. I believe it would be a tragedy if these coal-producing mines were shut down. I think it would be a tragedy if the power station at Howard were shut down because, although admittedly it is a small one, it is a viable unit and has been able to alleviate the power strikes which have affected the Bundaberg and Maryborough areas over a number of years. The people who live in those areas would be seriously disadvantaged if, through some lack of planning, that power station closed down.

I think all of us should look seriously at the problems which could arise should we have the whole of South-east Queensland dependent on one power station, or even two power stations, because it would be so easy for saboteurs to knock out those stations and black out the whole of the south-eastern part of the State.

We all know how important electricity is to people today. We are very dependent upon it, and we have only to go without power for a few hours or a few days when a strike occurs to know how much we depend upon the reticulation of electricity in this day and age. I think it is very serious that the policy seems to be evolving that we depend for our power on one, two or even three super power stations. Admittedly they are probably more efficient and a much cheaper means of providing power, but I believe that there are dangers in having these super power stations without the back-up facilities that exist at the moment. It would be a different matter if we had to build them, but we already have the facility at Howard.

Some other honourable members have spoken in this debate about the value of the sand-mining industry, for example, to Maryborough. I suggest that the value of the coal-mining industry in the Howard area is as important to Maryborough as any future sand-mining industry on Fraser Island could be, and it seems a little strange to me that the people who are crying out about the sand-mining industry are not a little more concerned about the proposal to phase out the Howard coal mines and power station in two years' time. Those coal mines employ 62 men. If they are laid off, they will have to find other jobs. Their families will have to leave the small town of Howard which, apart from anything else, is a delightful township situated on the Bruce Highway. Any honourable members who have travelled north along the Bruce Highway will know Howard. It is a very pleasant and clean place and the people there are very proud of it. It would be a tragedy if we allowed the power station and the mines to close down, thereby virtually closing down the town.

It is an interesting situation with the two little towns of Howard and Torbanlea so close together. The residents are fiercely proud of their towns, as well they might be. If the mines and the powerhouse close, 62 families will leave the district. One can imagine what would happen to the small businessmen in Howard and Torbanlea who run butcher shops and drapery shops. Because of some inadvised policy, we presently have troubles with the butcher shop in Howard. If the mines and the powerhouse close, those two small towns will die, which would be a crying shame. The in word is "infrastructure". We have the infrastructure in those two towns.

They are viable towns that contribute considerably to community life. Surely we would not be so short-sighted as to close the mines and the powerhouse out of hand. I am sure that the Minister and his advisers have very good reasons why they believe the mines and the powerhouse should be phased out. To make things more awkward for those who would like to sabotage us, I make the plea that for the sake of decentralisation the coal-mines and the powerhouse be kept open.

The other mining enterprise in my electorate is sand-mining, which causes tremendous comment and interest not just in my electorate, but throughout the nation. As the honourable member for Maryborough said, there is no doubt about the way Maryborough people feel about sand-mining. Unfortunately Walkers shipyards closed down and as a result many men were put out of work. That seems to be the story of the Maryborough district. Many unfortunate incidents have occurred which have caused the district to go back a little bit. Maryborough people see sand-mining on Fraser Island as a light shining in the darkness, and as something that will solve all their problems. The Mines Department report indicates that last year Queensland Titanium Mines, which is the only company mentioned—Dillingham-Murphyores also have operations on Fraser Island now—treated 5,230,515 tonnes of raw material from which it extracted 15,060 tonnes of rutile valued at \$3,181,124. Obviously it is a fairly lucrative operation. Not only did that company extract over 15,000 tonnes of rutile but it produced 10,883 tonnes of zircon, which was worth almost as much—\$2,023,367. In addition it produced 27.35 tonnes of the lesser known mineral monazite, valued at \$3,420.

The sand-mining industry is an extremely lucrative one. It is worth a lot of money to the district in which it is carried on and to the State as a whole. The critics of sand-mining complain about trees being knocked down and the natural vegetation being disturbed to such an extent that, according to them, the environment is ruined. In the past we have heard a great deal about the serious problems that can arise if control is not exercised over sand-mining and, for that matter, any other form of mining, including even open-cut mining. The Mines Department in its wisdom has laid down some very stringent conditions binding mining companies. The reasons for this are many and varied. The main one is the weight of public opinion.



People do not want to see their environment changed merely for the sake of winning dollars from the earth.

I would suggest there are three types of persons both in my electorate and throughout the nation. First, there are those who want mining (I am using sand-mining as an example), no matter what; next, there are those who do not want any mining at all, no matter what (they believe the minerals should stay in the ground and should not be touched); and, lastly, there are those who constitute the great majority, those in the middle of the road. I find myself there, too. We would like to see the minerals taken out of the earth, we would like to see the wealth won from the soil, but at the same time we do not want to see our countryside ruined.

There is no doubt how the people of Maryborough who attended the meeting held some months ago feel about this issue. All of them are in favour of sand-mining, for the reason that, as I said before, they see it as a light shining in the present economic gloom. They have gone through an economic depression.

There are, on the other hand, those persons who are quite vocal in their opposition to sand-mining. Probably the imposition on sand-mining companies of most stringent conditions can be attributed to the efforts of those people who, for want of a better term, are known as conservationists. They have made the electorate aware of the problems that arise from sand-mining. It is a tribute to their capability, tenacity and strength of purpose that the Mines Department has seen fit to impose stringent conditions on mining leases.

Fairly regularly I visit the sand-mining areas on Fraser Island, and I had hoped that today I would have with me some photographs of the areas to show to honourable members. However, because of unsuitable weather the photographs could not be taken.

The Dillingham-Murphyores operation is the one that has been subjected to the most criticism. The company has been most diligent in attempting to get people on side by taking representatives of the Press and the public on inspections of its operations. It explains what is going on there. I have not been invited by the company to tour its operations, and as I am the elected representative of the area I find this rather

strange. Nevertheless I have visited the island under my own steam and have received very courteous attention from the people on the spot. I am quite impressed by Mr. Gil Fletcher, the biologist in charge of the company's revegetation scheme. He is as dedicated in his field as are conservationists in theirs. I think that when the two get together they are pretty well of the one mind; they wish to see the area rehabilitated to its natural state as soon as possible.

**Dr. Crawford:** He's very efficient in his work.

**Mr. POWELL:** Most efficient. I hope that the Mines Department insists that the standards laid down by him will be followed. It is a costly operation, which is made even harder by the vagaries of the heavy southeasterlies. Today a wind of between 25 and 30 knots is blowing along the coast. I am sure that honourable members appreciate how quickly such a wind moves sand and how important it is to get it covered quickly by vegetation to ensure that it does not blow across into Hervey Bay.

I was impressed by the attitude of the biologists to whom I spoke. They are dedicated men and I hope that they continue to receive backing from the company. I am a little concerned about the sand-mining ventures. I realise that the Government will have to be very severe and diligent to maintain the standards of rehabilitation set for this company. Surely all of us realise that the scrub which was growing there will not be replaced within five or six months—or even 10 years. It will take 20 to 30 years to revegetate the area. I hope the companies will be forced to look after the areas they have mined and from which they have obtained the wealth I have spoken of, to ensure that the rehabilitation they have started is maintained until the area is stabilised. It is all very well to start rehabilitation, but it must be stabilised.

(Time expired.)

**Mr. McKECHNIE** (Carnarvon) (12.2 p.m.): It is with pleasure that I rise to support the Estimates introduced by the Minister for Mines and Energy. I sincerely congratulate the Minister on the way in which he has administered his very difficult portfolios. With the electricity strikes earlier in the year, he came through the trouble with colours flying. The people of Queensland owe him and the Commissioner for Electricity Supply (Mr. Doug Murray) a great debt of gratitude for the way they kept their heads and helped

Queensland through a very difficult period. Many dedicated officers serve under Mr. Murray.

Because I have not a great deal of mining activity in my electorate I have not come to know the Mines Department staff very well. However, I am sure that time will remedy that situation. There are some signs of limestone and other mineral deposits which, I hope, will be developed in the future.

Three separate electricity authorities supply power in my electorate. The S.E.A. supplies the eastern end of the electorate; Tenterfield Power supplies Wallangarra, and North West County Council supplies the western end of the electorate. When people advocate one vote, one value, they should realise how much extra work rural members have to undertake in dealing with three electricity authorities rather than one, and with numerous shire councils. In contrast, the Brisbane area has only one local authority. This year, the North West County Council supplied power to 3,353 consumers, of whom 1,000 are rural consumers. During the past 12 months it connected 18 rural properties in the shires of Waggamba and Inglewood. I hope that it continues to expand its electricity undertaking. At the other end of the electorate, the S.E.A. is pushing ahead with rural electrification.

The cost of extending electricity services in Queensland is for ever rising. Much of the blame for that must be placed squarely where it belongs—on the former Federal A.L.P. Government, which set out deliberately to encourage inflation. With inflation, interest rates rose. A combination of higher costs and higher interest rates forced electricity authorities to charge more for power. In addition, the cost of extending services has increased. Hopefully, that situation will be reversed when we elect to Canberra a Government that will do something positive about inflation. There is no doubt that inflation is the major problem faced by the Minister in his desire to extend electricity to the whole of Queensland.

I notice in the annual report that the cost of electricity to some rural areas has risen by over 50 per cent. One of the main reasons for that has been the withdrawal of the fuel equalisation subsidy, which was one of the cruelest and harshest measures taken by the former A.L.P. Government, to the detriment of western people. If people west of the range think the A.L.P. Government has helped them, I am sure they

would be sadly disillusioned if they made the mistake of putting Labor back again on 13 December. I am sure they will not do that.

The Queensland coal strike was brought about largely by Communist agitation in southern unions. It is time this Government followed the example of the Minister for Mines and refused to be bullied and pushed around by Communist-controlled unions.

Naturally, when we consider the provision of electricity services to more parts of Queensland, we need to provide for greater electricity generation. In that respect, I believe we should rethink some of our policies. At the moment we have a very good programme; but, when we are planning for the future, we should devote a little more time, thought and money to harnessing solar energy. I have been told also that it is possible to generate electricity from wave movements in the open sea. I wonder whether that has been fully investigated.

We must do whatever we can to prevent the State from becoming too dependent on coal for electricity generation. We must not place ourselves for ever at the mercy of the unions. Many unionists are good and responsible and a lot of unions are responsible; but we must decentralise the source of our electricity supply. Millmerran has very good coal. Shortly, thanks to the foresight of this Government, the New South Wales Government and the Liberal/Country Party Government that was in power federally over three years ago, when Glenlyon Dam is completed, we will have a good water supply in the border-river region. Perhaps the North West County Council should be encouraged to establish a generating plant somewhere in my electorate, using the coal from Millmerran and the water from the Glenlyon Dam.

The harnessing of solar energy is a relatively new process and each year our technological knowledge in this field is increasing. Possibly we as a State Government could do a little more to encourage research in this field. The new forms of harnessing energy are slow in evolving. We cannot speed the process up as much as we would like.

It was rather disheartening to read the recent Federal Budget, which imposed an export tax on coal and, further, a level of tax so much lower on New South Wales underground coal. This was a further blow to the coal industry in Queensland.

**Mr. Hanson:** Do you think Anthony will take it off?

**Mr. McKECHNIE:** Mr. Anthony will remain Deputy Prime Minister of Australia and he will do a heck of a lot to restore the confidence of the mining industry in Australia. It is about time that Opposition members stopped trying to make political capital out of multinational companies. They know jolly well that the jobs of their so-called supporters depend very heavily on the investment by multinational companies.

The Queensland Budget benefits by at least \$100,000,000 a year in royalties and other forms of income from mining in Queensland. This industry has been encouraged by people such as the Minister for Mines and Energy, but it was discouraged by the A.L.P. Government in Queensland. That is why Queensland used to be called the backward State; now it is called the developing State because it is in the hands of a competent Government, which is much different from the incompetent Government we have had in Canberra for the past three years.

I noticed the other day that the Minister for Commercial and Industrial Development was quoted as saying, outside Parliament, that about \$1,000 million in mineral development expenditure has been hamstrung over the past two years because of delay in the announcement of a firm minerals export policy. That has already delayed the development of many Queensland projects. Our State Budget suffered immeasurably because the then Commonwealth Government would not allow export permits to be granted to new Queensland industries.

The Minister has to deal with the problem of trying to develop our mineral resources in a common-sense manner. He has to ensure that the minerals provide revenue for the State, revenue for private enterprise and revenue for workers in private enterprise. At the same time he has to maintain a balance with conservation. He has done a very good job in keeping this balance. We cannot have conservation alone at any cost.

The only way to improve the economy not only of the Western world but also of the Communist world is to develop the resources of the world. This cannot be done if everything is left in the ground, which is what the former Federal Minister for Minerals and Energy (Mr. Connor) wanted. We must develop Queensland and so provide more jobs. We must provide security for our

employees. This is the sort of policy that the Queensland Minister for Mines and Energy has tried to implement in this State. I wonder just how many people realise how hard he has worked to achieve that and whether any people realise just how disheartening it must be for him to have built up this great development in recent years in Queensland only to have a dampener put on it by an inept, inefficient and, I would say, corrupt Federal Government, which the Governor-General sacked the other day.

**Mr. Jensen:** He'll be sacked.

**Mr. McKECHNIE:** The honourable member for Bundaberg says that the Governor-General will be sacked after 13 December. I take that interjection.

**The CHAIRMAN:** Order! I would rather the honourable member did not take it. It has nothing to do with the Estimates under discussion.

**Mr. McKECHNIE:** Thank you, Mr. Hewitt; I bow to your ruling.

I wonder how much the honourable member for Bundaberg does to encourage the development of minerals and other energy resources in his electorate. I wonder if he ever consults with people such as the Minister for Mines on mining problems encountered by people in his electorate. I should say that Bundaberg has developed despite, rather than because of, its representation by the honourable member for Bundaberg. The honourable member for Isis consistently has to make representations on behalf of the people of Bundaberg. They have no confidence at all in a man who publicly denigrates the Governor-General, as the honourable member does.

When we speak about the decentralisation of the energy resources of our State, we must realise that this in turn will bring about decentralisation of industry. This is a field in which Queensland has been fairly successful. Unfortunately, most decentralisation has taken place in coastal areas. I am therefore pleased that the Minister has said many times that he is keen to encourage decentralisation all over Queensland, including western areas.

It is also pleasing to me that it was the former Minister for Local Government and Electricity—my father—who introduced the subsidy scheme for electricity extension in rural areas. This has been a very worthwhile step towards the extension of electricity

throughout the entire State. There are not many people in Queensland to whom electricity has not been reticulated, and it is men such as the present Minister for Mines and Energy and my father who pushed electricity out into rural areas. Men such as the honourable members for Gregory and Warrego will continue this fight and help the present Minister to extend electricity supply into all areas. They will receive considerable support from all Government members. Even in my electorate there are still some areas without reticulated electricity. Members of the Government parties must make a firm commitment to have electricity taken to those few remaining areas as quickly as possible.

**Mr. MOORE (Windsor)** (12.19 p.m.): Of all portfolios, the one that does most to obtain overseas revenue, thus assisting the balance of payments and making this nation viable, is that of Mines and Energy.

**Mr. Jensen:** What about Primary Industries?

**Mr. MOORE:** There was a time when the State rode on the sheep's back, but minerals have now displaced wool as the main revenue earner. Of course, if the honourable member for Bundaberg consults a dictionary, he will find that mining is also a primary industry.

For example, if John Campbell Miles had not discovered silver lead and copper in the Mt. Isa area, we would not have the town of Mt. Isa with its go-ahead population. One only has to look at the country 30 to 40 miles from Mt. Isa to see what Mt. Isa itself would be like now had it not been for the mineral discoveries.

One hears conservationists complaining about the great damage to the environment done by mining, but one has to be very rational about this. Mining, especially underground mining, does not do very much harm. Certainly, it creates a number of mullock heaps, but that material is used now for back-fill and a greater amount of the mineral is recovered. Even open-cut and other types of mining do not devastate anywhere near as much territory as does the building of a town with all its streets and roads. In fact mining does very little damage at all to the environment as a whole.

We have to be thankful for the very favourable balance of payments which mineral development brings about. If it were not for this favourable situation, very severe restrictions would be placed on persons going

overseas on annual holidays. As soon as students leave school, every second young person, girls in particular, heads off overseas, taking along a large amount of capital. There would be very severe restrictions upon that sort of travel if it were not for our favourable overseas reserves brought about by the production and sale of minerals.

There are problems facing the West Moreton field in the Ipswich area. People are worried that the West Moreton field might close down because underground mining is less economic than open-cut mining, but I do not believe that will happen before the turn of the century. But if it does close, the coal will still be there and, with the population of Ipswich for ever growing, that coal will still be needed in the future. It has to be looked at as a primary product and not just as something to be placed in a grate and burnt. We have to remember the various by-products of coal. From coal scientists can produce in some synthetic form practically every product on earth. Coal is a marvellous product. Thousands upon thousands of different chemicals and substances can be produced from it, including paint, varnishes, lacquers and synthetic rubber which is in many ways better than natural rubber. We can produce nitro-benzines, the various anilines, phenyl, various dyes, and even flavours and perfumes. For example, from coal we can produce oil of wintergreen, vanillin and saccharin.

All the various by-products are obtained by heating coal to varying and sometimes extreme temperatures and sometimes under extreme pressures. As happens in all cracking processes, various derivatives come off at different controlled temperatures and/or pressures, and sometimes under a vacuum. With a change of Government in the Federal sphere on 13 December, I hope that industry will be encouraged to process coal in this manner. Companies should know that they have security for the vast amount of money they would need to spend to set up the required extraction plant. Even margarine can be made from coal. Under Labor no company would be game to set up such plant. It would realise that it would be put out of business by a reduction in tariffs or taken over by the Government if it were successful in its operations.

Initiative and know-how are required. Those qualities do not come to the fore under socialism or Government control. Of course, not all public servants work for the

Government just to get money, but, with the sort of initiative that is required, private enterprise must come into the picture. I make the plea to the new Federal Government that it give encouragement by way of guarantees so that various chemical plants can be set up to use coal in the most effective way. The burning of coal in a grate simply for its calorific value is a dreadful waste, and should be discouraged.

I congratulate the Minister on the charts that have been prepared by his department showing the towns concerned with mining, the towns supporting the railways, the values of exploration, the number of persons employed, the exports and the countries to which coal and other minerals are exported. They would be very helpful to school-children and certainly advantageous to people who do not really understand what mining is all about. Many feel that mining is simply a matter of digging a hole in the ground. I have visited Moranbah, Blackwater and other open-cut areas. The restoration of those areas is not quite what I would like to see. To some extent the back-fill is left undulating.

During a period of drought one cannot expect to grow grass in an area where there is no natural water flow by seepage, and so forth. Even if the plain finished up 10 ft. lower than the coal seam, that would be more advantageous than to have the country undulating as it is at the moment. I hope note will be taken of that in future back-filling. I should like to see the use of better methods of restoration than that. I am not highly critical of the methods that are adopted—mining managers and officials have expressed the view that, together with the cultivation of grass, they are quite satisfactory—nevertheless I do not go along with them totally.

The Minister for Mines holds a most important portfolio. This would be realised by anyone who recalls the two mining disasters that have occurred in Queensland in the past few years. It is quite obvious that the miners working in the mines in which the tragedies occurred were not aware of the dangers that existed. I don't suppose, though, that anyone involved in, for example, an air disaster is aware in advance of the dangers that existed. A sudden storm blows up or an aircraft tyre blows out without warning. Similarly, explosions occur in underground coal-mines without any hint of

danger beforehand. Many mines burn continuously without posing any danger. Queensland has, however, had some bad luck. The hearts of all honourable members go out to bereaved relatives and friends of the miners who were killed in those two tragedies.

The output of the coal-mines of Queensland must be transported to the coast if it is to be exported. In Labor's day the Government, in addition to being happy to take 1d. per ton royalty, had nothing to do with the provision of necessary railway lines. It was proposed that coal would be carried from the inland areas by conveyor belts or some similar means. The benefits derived from coal-mining in the days of Labor were very small indeed. I have heard criticism of this Government's receiving a royalty equal to the price of half an apple or half a tomato per ton; nevertheless no-one could deny that this Government is obtaining for the State a far better deal than that given to it under a Labor Government.

In the northern and central areas of the State the railways are earning profits from the carriage of minerals. From these profits the whole railway system of the State derives benefit in that money can be spent on the laying of lines to developing areas and on the carriage, for example, of fodder for drought-stricken stock.

At Weipa in the Far North, vast quantities of bauxite lie untapped beneath the surface. The whole area has been surveyed and subdivided into blocks containing many acres. It gives the impression of being criss-crossed with roads. Trees have been removed to delineate the blocks from which bauxite is to be extracted. I remind honourable members that bauxite is 50 per cent alumina, which, in turn, is 50 per cent aluminium.

The extent of the bauxite deposits is revealed by the fact that it takes about an hour to fly over the area. It is akin to having a stockpile in the back yard. The overburden on which the bloodwood and other trees grow is a foot or less in depth. It requires only the use of bulldozers, endloaders and very large trucks to get the bauxite to the seaboard. It might be thought that Queensland does not derive much benefit from the bauxite that is mined, but the company pays very high wages; it has a railway; it established a seaport and the employees' conditions include (I think), a free air warrant to the South for a good holiday.

The records of all the large mining companies, whether they be engaged in mining mineral sands, coal, copper, zinc or lead, reveal that there are no complaints from the employees. No-one is being slave driven, and all derive real benefits. Many workers go to these outlying and to some degree primitive places, and accumulate a nest-egg, return to the South after a few years, buy a home for cash and engage in the occupation of their choice. It is unfortunate that the escalation of tax under Labor made vast inroads into the workers' return, with a corresponding loss of incentive to people to go to an outlandish area to earn big money. They realise that, although they will earn big money, much of it will be taken from them in taxation merely to keep a lot of people sitting on their backsides.

I am positive that, in Queensland, there is any amount of mineral which has not been discovered or exploited. In view of the high price of petrol demanded by Arab countries, the shale oil deposits at Julia Creek could well become viable in the short term. Above all, our State and nation needs vast sums spent on oil exploration. It was believed for years that Australia did not have any oil deposits. When a small deposit was found at Roma, it was said it was merely in conjunction with the gas, that there was virtually no oil there. Today, geologists are walking around looking for jobs. These men have worked in the Middle East—in Iran and other places—and are experts in this field. They have studied the geological structure of our nation and believe that oil is waiting to be found in the Torres Strait region, beyond the reef and in various other places under the sea. There could well be oil in other parts of Queensland but it will not be found until wells are drilled. After reading various reports, I am convinced that if oil is found under the sea the chance of damage to the ecology from a blow-out is far less than the chance of damage being caused by a tanker plying our coast being wrecked in cyclonic conditions or through navigational error.

(Time expired.)

**Mr. M. D. HOOPER** (Townsville West) (12.39 p.m.): I welcome this opportunity to enter the debate on the Mines and Energy Estimates. Although Townsville is not a mining centre, it is recognised as a fast-growing centre in North Queensland. It has grown because of its commercial and industrial activity, particularly in the past 20 years. I can recall as a young man just after the

war years that, with no great mining industries to the west of Townsville or in the nearby region, our economy was dependent largely on the Railway Department and the sugar exports. At that time, of course, the Townsville port handled bagged sugar. If there was industrial trouble in the Railway Department or on the waterfront and a few hundred men were out of work for a few weeks, financial havoc resulted—similar to that which we have in the country today because of what we have been suffering for the last three years at the hands of the Whitlam Government.

The expansion of the mining industry in North-west Queensland, particularly at Mt. Isa, provided that shot in the arm which made Townsville the industrial giant of North Queensland that it is today. The growth of Mt. Isa resulted mainly from the production of copper, lead and zinc.

With increased development of mining in Mt. Isa, the rebuilding of the Townsville to Mt. Isa railway line became a necessity. At that time the cost was \$40,000,000. That was a lot of money, but it created a lot of work. For several years large work gangs were to be seen at Charters Towers, Hughenden, Richmond, Julia Creek, Cloncurry and Mt. Isa. The economy of those centres was improved merely because of the reconstruction of the railway line.

After the reconstruction, copper production at Mt. Isa was expanded, calling for the building of a copper refinery at Stuart, near Townsville. On completion, that refinery employed something like 800 men. It was able to absorb a lot of the labour force which at that time was becoming redundant on the Townsville waterfront after the introduction of bulk-handling facilities for sugar. So the mining industry benefited Townsville's economy by absorbing labour from the waterfront.

Bulk-handling facilities were required to handle the export of zinc concentrates. The Townsville wharf was expanded considerably to cater for the increased production by the mining industry in the North West.

In recent years the main expansion by M.I.M. Holdings in Townsville itself has been through assistance to the Townsville Harbour Board. It provided financial assistance for the construction of a large container crane, which cost in the vicinity of \$1,500,000. That crane handled all Townsville's imports and exports of containers,

though it was built essentially to handle the export of copper from Mount Isa Mines. At present it is the largest crane in Australia, and it certainly makes the port of Townsville more viable and an alternative to the port of Brisbane for the handling of overseas container cargoes.

Last year M.I.M. Holdings was to expand further in Townsville. An environmental impact study and feasibility studies were carried out into the building of a zinc refinery at Stuart. Indications early this year were that the refinery project would go ahead. Then, it was found sufficient help was not forthcoming from the Federal Government. In addition, the price of zinc slumped. Those factors caused a temporary halt to the construction of a zinc refinery in Townsville. However, we hope that the lull in activity is only temporary and that, with a more sane and sensible Federal Government in 1976, the mining industry will have more confidence to develop industries not only in Townsville but also the rest of Australia. Irrespective of what members of the Opposition might say, there is no shadow of a doubt that Mr. Rex Connor, as the Minister for Minerals and Energy, was a great deterrent to the expansion of mining in Australia.

M.I.M. Holdings is continuing with its development of the Hilton mine, 20 kilometres north of Mt. Isa. It is hoped that by about 1980 the production of silver, lead and zinc will come on stream.

Another side effect to the development of the mining industry in Mt. Isa has been the construction of the Julius Dam, to cost approximately \$30,000,000, financed jointly by the State Government and the Mt. Isa Water Board. On completion, that dam will give an unlimited water supply to mining projects in and around Mt. Isa, as well as to the expanding city of Mt. Isa itself, which now has a population in excess of 30,000 people living in a very happy community.

In the past three years an exciting development in the mining industry in the Townsville region has been the Greenvale nickel mine. Greenvale is a small township approximately 120 miles north-west of Townsville. This development has greatly boosted Townsville's economy. It brought many more people to that city and, at the time, created work in the home-building industry and the construction of flats to cater for the large itinerant work-force. Many of those people have remained there and become permanent employees of the

Queensland Nickel Co. at its refinery at Yabulu, which is about 12 miles north of Townsville.

The development of the Greenvale nickel mine involved an outlay of some \$250,000,000. Firstly the open-cut mine area itself had to be developed. The total area containing the nickel ore is something like 800 acres. Then the construction of a modern township was required, with all amenities such as theatre, library, swimming pool, sports ovals, community centre and modern brick homes to accommodate the more than 200 families located permanently in the Greenvale township. Also a railway line had to be constructed through very difficult terrain. Bridges were built across the Burdekin River. This gave access to the great cattle areas in the Gulf Country. Cattle can now be brought by train from Greenvale to Townsville.

The nickel treatment plant is the most elaborate development of the whole lot. It was constructed on a site area of approximately 5,000 acres. I inform those honourable members who do not know much about the plant itself that that large area of land is required because only approximately 2 per cent of the total ore body mined is nickel; the other 98 per cent is waste material which has to be scattered over the low-lying area of 5,000 acres. It has been necessary for the company to acquire that large area of land to scatter the 98 per cent of waste material. Eventually this waste material will be covered with top-soil and grassed and will become a cattle-grazing area in the future.

A further side benefit to Townsville was the development of its port so that it can handle 50,000 tonne oil tankers. The dredging of the harbour and its approaches cost approximately \$4,000,000. At low tide it can now handle ships with a draught of 40 ft. because of its having to be capable of handling the 50,000 tonne oil tankers to supply oil to the Greenvale nickel plant. The plant uses over 1,000 tonnes of oil a day. That is a very large consumption. Up till 1975, the total oil imported into Townsville to meet the needs of the Townsville region and as far west as Mt. Isa was 400,000 tonnes a year. The actual requirement for Greenvale exceeds that tonnage. In other words, the importation of oil has more than doubled owing to the development of the plant near Townsville.

The plant had its growing pains. It had its times of trauma when it looked as if it might not open. It had some industrial troubles and some teething problems in the commissioning of the plant. Now it is a financial goer, which will help decentralisation in that part of our State. It is a great tribute to a State Government that has given financial aid to help this company become established in Townsville. It has been part of the Government's policy on decentralisation over the years which has helped to create new townships, new railway lines and new port and harbour facilities and has generally made Queensland the State with the most stable economy in Australia.

Again this year more startling news to the Townsville region and the north-west area of the State was the commencement of rock phosphate mining at Duchess. Shipments of rock phosphate have already passed through the port. The material is being stockpiled temporarily near the Mount Isa Mines tippler. It is being shipped by means of the Mount Isa Mines conveyor belt system from the port of Townsville until the new railway line is constructed. The site is a little place called Bungalien, about 68 km south of Duchess.

In the meantime, the rock phosphate is being transported by truck to Duchess, and from there it is railed to Townsville. A new railway line is being constructed over a distance of 68 km at a cost of \$30,000,000, and on its completion by the middle of next year there will be exported through the port of Townsville approximately 1,000,000 tonnes of rock phosphate in the first year. In addition to building the railway line, the company is building large new receiving dumps at Townsville and they will be able to take the large shipments of rock phosphate when they arrive about the middle of next year. All in all, the total outlay to date is envisaged at about \$50,000,000, and all this has been done at considerable risk because this is an Australian company.

I think we all became tired over the last few years of hearing the former Minister for Minerals and Energy (Mr. Connor) making it clear that he hated multinational companies. He said that, as long as development was carried out by Australian companies, he was all for it. Here now is a 100 per cent Australian company, with only Australian shareholders, and all that it could get for the outlay of \$50,000,000 was the guarantee of an export licence for one year for 1,000,000 tons. What a joke! At least the

company had enough guts to go ahead with the project, and finally in his dying days as Minister for Minerals and Energy Mr. Connor relented and gave the company an export licence for three years. What a paltry attitude to take towards a purely Australian company trying to establish a large export industry in North Queensland!

I am very confident that the shipment of rock phosphate is only the beginning of the rock phosphate industry in Townsville. I know that the Townsville Harbour Board has eyes to the future—and rightly so. Recently it purchased 500 acres of land at the estuary of Ross River just south of the harbour. It can see that in the future there will be a great need for land for industrial expansion in the port of Townsville, mainly associated with the development of the mining industry in the North and North West. When the zinc refinery begins production at Stuart, there will be large quantities of the by-product sulphuric acid available. From this one can readily see the need for a fertiliser complex on the south bank of the Ross River. It is not beyond reason to suggest that before long there will be a large petrochemical industry in Townsville as a result jointly of the expansion of Mount Isa Mines and the shipments of rock phosphate.

But more is yet to come in the history of mining in North Queensland. It has only started. Last week the Minister advised that substantial deposits of steaming coal had been found south of Pentland. Earlier there was knowledge of their existence, but there was no need for their use because Queensland already has abundant stocks of coal for years to come. But it is wonderful to know that close to the Townsville-Mt. Isa railway line we have an abundant supply of underground steaming coal should it ever be required for future industrial expansion.

At the same time, the Department of Commercial and Industrial Development, jointly with the Federal Government, has undertaken studies in the north-west region of Queensland. The sum of \$200,000 is being spent on investigations to discover and list the resources of North-west Queensland which to date have not been properly recorded. The honourable member for Windsor mentioned only a few minutes ago the oil shale deposits at Julia Creek. These possibly have an exciting future. With the cost of oil, both imported and locally produced, constantly rising, there is every chance that before long the company that has the lease on these



deposits will start to look closely at the viability of producing oil from the oil shale in the Julia Creek area.

In the brief time that remains to me, I should like to refer to the electricity supply industry. I have before me the annual report of the Townsville Regional Electricity Board. On looking through it, I was impressed by the industry objective, which appears on one of the initial pages. It reads—

"The provision of an adequate and reliable supply of electricity at the lowest possible price consistent with the most responsible use of available human, physical and financial resources.

"This involves compatibility with accepted standards relating to safety, the environment and financial prudence."

That is certainly a very worth-while objective, and to my mind an objective which is being achieved because, without a shadow of doubt, the electricity industry must be one of the most efficient industries in Queensland today. I think I would be quite safe in saying that, simply stated, the achievement of efficiency has been possible by, firstly, the introduction of economy of scale in generation and optimisation of energy resources, secondly, the promotion of effective utilisation of electricity, thus increasing demand and so improving the return on capital investment, and, thirdly, the improved productivity within the industry through the increased use of mechanical aids and through advanced training of personnel.

In the past 15 years, wages have increased by approximately three times the 1960 base, which, as indicated by records I have seen, was something below \$40 a week. Correspondingly, the average domestic consumer is using about three times the amount of electricity he used in 1960. This is understandable because we have more appliances today—washing machines, dishwashers, television sets and all sorts of electrical aids—which we are all too pleased to use but we forget that the meter is running all the time. On the other hand, although we are using three times the amount of power the average cost of a unit of electricity has increased by only about 30 per cent. Where else would one find an industry with such an accomplishment of efficiency over the past 15 years as the electricity industry?

No doubt exists in my mind that a great deal of the success and the efficiency achieved in the electricity industry is due to the fact

that the generation and distribution of electricity has been centralised into a few boards in lieu of the small operations run by every local authority throughout the State 15 to 20 years ago. How much more efficient must it become when there is one generating authority for the whole of Queensland?

The Townsville Regional Electricity Board employs over 700 staff, including 47 trade apprentices. In the past year salaries and wages increased by about 34.5 per cent—a sad reflection of the mishandling of the economy by the Federal Whitlam Government in the past three years. Out of total receipts of \$18,000,000 in the last financial year, approximately 32 per cent went on wages and salaries. I think that the Townsville Regional Electricity Board would be to the forefront in extending supply to western areas. Even today 380 kilometres of new transmission line are being constructed in the Hughenden, Julia Creek, Charters Towers and Winton areas. If it were not for the depressed state of the cattle market where cattlemen could not meet the guarantees required by the board, more extensions would be taking place at the present time.

I was appalled at the reports I read recently in "The Courier-Mail" that the Lord Mayor of Brisbane, Alderman Wash, is against the proposed take-over by the Government of the distribution and supply of electricity in Brisbane. I think it is rather paltry that the people of Brisbane should not be prepared to pay something extra for their power so that the people of the whole State can have the advantage of a low fixed tariff. This principle is applied in North Queensland very effectively. The people of Townsville knowingly pay a higher tariff for their power than they would if they were running their own authority, but they are happy to do so to provide amenities to western areas, and I think the people of Brisbane should be prepared to do something similar.

(Time expired.)

[Sitting suspended from 12.59 to 2.15 p.m.]

**Mr. MELLOY** (Nudgee) (2.15 p.m.): I welcome the opportunity to speak to the Mines and Energy Estimates. The Minister has one of the most responsible jobs in the Cabinet. The State's mineral resources have played and will continue to play a very important part in Queensland's economy. I have previously referred to the importance of the role of the Department of Primary Industries. Those comments apply equally to the Mines and Energy portfolio.

During my contribution I will express some views about the coal position in Queensland. I do not want to canvass the Swanbank situation—it was covered very fully during the period of the crisis—other than to say that that problem would not have arisen if the Minister and the Government had been prepared to heed the advice of the Coal Board about coal reserves and the policies to be adopted towards the West Moreton coal-field. On that score, the plans envisaged in Mr. Murray's reports are, in effect, what the coal miners in the Ipswich area have been wanting for a long time. I should like to refer to what Mr. Murray said in his last report about the long-term agreements that are so necessary for the survival of the West Moreton coal-field. He said—

“During the year a joint investigation with the Queensland Coal Board was carried out by the Commission into the West Moreton coal field and in particular, to the problems of guaranteeing adequate future supplies of economically priced coal for Swanbank and Brisbane power stations.

“Based on the joint report of these investigations the Government has instructed the Queensland Coal Board to initiate negotiations between the Southern Electric Authority of Queensland and the Ipswich Collieries for long term contracts to guarantee coal sales and facilitate long term planning by the collieries to meet the power stations' requirements, and also to guarantee stability of employment in the Ipswich coal mining industry.”

That is what the miners in that area have long sought. It will mean continued employment for them, and it will have a great effect on the prosperity of Ipswich. Mr. Murray continued—

“The proposals involve an increased level of co-operation between the coal mining and electricity industry and will require increased stockpiling to stabilise the demand for coal. The Commission is to maintain a watching brief on these developments in conjunction with the Queensland Coal Board, to ensure that the interests of electricity consumers are maintained as well as those of the coal mining companies and employees.”

Those are very definite words. It is rather encouraging to find that this attitude is now being adopted towards Swanbank in particular. We do not want to see a recurrence of industrial strife, dislocation of industry and disruption of domestic electricity supplies.

I turn now to the overriding influence of the Australian Government on the mining industry in this State, particularly during the term of office of the Whitlam Government. I want to comment on its efforts and relate them to the Queensland coal industry.

As is well known, the Labor Government inherited a sphere of responsibility in minerals and energy that was characterised chiefly by the previous Liberal-Country Party Government's lack of an over-all national policy. It had allowed Australia's mining industry a great deal of freedom in its operations. It allowed the industry to write long-term contracts and to make a unilateral determination of export prices. The Labor Government rejected such a laissez-faire philosophy and set about formulating and implementing a national minerals and energy policy that achieved, among other things, world parity prices for Australia's resources, particularly for Queensland's coal. This would be acknowledged by the Minister, although some doubt was expressed at the time concerning the effect of the royalty to be imposed. I think the Minister will admit that this is working out quite well for Queensland.

The administrative arrangements assigned to the Department of Minerals and Energy provide for the “evaluation and balanced development of minerals and energy resources having regard to future requirements”.

The Government's basic aim was to ensure that the development of Australia's mineral resources would bring maximum benefits to the Australian people. The ultimate responsibility for the exploration, development and processing of minerals must rest with Australians. All enterprises, whether Australian or foreign-owned, engaged in exploration, development or processing must respect the national interest.

The Commonwealth Labor Government used all its powers, including its export and exchange-control powers, to achieve this aim in relation to ownership.

I shall give now a broad outline of the initiatives taken by the Australian Labor Government in the field of minerals and energy since December 1972. To start with, on assuming office the Labor Government was appalled at the general lack of statistical and business information made available to it in relation to mining contracts. The Government believed that Australia's mineral resources were being sold overseas at less

than world prices, and that this had resulted in lower returns to the Australian mining industry and to the Australian people. The Liberal-Country Party Government had imposed selective export controls on minerals on an ad hoc basis, but with little intention of formulating an over-all policy on mineral exports.

In January 1973 Mr. Connor announced that Federal Cabinet had decided that all mineral exports, whether in raw or semi-processed form, would be subject to export controls.

**Mr. Camm:** They always have been, ever since the Constitution.

**Mr. MELLOY:** Yes, but not to the degree imposed following the legislation introduced by the Commonwealth Government.

**Mr. Camm:** Thank goodness for that, or we would not have had a mineral industry.

**Mr. MELLOY:** In saying that, the Minister is not sincere. The basic aims of the controls were, firstly, to ensure that export prices for Australian minerals were kept at a reasonable level in relation to export prices from other countries and, secondly, to ensure that the Australian Government has full knowledge of all details of export contracts. That is essential if there is to be an over-all policy relative to Australia's mineral resources as a whole, particularly the currency denomination and protection clauses, if any. The third aim was to ensure balanced development of Australian mineral resources so that production for export should be consistent with the best interests of Australia. The controls were extended in 1973 to include petroleum products and fabricated and semi-fabricated copper products.

The success of the Labor Government's policy is well illustrated in substantial increases in iron-ore and coal export prices. Careful supervision of iron-ore contracts and those for coking coal have resulted in substantial gains for Australia and, in particular, for Queensland. In fact, they resolved many of the problems that the Queensland Treasurer faced with his Budget. He was able to fall back on the additional income that would accrue from the increased prices gained by the Commonwealth Government for our coal products.

**Mr. Camm:** The Federal Government took \$6,000,000 a year from us.

**Mr. MELLOY:** But what did the Minister get?

**Mr. Houston:** Five cents a ton.

**Mr. MELLOY:** That is right. The Minister increased royalties considerably—up to about a dollar a tonne—and did very well out of it.

In the case of coking coal, Australian exports to all markets, using current contract-based tonnages, was estimated to be \$A1,100 million in 1975. That represents an estimated increase of about \$470,000,000 over the 1974 figure. The total value of iron-ore exports to all markets in 1975, using contract-based tonnages, was estimated to exceed \$A800,000,000—more than double the level of export earnings of \$A394,000,000 in 1972.

In Queensland, where the coal industry is 85 per cent foreign-owned, intervention by the Australian Government in negotiations resulted in a substantial price increase. The total value of increases negotiated between 1 January 1973 and 30 September 1974 was more than \$A1,364 million over the full delivery terms of all Queensland coal export contracts. The value of the increases actually received within the same period was of the order of \$A67,000,000.

I do not wish to dwell too long on this point. I conclude my remarks on the coal situation by saying that the facts are of vital importance to Queensland's future development and prosperity. The national export controls imposed on black coal exports from Queensland and New South Wales to Japan, Europe and elsewhere have been outstandingly successful. The coal-exporting companies are no longer fighting each other and cutting prices. Above all, there is now, apparently, an end to the interstate competition that was formerly hampering coal exports. The Queensland coal industry has never had a brighter future for all types of coal, including coking coal and steaming coal.

The future looks really good for Queensland's mining industry. As I said, the Minister has a very responsible job to ensure that the State's mining industry takes full advantage of what has been gained for it by the Australian Government under the leadership of Gough Whitlam. We know that we all want Gough.

The other matter I want to refer to relates to sand-mining in Queensland. Over the last 10 years in particular, no mining venture has been more controversial than sand-mining on our beaches. The squabbles and fights that have taken place would never

have eventuated if the Government had insisted early in the piece on environmental impact studies and land-use studies.

What happened on Fraser Island was that the mining companies selected certain choice parts for sand-mining and were granted the leases that they applied for. The land was then tied up. If we are to successfully make full use of our facilities and resources, such places as Fraser Island and Moreton Island must be the subject of more organised control. There is room for all activities—mining, tourism and forestry. It is true, perhaps, that there has been a certain amount of disturbance on some parts of the beaches; but, as I pointed out some months ago, with the effluxion of time, most disturbances will be repaired by nature itself and eventually the areas will be restored to their original state.

However, I see little point in granting leases years in advance. That has the effect of locking up areas of land along our beaches and on our islands. The result is that nobody benefits from the areas. The mining interests will not be able to avail themselves of them. The tourists will not be able to enjoy them. There is room for everybody in these areas and environmental impact studies should be made before any leases are granted. An efficient land-use study also should be made to ensure that all areas are put to the best use. There is plenty of room for forestry on Fraser Island. There are areas on Fraser Island that could perhaps not be used for tourists for 100 years. They could be mined. However, the Minister has to ensure that only selective mining takes place. He should ensure that areas of Fraser Island are available for various uses.

We are not opposed to mining on Fraser Island in selected areas, but we feel that there is room for forestry development. We do not believe that the whole or the major part of Fraser Island should be set aside as a national park. There is a lot of land on Fraser Island. There is land that is suitable for tourist development and land that is suitable for national park purposes.

Before any more mining leases are granted on Fraser Island and, perhaps, on Moreton Island (which is only a few miles from Brisbane and could with proper development be one of the major tourist resorts in this part of the State, provided potential tourist areas are not despoiled by sand-mining), we insist that land-use surveys and environmental impact studies be carried out. Unless they are, we will see despoliation of those areas. If leases are granted for a number of years, land will be tied up and nobody will be able to use it. A lot will be lost in the development of this State's tourist industry.

(Time expired.)

**Mr. MARGINSON** (Wolston) (2.35 p.m.): This afternoon I join in discussing these very important Estimates of Mines and Energy, including electricity. The Minister has a very important portfolio that has played an important part in Queensland. I appreciate that these two departments of mines and electricity have been joined together in the one portfolio. In the last Parliament, electricity was joined with local government. Today electricity is joined with mining and I think it is a forward step.

I understand that the under secretary (Mr. Healy) will be retiring shortly. I express to him my thanks for the assistance he has given me as the representative of a coal-mining area. I wish him well in the future.

During this session, I have heard Government members say that they want cheaper electricity, and I join with them in that cry; but while they are saying this, they are not looking back to see where the cheaper electricity came from over the years. I stake a claim for the Ipswich coal-fields and point out how the coal-mining industry in Ipswich provided Queenslanders with many years of cheaper electricity.

Following certain questions I asked in this Chamber at the end of the last Parliament, I found the following information to be factual because it was given to me by the then Minister for Local Government and

Electricity. It might surprise honourable members to know that in 1959-60 the cost of landing a ton of coal to the Brisbane power stations—Swanbank was not then in existence—was \$8.24. In 1965-66, when Swanbank came on line and commenced to generate electricity, the cost of a ton of coal to Swanbank from the West Moreton coal-fields was \$5.14. Even in 1971-72, which is getting close to the present time, the cost of a ton of coal to Swanbank from the West Moreton coal-fields was \$6.23. Remember the first amount I mentioned; in 1959-60, the cost of landing a ton of coal to the Brisbane power stations was \$8.24 whereas some 12 years later it was only \$6.23 to Swanbank.

Yet recently I have heard cries in this Chamber from Government members wanting cheaper coal. The inference I draw from that is that they do not want coal from the underground mines in Ipswich. The honourable members who make mention of that do not know what they are talking about with respect to the supply of cheaper electricity in Queensland. I give the Government some credit for this; I am not giving it all to the coal miners and the coal owners. It was the establishment of the power station at Ipswich that resulted in the production of cheaper coal because of the method of its transportation to the powerhouse. I will admit that. In 1959-60 it was brought to Brisbane by road from the West Moreton coal-fields. Today—not so much since the Box Flat disaster—it is taken to the powerhouse by conveyor belt. It is placed on the belt underground and not touched till it reaches the powerhouse. I therefore hope to hear no more suggestions against the West Moreton coal-field by people who talk about cheaper electricity. Even at today's rates I should like the Committee to bear in mind the cost of transmission lines from wherever the powerhouse might be built. The present position, although I make only a guess, is that 75 per cent of the consumers of power from the Swanbank Power House are in the south-east portion of Queensland.

**A Government Member:** What about maintenance?

**Mr. MARGINSON:** Maintenance is another consideration. Let us give Ipswich coal miners—and coal owners, too—some credit for the pretty good deal that they have given the people in both the supply and cost of coal to the Swanbank Power House.

I now wish to make some reference to a matter that has been discussed previously. Last August some trouble was encountered in the electricity supply industry. I do not think that all the fault was on one side; as a matter of fact, I am certain that it was not. I can remember Mr. Murray reporting that he considered that we should speed up the construction of more power stations in Queensland and that he was concerned about the supply of coal to Swanbank. I remind the Committee that the Ipswich coal miners supplied all the coal required at Swanbank until the unfortunate Box Flat disaster. The Box Flat colliery was by far the largest supplier of coal to the Swanbank Power House and up till that stage, as I have said, the West Moreton coal miners had met its demands. I have no doubt that if the disaster had not happened there would have been no necessity to obtain coal from Central Queensland.

The Government was asked to have coal brought to Swanbank from Central Queensland. This was done, and at the same time the coal miners of Ipswich increased the tempo of their operations. Open-cut mines were opened. I met the chairman of the Coal Board—

**Mr. Frawley:** What about their bans on overtime? You don't want to talk about anything like that.

**Mr. MARGINSON:** I will talk about that in a moment. But for the Box Flat disaster, the Ipswich coal miners would have continued to supply all the requirements of Swanbank. It was agreed with the Government that coal be brought from Central Queensland. Because of the situation that had developed, it was necessary that this be done.

The miners made their claim in January 1975 for certain improvements in their working conditions. It was not until May 1975 that the first importation of coal to the West Moreton field took place, yet the

miners had lost five days' work up to 25 May. Now, who was to blame for the fact that there was not sufficient coal stockpiled at the Swanbank Power House? Nothing was brought into the area for five solid months, and in November 1974 only 8,000 tonnes were brought in.

**Mr. Gunn:** Whose fault was that?

**Mr. MARGINSON:** Surely the honourable member is not so thick in the skull that he doesn't know whose fault that was. I know he does not have a great deal of sense, but he certainly should know that. In June, when things were getting really serious, 16,000 tonnes were brought in; but in July, all of a sudden trains were made available. All of a sudden the Government found that it could bring more than three trainloads a week down the main line from Central Queensland. In July it imported 61,000 tonnes to Ipswich. Unfortunately, because of the Dorothy Dix questions that were asked the other day and because the Ministers dwelt so long on their answers for political purposes—I am not accusing the Minister for Mines and Energy in this regard—I was unable to ascertain for today just how much coal had been imported in August, September and October this year.

I want the Government to play the game fair. A lot of others were to blame and I have never heard any honourable member speak about them. As to what the miners asked for last August, not one member has risen in his place and said, "Well, they must have been right because the board of reference granted them the greater proportion of their claims." The greater proportion of their claims with respect to this strike, as honourable members opposite like to call it, was granted by a board of reference, so let us make that point quite clear. I do not want to go into that in any greater detail—

**Mr. Camm:** You might get into deep water.

**Mr. MARGINSON:** I'm all right. Although some of my colleagues will not agree with me on this point, I believe—I am speaking personally—that every member of Parliament, whether he is a back-bencher or a Minister,

should be prepared to disclose his financial investments in any company or any organisation of any description.

**Mr. Hartwig:** This isn't Russia.

**Mr. MARGINSON:** I am one who is prepared to do that.

**The TEMPORARY CHAIRMAN** (Mr. Dean): Order! There are too many interjections.

**Mr. MARGINSON:** I knew that would stir them up. I might tell the Committee, particularly those members who entered the Parliament after the last election, that I have been very interested in the Premier's dealings in coal-mining and the mining of minerals of all descriptions, and one of my colleagues on 1 August 1973—I will name him, the ex-member for Everton—endeavoured to find out about some of his shareholdings. The former member for Everton asked who were the directors of Bjelke-Petersen Enterprises Pty. Ltd. The Premier denied that he was a director, and as a result further investigations were made and it was found that he had, mistakenly I will say, misled the Parliament in this connection because it was shown by Mr. Jones, the former member for Everton, that he was still registered as a director of Bjelke-Petersen Enterprises Pty. Ltd. The Premier later made a ministerial statement and said that the directors were his wife, his sister and his daughter, but that he had no interest in the company—no interest whatever. I could not be convinced that a member who had his wife, his sister and his daughter as directors of a private company had no interest in the company—I am not suggesting a pecuniary interest now, but any interest at all. I could not be convinced about that. I had another look at this matter and I found out that he did have some mining leases. I found out he was associated with a Mr. Black and a Mr. Lewis Langton in mining matters. Mr. Langton died about that time. His son, a constituent of mine, came to see me. He showed me a letter that had been written on behalf of the Premier. The Premier knows this because I have mentioned it in the Chamber before. I am not

saying anything behind his back, even though he is away electioneering, when he should be here.

**Mr. Frawley** interjected.

**The TEMPORARY CHAIRMAN:** Order!

**Mr. MARGINSON:** The solicitors—Morris, Fletcher and Cross—had written to Mr. Langton's son, who was the executor of the will, suggesting that he might sell to the Premier his half share in the mining leases around Nanango and Kingaroy. The Premier fobbed me off by saying that it was something personal. A Premier or a Minister of any Government should be prepared to declare his interest in any mining venture in which his Government has an interest. If a person is a member of a hospitals board, for example, he is not even allowed to vote on any proposal that could lead to a contract being entered into between the hospitals board and the company of which that person is a director or shareholder. The member of the hospitals board must immediately declare his pecuniary interest.

On investigation I found that Bjelke-Petersen Enterprises had a 49 per cent shareholding in a company called Artesian Basin Oil. We know that the Premier was connected with Lucky Strike Drilling Company, which changed its name to Seneca Oil. That company had a 51 per cent interest in Artesian Basin Oil. Artesian Basin Oil is the largest single shareholder in Oilmin. It will be recalled that Oilmin was the name subsequently given to Exoil. What is Oilmin interested in? The Premier is the man who was condemning the Federal Government because it wouldn't hand out subsidies to exploration companies. Is he fair dinkum in saying that would be in the interests of Queensland? Or would it be in the interests of somebody else like Mr. Bjelke-Petersen and his family! Let us look at the exploration companies.

**Mr. Frawley** interjected.

**The TEMPORARY CHAIRMAN** (Mr. Dean): Order! The interjections of the honourable member for Murrumba are becoming too persistent.

**Mr. MARGINSON:** By the way, Oilmin and Transoil N.L. submitted a proposal to supply coal to the new power station. They are still there with their tenders. No tender has been accepted. Oilmin has a 27.4 per cent interest in Transoil. These are the interests that came down from Bjelke-Petersen Enterprises. Oilmin has a 50 per cent interest in Tenyson Minerals. I could go on and refer to Nova Pty. Ltd., in which Oilmin has a 38 per cent interest, and Highland Gold in which Oilmin has a 50 per cent interest. These are all part of the family tree stemming from Bjelke-Petersen Enterprises, with its 49 per cent interest in Artesian Basin Oil. Oilmin has 216,500 shares in Oil Drilling and Exploration. There are many more I could refer to.

The point I am making is that these facts should be disclosed in the proper way and that we should not be forced continually to endeavour to extract such information from persons in high positions. The people of Queensland should be made aware of the interest of those persons in these companies, and they should be able to compare the evidence before them with the statements made by such persons and to decide whether those persons are genuine in seeking subsidies for oil exploration, mining and exploration drilling or whether the main concern in their hearts is their pecuniary interest.

(Time expired.)

**Mr. SIMPSON** (Coorooora) (2.56 p.m.): I am surprised at the honourable member for Wolston hinting that there is something wrong with being successful in business. Apparently he regards "success" as a dirty word. I would say the same about Labor's attempts to make profits. The Labor Party seems to forget that free enterprise has got Australia into its present developed state.

I congratulate the Minister on the creditable manner in which he administers his difficult portfolio. The community is pretty toey about the environment. Many people look on it as people with full tummies look on a well-spread table on which there is a beautifully iced cake; they don't want to touch it. They say, "No, don't

touch the environment. It looks beautiful the way it is. Don't mine our minerals." They would have us go without all the essential commodities that we have today. And this is quite apart from the energy that is required for our homes, our industries and our motor-cars. We need electric light for our homes; we need cooked meals; we need an efficient means of transport. Without such energy, we would not have healthy and well-fed children.

I draw to the Minister's attention the description of areas appearing in mining leases. There are a whole host of compass bearings and distances, which are very difficult to follow. It would be most helpful if mining areas could be depicted on parish maps in the Press, with the distances and dimensions clearly set out.

Great care should be exercised in mining operations near natural phenomena, such as the Teewah coloured sands near Cooloola. They must be preserved at all costs. The sands do not contain any minerals, and they should not be placed in jeopardy by mining operations carried out nearby. The Mines Department should protect the interest of the people by ensuring that the mining regulations are enforced and that sand-mining operations are not allowed to encroach too close to the coloured sands.

It is essential that we do all we can to encourage prospecting for minerals in Queensland. It will allow us to attain maximum productivity and, in turn, to care properly for the community. As well, research should be carried out into other forms of energy, such as solar energy and thermal probes into the earth for the generation of low-grade heat. At some time in the future we may look at other forms of converting energy through crops such as sugar cane into power. I am sure that the Minister's department will be looking into these things to make maximum use of Queensland's resources. I commend the Minister on the way he has handled his portfolio. I have always believed that a Minister can best pursue the delicate course between vitally and energetically developing mineral resources and

at the same time preserving the ecology by holding the Mines portfolio for one period and then switching over to the Conservation portfolio. That would be an interesting exercise in the best use of land available to us, and we should be ever mindful of that. Unless we pursue those ideals, keeping in mind the quality of life, we will not do our job properly.

When establishing rehabilitation conditions for areas that have been mined, the Minister might consider that, on Fraser Island, some of the areas could be declared as future national parks. With that in mind, after consultation with the Minister in charge of national parks he might well approve a condition that amenities will be provided for future use by the public. I thank the Minister for the way he has handled his portfolio and commend the officers under him.

**Mr. HARTWIG** (Callide) (3.2 p.m.): In making my contribution to the very important Minerals and Energy Estimates, I pay tribute to Mr. Kevin Healy, the Under Secretary for Mines, who has held that position for 13½ years and who has guided this State to a great destiny in the coal-mining industry. He has been a great asset to the Government and to the Minister in charge of this portfolio. I note with regret that Mr. Alf Crowley is to retire next month. As Chairman of the Queensland Coal Board he has played a very important part.

The Queensland Government has done a wonderful job in decentralising the coal industry and its assets throughout Queensland. That is in direct contrast with what has been dished up to us from Canberra. The former Labor Government—it is now known as the extinct Whitlam Government—did all in its power to keep foreign capital out of this country. It was opposed to the development of this State and nation by foreign capital. It would have no part of it. There was no way in the world it wanted foreign capital. But under the Queensland Government's policy we entertained foreign capital. Look at the position of Queensland today in the coal-mining industry! Look at the rolling-stock and the two new railway lines from



Gladstone to Moura and Hay Point to Goonyella and Saraji! When I travelled with the Minister through these mining fields in the first week of July last, the tremendous development brought about by the actions of the National-Liberal Government was an eye-opener. It is shameful that strangler Connor, who went overseas and had an opportunity to further the coal-mining trade with Japan and other nations, should knock back an order of 20,000,000 tonnes. He refused to develop Norwich Park and Nebo.

But what did Hayden do at Budget time? He saw fit to extract \$143,000,000 out of the coal-mining industry of this State. He blocked an avenue of revenue for the Treasurer of this State, revenue that would have obviated his imposing additional charges such as increased freight rates. Hayden put a \$6 per tonne levy on exported coal. Of course, it was an attempt to build up the New South Wales section of the coal-exporting industry.

**Mr. Houston:** Will Fraser cut that out?

**Mr. HARTWIG:** Fraser would not be a party to anything Whitlam did. I can assure the honourable member of that.

**Mr. Houston:** Are you sure of that or are you only guessing?

**Mr. HARTWIG:** We will know after 13 December.

In the 1960s we experienced great difficulties with the development of the mining industry. I was chairman of the Capricornia Regional Electricity Board. I am pleased to see Mr. Keith Viertel sitting in the lobby. He and I sat round the table many times in conference. From the point of view of the State Electricity Commission, the development of the mining industry created great problems. When the Moura dragline went into operation, only two sets were commissioned at Callide. We had more trouble than Flash Gordon in servicing one of the world's largest draglines with one of Queensland's smallest power stations.

However, from what it was in the early 1960s, the coal-mining industry has developed into one of the major industries not just in Queensland but in the nation of Australia itself. It has provided job opportunities for thousands of people and given them good homes. Anyone who wants to see prosperity should visit the Central Queensland coal-fields. Families are living in beautiful homes, which are sewerred and fully electric. So they should be. I pay tribute not only to the Government and the Minister, but also to the company. Utah alone, between Hay Point, Saraji, Goonyella and Peak Downs, has invested more than \$400,000,000. That is big money in anybody's language—though not as big as the commission Khemlani would have got from the loan to the Australian Government.

Let us look at the "little cities" like Moranbah, Dysart, Blackwater and Moura. These are towns today. If Labor had continued in office, they would have been dead areas. If Connor had had his way, the coal-mining industry in this State would have been killed. Let the A.L.P. go out and tell that to the public today—how they wheeled and dealed and did everything possible to cripple the coal-mining industry in this State and block any new development. Is that a record to be proud of? That is something we ought to tell the people of Australia before 13 December. I hope that message gets across.

Let us look at the \$200,000,000 development of the Gladstone Power Station, the capacity of which will be increased by two 275 MW sets to 1,600 MW. That is a tremendous development, bang in the middle of Gladstone in the electorate of the honourable member for Port Curtis. When I was chairman of the C.R.E.B., I can remember travelling to Canberra. Mr. Gorton was Prime Minister. He said to us, "What have you got in Queensland that would warrant a \$200,000,000 super powerhouse?" Gorton wouldn't have the guts to stand up and tell us what he said at that time. He wanted to know what industries we could have in Queensland that would warrant a super

powerhouse. Gorton hasn't changed. His knowledge hasn't improved. He is now trying to get in on the A.L.P. ticket in Canberra. I say to the people of Canberra, "Watch Gorton, because he's a bloke who wants two bob each way." I have had a little bit to do with John Gorton.

**The TEMPORARY CHAIRMAN** (Mr. Dean): Order! The honourable member will return to the debate on the Estimates.

**Mr. HARTWIG:** He's a bloke who wouldn't negotiate a \$200,000,000—

**The TEMPORARY CHAIRMAN:** Order! The honourable member will return to the debate on the Estimates.

**Mr. HARTWIG:** I am right on the line, Mr. Dean. I respect your ruling.

It is interesting to note that a 500MW hydro-electric station is to be commenced on Wivenhoe Dam by 1983. I believe that the Wivenhoe Dam is a tragedy. There has not been one word of protest about it from all of our conservationists and the people who have conducted environmental impact studies. What is wrong with Fairbairn Dam? It holds more water. It contains 1,300,000 acre-feet of water. It is sitting there doing nothing. Why not use that water to advantage and then recycle it for irrigation if need be? Surely we have the brains and know-how to do it. If we adopt that attitude, we will be doing it on the coal-fields. And we can produce a cheaper power.

**Mr. Houston:** Who is the Minister responsible for that?

**Mr. HARTWIG:** I will tell the honourable member something. Under the present Minister, at least we are getting somewhere. Under Labor we got nowhere.

**Mr. Houston:** What are you talking about?

**Mr. HARTWIG:** I am telling the honourable member what we got under Labor.

Last week I looked at the Snowy Mountains scheme and saw that it was generating something like 3,000 MW of power. The day is coming when hydro-electric schemes will come into their own because no environmental impact studies are required and there is no pollution. I foresee when water will be used to a greater extent to generate power.

We could well do with an extension to the power station at Callide. It is generating a lot of cheap power. It has the cheapest coal in Queensland. Geographically it is situated so that it is tied in with the grid system. It would only mean the erection of a 275 kV to link up with Gladstone and it could generate more power very efficiently and cheaply. As I have said previously, we should not put all our eggs in one basket, but the bigger the power station the cheaper the power generated, and that is a great benefit.

It is damnable that the people in the south-east corner of Queensland cannot pay .01 per cent more for electricity to guarantee that it is reticulated to the far-flung areas of Queensland. Queensland is not like Victoria. Its area is only 22 per cent of the area of Australia. Queensland has a problem that is not experienced in other States—distance in communication and the reticulation of power. Surely the people of Brisbane would not mind paying a little more so that power could be reticulated to the people in the backblocks. It is enough that they have to suffer flood, fire, ticks and drought without having to get by without electricity. Yet the Lord Mayor of Brisbane said he did not approve of our scheme. I do not think much of that idea and if I do not think much of a person, I will tell him straight out.

I wanted to make those few comments. The Minister has done a marvellous job for Queensland. May he live long and administer the mining and electricity affairs of this State.

**Hon. R. E. CAMM** (Whitsunday—Minister for Mines and Energy) (3.14 p.m.): I thank the 19 honourable members who contributed to the debate on the Mines and Energy Estimates, particularly those who paid tribute to the Under Secretary for Mines (Mr. Kevin Healy) who, as I indicated in my opening address, will retire at Christmas.

I shall reply in some detail to some of the contributions. The honourable member for Somerset spoke with some knowledge of the mining industry because he visited many centres quite recently. He expressed concern for the workers on the West Moreton field in the proposed expansion of the electricity industry. He recognises that the extension of electricity generation development in this region could result in more expensive power for the people of South-east Queensland. He also mentioned that, even though workers on the West Moreton field might not continue to work in the same mines in years to come, they will still be employed in the mining of coal for electricity generation in South-east Queensland. He is quite correct in what he said.

The honourable member for Mt. Isa spoke at length on many aspects of mining in his area. As he represents one of the major mining areas in the State, I should like to take some time in replying to his contribution. While it is true that the department has no drills operating at present in the Cloncurry-Mt. Isa area, it would be prepared to consider drilling assistance on the basis of specific proposals. The area has been, and to a lesser extent still is, one of major company interest and for that reason there has been little call for departmental assistance in exploration. Geologists of the department reported on copper-mining in the area in geological survey report No. 85 in 1974. The department is also participating in a semi-detailed regional geological mapping programme with the Bureau of Mineral Resources. This has as one of its aims the better understanding of the structural control of mineralisation in the area.

Of the total expenditure under grants and loans to prospectors in the last financial year, some \$13,000 was spent on subsidies and \$21,000 on roads, bridges and water supplies. This last form of assistance appears to serve a very real need with small mining groups that face a problem in constructing suitable access to their mines so that they may work them. Most of this money is spent on grants towards the costs of the miners in constructing access roads to their mines from the nearest public road.

The Government is prepared to assist worth-while projects for the discovery of gold or any other mineral. The price of gold has shown considerable changes in recent years, and there is uncertainty as to future trends. In deciding on assistance to mining, the Government favours no particular region, the test being the potential of the project and its benefits to the State.

A small-mine encouragement fund could be worth further consideration. However, the Government already gives much assistance to small mines in free technical advice by geologists, mining engineers and ore-dressing experts, storage and dissemination of information on geology and mineral resources, prospecting assistance, subsidy loans for development such as shaft-sinking and driving, hire of equipment such as compressors and hoists, loans to purchase machinery, grants towards the cost of roads, bridges and water supplies, and guarantees of loans for bringing mines into production. All of these are carefully supervised to ensure that public funds are wisely spent. There seems to be a trend for more and more new mines to be discovered by teams of experts using sophisticated modern equipment, and fewer and fewer mines to be discovered by individual miners prospecting by old-fashioned methods.

In an effort to provide the best service at lowest cost, the department has arranged that samples for assay be received at Cloncurry Assay Office, where they are prepared and given preliminary tests. The reduced samples are then sent to the Government Chemical Laboratory in Brisbane where all assays for the State are carried out under the supervision of highly qualified Government analysts, who issue the assay certificates. This has greatly reduced the cost of assays.

The rope-testing facilities at Charters Towers have been transferred to the department's workshops at Redbank where the equipment was thoroughly overhauled and recalibrated and is now being used to test wire ropes from all metalliferous mines in the State. The laboratory is under the supervision of senior mechanical engineers supported by a well-equipped workshop. As a result, the efficiency of the testing has been improved.

The honourable member mentioned a smelter. The feasibility of a smelter at Cloncurry to treat ore from small mines in the district is being examined by consultants as part of the North-west Queensland development study. It is important that any project supported by the Government should be the most efficient and should result in a lowering of costs to small miners and the community.

The honourable member for Rockhampton went on with some of the usual diatribe that we hear from some Opposition members who seem to have a hatred of overseas countries and seem to feel that if anyone makes a profit he is doing a disservice to the community. I would like to remind him that this policy of the former Federal Government has effectively chased all overseas investors, or most of them, out of the mining industry. The active policy of the former Australian Government was Government-ownership; not ownership by Australians, but the socialisation of our mining industry. The honourable member made some ridiculous claims about the price of coal, as did

some other members, and when I come to their contributions I will reply to them all together.

**Mr. Frawley:** They were briefed by the Hall.

**Mr. CAMM:** I think they were.

The honourable member for Maryborough spoke at length about the mining on Fraser Island, as did some other members also, and it was good to hear one of the speakers from the Opposition, the honourable member for Nudgee, acknowledge that mining, forestry and tourism can co-exist on Fraser Island, something which we have said many, many times. I know that to people who go to Fraser Island immediately following a mining operation it would appear that there is extensive desolation of the mined area, but if they go back a few years later and see what the rehabilitation has meant to the area, as one can see on South Stradbroke Island at the present time, they would appreciate that the Mines Department keeps a very close eye on the rehabilitation conditions imposed on the company mining that sand.

The honourable member for Landsborough requested that we examine the role of Mining Wardens Courts in the consideration of environmental aspects of mining lease applications. I would like to point out that the warden does not adjudicate on the issues; he gathers evidence from the objectors and the applicant on various matters pertaining to the application and then makes a recommendation to the Minister. The Minister also has advice submitted to him according to the procedures laid down in the Procedural Manual for Environmental Impact Studies in Queensland. These provide for the Environmental Impact Study Report to receive expert assessment from advisory bodies drawn from Government departments or elsewhere or, in particular cases, from the whole Environmental Control Council. Thus while the role of the Wardens Court is not one of determination it provides the medium for public involvement in the consideration of environmental issues relating to mining lease applications.

However, lengthy and involved legal proceedings on these issues are obviously matters for concern, particularly when we see in latter years objectors being financed by the previous Commonwealth Government. I have no objection to that, but a severe strain is placed on the Wardens Court when senior counsel appears for both the applicant and the objector. I would like to stress that the responsibility for environment control does not rest with the mining warden himself. Ultimately it comes back to the experts we have within our Government departments and the expertise we can call on from outside, and in the final analysis we have the Environmental Control Council which is there to advise the Minister before he makes a final decision in respect of the warden's recommendation.

The honourable member for Landsborough also mentioned the cost of electricity for hot-

water systems and the fact that no redress is given when the home owner has a solar system as well. The difference in the load characteristics of electricity consumption when electricity is supplied to normal electric water-storage heaters and when electricity is supplied to supplement solar heating is the reason for the difference in tariff rates. This results in different costs of supplying the load, which leads to different prices, but I would point out that existing water-heating tariffs are not concessional. The availability of continuous-water-heating tariffs in lieu of standard domestic tariffs for water heaters which use some form of solar heating apparatus would not lead to a substantial reduction in charges. In South-east Queensland, for example, the difference to domestic consumers could be less than 50c a month. However, the amount will depend on the electricity consumed, the type of heater and the tariffs applicable in a particular area. The State Electricity Commission will continue to investigate whether electricity supplied for boosting or supplementing solar-heated water can be accommodated equitably within existing water-heating tariffs.

The honourable member for Flinders spoke about iron-ore deposits in Queensland. He particularly mentioned the Constance Range deposits. These are rather substantial, but do not compare with the Western Australian deposits in size or grade. The main deposit contains about 257,000,000 tonnes of ore in place with an average iron content of 51.5 per cent. However, it would have to be worked by underground methods to get the higher-grade ore, and the silica content is undesirably high.

The Constance Range occurrence and other deposits in the State were reviewed in a geological survey report in 1970. Since then no major discovery has been made, and it appears that if Queensland is to develop a steel industry it should be in conjunction with Western Australia on the basis of a two-way trade in coking coal and iron ore. At present the feasibility of developing a twin steel complex is being actively investigated by a committee drawn from the two States.

As to the generation of methane from organic wastes—while this is technically feasible, present advice is that there are serious limitations to its practicability. The technology for tapping this energy has been known for almost 100 years in Britain. However, it is really only effective in regions of high residential density.

The honourable members for Flinders and Everton spoke of the utilisation of solar energy for the large-scale generation of electricity. The State Electricity Commission has maintained and will continue to maintain a watching brief on technological developments and applications in this area. However, the commission is in full accord with the assessment of Mr. R. N. Morse, the director of C.S.I.R.O. Solar Energy Studies, that within the next two or three decades the use of solar energy for electric power generation cannot be seriously considered for large-

scale central power stations. In the period to the end of this century, it is envisaged that solar energy will be most effectively utilised, in conjunction with conventional energy sources such as electricity, as a source of low-grade heat in industry, commerce and residences. In particular situations where there is a paucity of indigenous resources and a greater dependence on imported fuels, there is a much greater need and motivation to utilise the present relatively expensive technologies of solar energy conversion. In this respect the suggestion of the honourable member for Flinders that solar hot-water and refrigeration systems could be utilised in the isolated regions of Western Queensland has some merit. Provided that the technology for such applications is attainable, this would provide people with adequate refrigeration facilities, which is most essential in those regions.

I turn now to the contribution of the honourable member for Murrumbidgee. In view of past experience I can fully understand the worries of the people in the Caboolture area about the investigations into a pumped storage station. I can inform the honourable member for Murrumbidgee that the technical feasibility of a pumped storage hydroelectric station at Rocksberg has been explored. However, it would not be possible to integrate such a station into the State power system until the 1990s, and many more detailed evaluations of the site are still necessary to determine whether the project would be viable. No definite commitment to the project has been made, or is likely to be made, for many years. I can assure the honourable member that, when such a commitment is made, the local residents will be informed as soon as possible.

As to mining leases applied for by Warcam Minerals Pty. Ltd.—advice has been tendered to the department that the applications for mining leases Nos. 1202-1204, inclusive, in the Samford Valley are being withdrawn. Should the remaining applications proceed, they will receive appropriate consideration, and this is likely to entail a request that an environmental study be conducted in terms of the Government's procedural manual.

I share his concern at the electrical accident statistics quoted, and I assure him that all possible action is being taken to make the public conscious of the dangers of interfering with electrical equipment. The Queensland Electrical Education Council, which is widely representative of the community, conducts an annual campaign in secondary schools covering some 40,000 of our future citizens each year. It also makes use of the various media to spread this message throughout the State. The emphasis in this campaign is on the unauthorised or amateur electrical connections, because research by the commission indicates clearly that such accidents are 10 times more likely to prove fatal than any other type of electrical accidents.

I assure the honourable member for Everton that a close watch will be maintained on the progress of rehabilitation of sand-mining areas on Fraser Island and other places where this type of mining operation is carried out. The threat of fire to vegetation on islands is always present, and in this connection I would consider that the itinerant visitor is more of a threat than the mine operator himself.

The honourable member mentioned the possibility of establishing a facility at Weipa to refine bauxite. This may be constrained by the cost of supplying the necessary electrical energy. I might say that we have been negotiating with another company concerning a franchise agreement for the mining and consequently, we hope, the construction of an alumina refinery in the Weipa area. I hope this will be the subject of legislation later this session.

The use of water resources in Papua New Guinea to provide hydroelectric power would not be an economical solution to the problem of supply of energy to the region. As an example of the probable cost of such a development, I will quote that in New Zealand the North Island-South Island transmission link, which was placed in service in 1965, cost \$28,000,000. When it is considered that the shortest length across Torres Strait is some four times that of the New Zealand link, and when we allow for escalation of costs, we will see that the under-sea link alone would cost some \$250,000,000. This does not include the cost of the overland transmission lines or any hydroelectric generation works. Nevertheless the thought that electricity could be generated in that high-rainfall area and transmitted to Australia is a good one. The transmission costs, however, would appear to exclude its use at Weipa.

The honourable member for Isis spoke, as have other members in his area over the years, about the phasing out of the Howard Power Station. He mentioned two or three times the risk of having one major power station supplying electricity to South-east Queensland. I would remind him that it is hoped that by 1977 we will have a total interconnection of all generating stations in Queensland. That would mean we would have access to the major power station at Gladstone, the one at Calcap, even the one at Collinsville, and all those in South-east Queensland. Of course, if necessary, the gas turbines which are installed can be used to help ensure continuity of supply. We do not intend to remain completely reliant on the South-east Queensland generating system. The Howard Power Station, like any other power station, reaches a stage when it becomes uneconomic to operate. This is because of age and advances in technology and generation techniques. This power station is rapidly nearing that stage. I assure the honourable member that as long as it is economic to generate electricity at

the Howard Power Station, we will be calling on it for electricity. This question of the retention of the Howard Power Station was put to me some 10½ years ago when the local residents were fearful that it would close down. Now, 10 years later, it is still in operation.

The honourable member spoke also about rehabilitation of Fraser Island. We have imposed rehabilitation conditions on sand-mining which we feel will result in most, if not all, of the species present being restored. I am sure that over the years rehabilitation of the island will be successful. In this context we are supported by the rehabilitation after sand-mining further down the Queensland coast, on North and South Stradbroke islands and in northern New South Wales.

The honourable member for Carnarvon indicated that he is rapidly gaining an understanding of the situation in the mining industry. It is a credit to him that, in the short time he has been in Parliament, he has availed himself of the opportunity to study the many mining projects in the State. He indicated that he has a good appreciation of the damage caused to this industry by the actions of the Federal Government. I am quite sure that many people engaged in the mining industry in Queensland agree with him. He requested that consideration be given to subsidies for electricity in outback areas. We are taking this into consideration with the introduction of a uniform tariff throughout the State. However, as Queensland is so large, it will take many years to get a uniform tariff. The building of decentralised power stations on our coal-fields will result in electricity becoming cheaper. If it does not become cheaper in outback areas, we will see that prices do not go beyond the present rates. As far as possible we are aiming at keeping tariffs static and building new power stations so that cheaper electricity can be provided.

The honourable member for Windsor also has a good appreciation of the mining industry. He displayed that when he spoke of land-use surveys and the disturbance of land. He indicated that only a fraction of land is disturbed by mining compared with the area disturbed by other developments such as housing and even the building of roads. I emphasise that less than one per cent of the total land area of Queensland will be disturbed by all mining operations. The honourable member was quite correct in bringing to our attention the effect on the environment of other types of development.

The honourable member for Townsville South spoke of the progress in Townsville which has been assisted by the mining activities. Those of us who know Townsville know that its existence and growth have depended to a great extent on mining activity in the hinterland. It can be traced to the early days of Ravenswood and Charters

Towers. The city's growth was enhanced by Mt. Isa when it came into production and the mining in the Cloncurry district. As a result, secondary industries associated with mining, such as the copper refinery, have been established there. Following the mining of phosphate and nickel, the nickel refinery and other industries were established. A cement works based on limestone has also been developed. The honourable member was right in paying a tribute to the mining industries in Queensland and the part they have played in developing his area.

The honourable member for Nudgee, like the honourable member for Wolston, referred to the old boggy of shortage of coal at Swanbank. In a ministerial statement earlier this year I outlined very clearly—and at length—the events leading to electricity rationing in Queensland. If he cares to read my ministerial statement, he will find for himself exactly what the causes were. For his benefit, I point out now that in 1974 we had eight weeks' supply stockpiled at Christmas time. As the honourable member for Wolston said, the disaster at Box Flat and the floods in January caused some disruption to the supply of coal. But, with the development of open-cut mines, the mining industry was able to increase production in that area to such an extent that by Christmas 1974 the West Moreton field alone was producing more coal than was being consumed by the power stations of South-east Queensland.

Earlier in the year, we had to bring coal from Central Queensland to supplement the dwindling of stockpiles that resulted from the floods. The mine owners and the miners themselves indicated that they could produce sufficient coal. It was at the request of the miners' union and the mine owners that we discontinued bringing coal from Central Queensland. They were producing more coal than was necessary to run all the power stations in this area of the State. With a stockpile of eight weeks' supply, we did that. Of course, that had to cope with the miners' holiday. When the miners came back to work, the output from the mines was not as great as we had expected, despite the assurances given by the miners' unions that they would maintain their output. Consequently, the coal supply dwindled to such an extent that we contemplated bringing coal from Central Queensland at the rate of 16,000 tonnes per week, as we hoped.

We asked the mining unions whether we could do that. They allowed it to come down. These are the same men who six months before were producing all the coal that was needed, plus a margin for stockpiling. We brought that coal down—and what happened? Immediately, overtime bans were placed in the mining industry. There were strikes. In all, we lost 13 weeks through strikes, plus the supplies affected by the overtime ban. If the production capacity of the West Moreton field is considered, it

will be realised that, even if the miners had worked normal hours, we would not have been in the situation that we were.

Consequently, I asked representatives of the mining unions—and 200,000 people saw it on TV—to let us increase the train-loads from Central Queensland to 40,000 tonnes per week. Digger Murphy said, “No; I will not support your request.” I said, “Will you take it to the unions?” He said, “I will take it to the union meeting, but I will not support it.” We were not allowed to bring down the 40,000 tonnes that I asked for. We were allowed to bring 30,000 tonnes—and then they went on strike and left one of the trains half loaded.

What riled me about the whole issue was not the industrial argument involved between the mining unions and the mining companies—that was an industrial issue and I respected it; not once did I criticise them for their claims—but the attempt of the mining unions to place the blame on the Queensland Government. Unfortunately and sadly, they were supported by members on the other side of the Chamber. Even the Leader of the Opposition made some ridiculous statement that, if we had listened to the Coal Board or to the recommendations of the electricity authority, we would not have had the shortage. We listened to them. He was going back 12 months. We listened to their recommendations. We had sufficient coal in South-east Queensland to have an eight-week stockpile at Christmas time. That is how much we listened to them.

The only criticism that can be levelled at the Government is that I placed too much faith in the word of the officials of the mining unions that they would play the game if they were given the opportunity. When we built up our stockpile and they went back to work, they said, “You can bring your 40,000 tonnes down now.” That is what we did.

The point that I have tried to stress many, many times is that the coal in Central Queensland belonged to the State Electricity Commission. We had paid for that coal. 200,000 tonnes of it was stockpiled at Blackwater, 70,000 tonnes of which was crushed ready to shift. All we asked for were two men to pull levers and one to press a button to load that coal on the trains. They were not taking their grievance out on the mine owners; they were taking it out on the electricity users in South-east Queensland. We were not asking them to mine any more coal. All we were asking for was permission to load the coal that had already been mined and that belonged to the State Electricity Commission. Since then, we have brought it down at the rate of 40,000 tonnes per week.

**Mr. Melloy:** You did not give them any assurance on the survival of the West Moreton mines.

**Mr. Hanson:** That's all they wanted.

**Mr. CAMM:** This wasn't the West Moreton plan.

**Mr. Melloy:** They wanted a long-term contract.

**Mr. CAMM:** The honourable members do not know what they are talking about. In May a meeting was arranged by me with the Chairman of the Coal Board, the State Electricity Commission and Petersen and Murphy from the miners' union. I told them exactly what we were going to do to ensure continuity of employment in that field. I asked them to go back and lift this overtime ban so that there would be no need to bring coal from Central Queensland. They knew exactly what we intended to do, because they were told. The owners in the field knew also.

It is wrong to say that the miners had no security regarding their output. The Coal Board had given to all of the people who were prepared to supply coal to the power station a quota which they had not filled. The chairman was then requested, together with the Commissioner for Electricity Supply, to assist the coal owners to enter into long-term contracts with the S.E.A. for the supply of coal to the power station. So far we have not been successful. It is my sincere hope that they will get together and arrive at a reasonable price and tonnage so that we can keep the mines going and keep the men in employment.

Over the past four weeks, the same mines that have been operating all the year, with the same men, have supplied more coal than is being used in all of the power stations in South-east Queensland. This demonstrates once again that they have both the capacity and the ability to produce this coal if they have the will to do so.

So it is no good Opposition members talking rubbish about its being the Government's fault that there was insufficient coal stockpiled. We had eight weeks' supply. How much more expense do Opposition members want to saddle the consumers of electricity of South-east Queensland with, and then let it lie idle? They are the people who pay for this coal. It is capital that is not being used. A stockpile of 400,000 tonnes of coal at an average price in excess of \$12 a tonne is worth between \$4,000,000 and \$5,000,000. This should not be necessary. Very few power stations in the world have the capacity to store, or find it necessary to store, eight weeks' supply of coal. The people of South-east Queensland paid for that coal and have to service the debt necessary to purchase it.

**Mr. Melloy:** The Coal Board warned that certain circumstances were coming up that warranted an even larger stockpile, and no notice was taken of it.

**Mr. CAMM:** There is plenty of room for stockpiling coal at all the power stations in South-east Queensland. There is no shortage of space for stockpiling. If the honourable member wants the people of South-east Queensland to be saddled with another \$4,000,000 and the cost of servicing the debt so that we can store more coal at the power stations, we will do it, but my advisers say that eight weeks' supply should be sufficient for these power stations.

**Mr. Melloy:** But it wasn't.

**Mr. CAMM:** It was. We had eight weeks' supply last Christmas, but following five months of industrial trouble and refusals to work, the stockpile diminished. We went along in good faith in the belief that we could bring from Central Queensland coal that we owned. The Electricity Commission owns most of the rolling-stock, the locos, the loading facilities and the coal which was purchased on the Blackwater field. All we wanted was permission to load it. So the honourable member should not claim that the electricity crisis in South-east Queensland was the fault of the Government.

The honourable member for Nudgee also referred to what the Commonwealth Government has done for the mining industry in Queensland. If he wants my own considered opinion, the Federal Government killed all incentive and expansion in the mining industry in Queensland. It did its damndest to kill the coal-mining industry in this State. The talk about the Federal Government getting a higher price for our coal on the world market is so ludicrous that it is laughable. The energy crisis that developed following the huge increase in the price of oil resulted in a rapid escalation in the price of coal all over the world. As I said last Thursday night in reply to the honourable member for Port Curtis, we have a record of all coal supplied to Japan. We know the price at which Japan receives it and its quality.

**Mr. Melloy:** How many coal-mines have closed down or reduced production?

**Mr. CAMM:** It is not those that have closed down; it is those that have not opened up because of the Federal Government. Opposition members can sit back and smirk and take credit for what that Government has done for the coal-mining industry in Queensland. The industry would have done a lot more if it had not been hampered by the absence of any policy from the Federal Government. The whole mining industry was going along like a ship without a rudder.

**Mr. Houston:** You would still have been giving the coal away at 5c a ton.

**Mr. CAMM:** I simply cannot be bothered with the honourable member for Bulimba. He has degenerated from the leadership, and, from the stupidity of some of his contributions, he should be right back on the back bench.

I think I have dealt effectively with the honourable members for Nudgee and Wolston. I do not think the honourable member for Wolston mentioned anything else in respect of the generation of electricity. He went to some lengths in quoting the price received for coal in 1960 compared with the price received later. I remind him that the price he quoted first was for coal delivered at the Tennyson and Bulimba Power Houses, which had to be transported from the West Moreton field. When the Swanbank Power House was built, tenders for contracts were invited, and prices were negotiated with the Coal Board and the State Electricity Commission. If we had concentrated on only one or two suppliers, the price would have been a lot cheaper. But the desire of the Coal Board is to keep in operation as many mines as can be economically sustained, taking into consideration the price of coal and its effect on the price of electricity.

That is why the coal price was lower. One operator had a 10-year contract, with escalation clauses, with the Southern Electric Authority to supply coal. That was broken, of course, after the Box Flat disaster. There is therefore no point in talking about the price received before and the price received now. Coal is still being supplied to power stations in Queensland far cheaper than it is being supplied from the West Moreton field.

I thank the honourable member for Callide for his congratulatory remarks about the Under Secretary of my department. He appreciates, I am sure, the work that Mr. Healy has done for the mining industry. I know that the honourable member has been a great supporter of the build-up of the electricity-supply industry in Central Queensland. He served for a period as chairman of the Capricornia Regional Electricity Board and as chairman of his local authority, and he played a significant part in the development of Central Queensland. I say to him that expansion of the Calcap Power Station has been investigated by the electricity authorities, but it was considered that a new power station in the Gladstone area would be a more economic proposition.

I, too, would like to pay a personal tribute to Mr. Healy for the advice and guidance that he has given me during my 10½ years as a Minister. It is wonderful to go to a department in which there are men of the calibre of Mr. Healy and his Assistant Under Secretary (Mr. Cook) whose advice and guidance were of immense help to me on assuming a new portfolio. A great deal of the credit for the expansion of the mineral industry in Queensland is due to Mr. Healy and his officers.

I also pay a tribute to Mr. Healy for building up the wonderful relationship that exists between the department and principals in the mining industry who come to Queensland in order to help this State develop its mineral resources. He is most highly regarded in mining circles not only in Queensland but



throughout the world. When I have travelled with him, I have appreciated the respect with which he has always been received.

**Mr. Melloy:** You have had a long succession of good officers in that department.

**Mr. CAMM:** Yes.

**The CHAIRMAN:** Order! By agreement, under the provisions of the Sessional Order agreed to by the House on 22 October, I shall now put the questions for the Vote under consideration and the balance remaining unvoted for Mines and Energy.

The questions for the following Votes were put, and agreed to—

Mines and Energy—

	\$
Chief Office, Department of Mines . . . .	2,358,780
Balance of Vote, Consolidated Revenue, Trust and Special Funds and Loan Fund Account . . . .	105,196,933

#### TOURISM AND MARINE SERVICES

##### DEPARTMENT OF HARBOURS AND MARINE

**Hon. T. G. NEWBERY** (Mirani—Minister for Tourism and Marine Services) (3.55 p.m.): I move—

“That \$9,276,459 be granted for ‘Department of Harbours and Marine’.”

The appropriations for the Department of Harbours and Marine are included within the following funds:—

Consolidated Revenue Fund and the Trust and Special Funds of—

Beach Protection Fund;  
Harbour Dues Fund;  
Weipa Harbour Fund;  
Smallcraft Facilities Fund; and  
Quarantine Incineration Fund.

Before considering the Estimates of spending in these funds, I wish to pay my complete respect to my predecessor in the Marine Affairs portfolio, my colleague the Honourable Nev Hewitt, M.M., A.F.M., M.L.A., who administered the Department of Harbours and Marine for six years. I can assure honourable members that Mr. Hewitt is held in very high regard by the officers of my department, by the harbour boards of Queensland, by the coastal local authorities and by the boating and other community organisations he helped so much during that time. As honourable members will be informed later in my address, a tremendous amount of change took place in the Department of Harbours and Marine when he was at the helm. In fact, I am advised on good authority that the functions of the department moved forward more in that time than during any other period in its history. I thank him for his tremendous effort and for handing to me a department working so much and so well as a team.

Now to deal first with the Consolidated Revenue Fund—the appropriations from this Fund for 1975-76 amount to \$9,276,459. For a better appreciation of the impact of this expenditure, I should explain that the appropriations provide for operational provisions including salaries and contingencies amounting to \$7,469,459, and marine services development \$348,000 and special provisions amounting to \$1,459,000. I would point out to the Committee that the estimated operation costs are mainly covered by the amount of revenue which is expected to accrue to the State as a result of the department's activities in this field during the current year.

My department levies conservancy dues on all shipping using Queensland ports to finance the provision and maintenance of all navigational aids within those ports. These dues together with pilotage charges—which are self-explanatory—are estimated to reach \$3,550,000 during the year; motor boat registrations and licenses \$766,000; royalties \$235,000; sundry income will produce a further \$225,000 and engineering and administrative services \$1,500,000. This revenue will be produced from charges levied by the department for the financial year under consideration, and in this connection I should say that the registration fees for private motor boats were increased by 50 per cent, effective from 1 July 1975 and that as part of the department's normal programme conservancy dues and pilotage charges will be reviewed during the year.

Current rates of conservancy dues have in fact been operative since January 1959 whilst pilotage charges have been operative since June 1974. In reviewing these rates my department gives consideration to all costs met directly by the Treasury including the amortisation of associated works financed from State loan funds. These Treasury costs are included in order that the charges made by the department ensure the economic viability of the Government's finances in this field.

Growth in trade through Queensland ports has increased more than 600 per cent during the past 10 years—from 8,747,085 tonnes during 1964-65 to 26,987,425 tonnes during 1969-70 to 53,212,453 tonnes during 1974-75. Ships calling at Queensland ports over the same period have shown only a minor increase in numbers from 3,276 for 1964-65 to 3,910 last year. This small increase in the number of ships is indicative of the significant change in the size of the vessels and the technology now required to handle the millions of tonnes of trade passing annually through our ports. The Government's progressive policies of decentralisation are clearly highlighted when we consider the details of trade growth.

While most Queensland ports have recorded increased trade, those handling the greatest quantities of cargoes are Gladstone, Weipa, Hay Point and Brisbane. Together

these ports handled 47,300,000 tonnes during 1974-75, or 89 per cent of the State's total throughput.

Gladstone and Weipa continue to show remarkable growth, Gladstone's annual throughput rose from 1,334,012 tonnes for 1964-65 to 15,731,371 tonnes, or an average growth rate of 85 per cent per annum. Weipa Harbour, which commenced operations in 1964-65, last year exported 12,225,301 tonnes. Since the second export wharf at Lorim Point came into operation in 1971, the port has obtained an annual growth rate of 24 per cent. In terms of value of general cargo handled, Brisbane ranks third in Australia.

The port of Hay Point which came into operation in October 1971 as a coal export port is one of the foremost coal ports in the world. In fact the world record for a single lift of coal is credited to this port. Ships up to 140,000 deadweight tons use the port of Hay Point, and ships up to 55,000 deadweight tons use the ports of Gladstone and Weipa.

Brisbane serves ships to 55,000 deadweight tons to the oil refinery berths and to 83,000 deadweight tons in light draught in Cairncross Dock. The additional shipping and increased vessel size associated with this dramatic trade growth is placing increasing demands upon the skills and resources of the pilotage service and the navigational facilities at the various ports. It is the provision of these facilities which is financed through the revenue Vote of Marine Affairs, for which \$4,675,035, comprising salaries \$2,227,370 and contingencies \$2,447,665, is provided this financial year.

During the year just completed, pilots of the Department of Harbours and Marine performed 2,701 pilotages and pilotage removals, of which 1,101 were in the port of Brisbane. The pilot service has a complement of 50 marine officers as harbour masters and pilots at 13 ports to supply a 24-hour on-demand service 365 days of the year regardless of weather. Twenty-seven of these officers are stationed in the port of Brisbane. In addition, radar and signal station crews at Caloundra and Lytton maintain a 24-hour watch also for the port of Brisbane.

The development of all ports is a continuous process to cater for the needs of the larger vessels, the steadily increasing trade tonnage and shipping volume of the future. The policy of the department is to progressively replace the older pilot launches with modern pilot launches, and the stations at Brisbane, Maryborough, Gladstone, Rockhampton, Mackay, Townsville and Weipa are now well equipped.

As part of this programme a further new launch will be sought for Thursday Island with the expenditure being shared over this and the following financial year.

The department maintains the navigation aids in all Queensland ports. These include beacons and buoys, many of which support lights and lighthouses marking channels used by both deep-sea and small vessels. Entrance channels to all major ports except Gladstone are now marked by a system of permanent side-channel beacons and centre-line leading beacons which have replaced older and less efficient systems. Provision is made in this year's loan works programme for a sum of \$156,000 towards a total cost estimated at \$526,000 for the complete system at Gladstone.

All navigation aids in Queensland ports are maintained and renewed as required. In Moreton Bay lighted buoys are still considered suitable aids, as the channels are generally wider, natural channels, bordered by sandbanks which are liable to movement. Moreton Bay buoys and beacons are serviced by contract at a cost of \$40,000 annually. Revenue for the maintenance of navigation aids is raised by conservancy dues levied on shipping. Income from conservancy dues for the current year is estimated at \$1,750,000.

All commercial vessels in Queensland, including hire dinghies, ferries, tourist launches, intrastate cargo vessels, seagoing fishing vessels, harbour and river ships, tugs and lighters, require inspection annually by shipwright or engineer surveyors, or both, as the case may require. Surveyors are stationed in Brisbane, Townsville and Cairns. Survey of ships is a safety measure for the protection of life and property at sea and must be regarded as an essential community service.

Income from survey fees is estimated at \$55,000, whilst expenditure for the current year is estimated at \$284,000. It will be noted that the survey of vessels, which has a strong element of public safety attached to it, is subsidised.

In June 1975 there were 54,810 registered private motor boats in Queensland. This number reflects a 13 per cent increase over the number of boats registered at 30 June 1974, and is comparable to the annual percentage increase experienced since 1968. In the community interest a measure of control over the activities of private vessel operators is carried out by the Small Craft Control Branch of my department through the Queensland Boating and Fisheries Patrol.

During the year action was taken on 800 breaches of the Fisheries Act and 670 breaches of the Marine Act. Warnings under the Fisheries Act were issued in 40 cases and under the Marine Act 198 cases with regard to these breaches. Revenue from registration and licence fees for the current year is estimated at \$766,000 and expenditure at \$921,000.

An amount of \$200,000 is provided for protection from sharks compared with actual expenditure of \$170,844 during 1974-75. The netting of sharks off popular beaches was commenced in 1962, and now 53 bathing beaches between Cairns and the border are

provided with protection. Seven contracts have been let for the current shark-meshing programme. The programme was recently extended to include Rainbow Beach and Point Lookout, Stradbroke Island. During the 13 years since the inception of the scheme, a total of 17,651 sharks and some 8,424 pups have been taken.

Other development works being undertaken within the Marine Affairs Division include the upgrading of radar equipment for the port of Brisbane at the control station, Caloundra and to the pilot launches, and further upgrading of Moreton Bay beacons including the establishment of a Sarus tower at Rous Channel. It may be advised that an experimental Sarus tower was established last year at Karumba and is eminently successful. Other developments include additional vehicles and vessels for the Queensland Boating and Fisheries Patrol.

The next Vote within the Consolidated Revenue Fund for consideration is that of the Administration Division. Services performed by this division for the Trust and Special Funds are recovered by internal charges for credit to the Revenue Fund. The amount to be recovered during 1975-76 is estimated to be \$241,134.

The proposed expenditure of the next Vote to be considered, namely the Works Division of the department, includes special provisions for modern electronic equipment. This division is a service unit supplying engineering services to the other divisions of the department and to harbour boards. The provision for expenditure exclusive of salaries is \$1,311,347. Services which are available include a hydraulics laboratory, which at present is being re-established at Deagon. The laboratory last year completed studies on the feasibility of providing a channel and swing basin at Lucinda for overseas bulk-sugar ships. Consultative services are also provided to the public with respect to canal development, reclamations, constructions below high-water mark and hydrographic surveys. It is expected that the operations of this division will recover by way of charges sufficient income to meet in full its services expenditure other than the development items for credit to Consolidated Revenue Fund estimated at \$1,262,270.

There remain only two further provisions from this fund to advise, namely, Beach Protection Authority Fund of \$859,000 and the Small Craft Facilities Fund of \$600,000. These two items provide for transfers to the special funds to meet the operational commitments of those special funds. The expenditure of these special funds will be again referred to at a later time. To this point the main expenditure commitment has been with matters dealing with the navigation and engineering activities of the department.

The next phase is to deal with matters relating to the harbours of the State, for which the harbour authority is the

Corporation of the Treasurer of Queensland. This corporation is responsible for the harbours of Brisbane, Urangan, Hay Point, Lucinda, Mourilyan, Cape Flattery, Thursday Island and Weipa. Control of expenditure for this phase of activity is dealt with through the Votes of the Harbour Dues Trust Fund and the Weipa Harbour Trust Fund.

The principal Vote deals with the Port of Brisbane Division of my department, for which a provision for expenditure of \$10,531,751 has been included in the Estimates. The operations and development of the port of Brisbane are funded from the Harbour Dues Trust Fund and from State Loan Fund. Expenditures in 1974-75 were \$9,285,127 from the Trust Fund and \$1,102,848 from State Loan Fund, leaving a credit balance in the Trust Fund Account at 30 June 1975 of \$3,674,127. The corresponding Budget expenditures for 1975-76 are \$10,531,751 and \$1,314,000 respectively, with a projected credit balance at the end of the year of \$3,749,000 for the Trust Fund.

Receipts are principally derived from dues, rents, wharfage, berthage, mooring fees, and dockyard and dredging charges and are estimated to amount to \$10,607,000 in 1975-76, and debenture loan raising to \$310,000.

Major provisions for development expenditure from the Trust Fund in 1975-76 include \$410,000 for the concluding stages of the major rehabilitation programme at Cairncross dockyard; \$134,000 for dredging plant and equipment; \$225,000 for port maintenance floating plant; and \$224,000 for general port and dock improvements.

At Cairncross the Port Authority operates the largest dock in Australia available for the dry-docking of commercial vessels. Cairncross is the only Australian dock capable of docking the larger ore carriers and tankers engaged on the Australian coastal trade, while the Garden Island Captain Cook Dock continues to be reserved for naval vessels. It is essential that Cairncross continues to service these vessels and as well gain an increased share of work on the smaller vessels if operations are to maintain profitable levels. When completed, the total investment in new facilities will exceed \$9,500,000.

The department's dredging fleet will continue its heavy programme of maintenance dredging in the port of Brisbane as well as in the northern ports of Queensland. During 1974-75 a total of 1,464,573 cubic metres of material was dredged from the port of Brisbane, and of this total 1,344,900 cubic metres were pumped ashore to reclamation, the remainder being dumped in deep holes near Mud Island.

Increased attention to port traffic control and pollution control is necessary, and provision has been made for the expenditure of \$180,000 on development within the traffic

section. The purchase of a fast launch will enable early attendance at oil spills and supervision of gravel-dredging operations.

Operational expenditure provided for in the Estimates is generally to maintain dockyard, dredging and maintenance activities at levels similar to those in 1974-75. The department will continue with its programme of reclamation of submerged lands within the confines of the ports and of road construction in the Hamilton and Hemmant lands. An expenditure of \$200,000 on road construction has been budgeted from State Loan Fund.

A report on the strategic plan for the port of Brisbane was submitted to Cabinet in May 1974. In February 1975 Cabinet—

(1) Accepted that this plan was a reasonable basis for future action;

(2) Decided that consultants be invited to carry out master planning for development of port facilities at Fisherman Islands; and

(3) Decided that legislation be introduced to constitute the Port of Brisbane Authority.

Consultants were engaged and are nearing the end of their report on the master plan. Construction is programmed to start as soon as the legislation is passed through Parliament. The development is a staged development to meet the projected demands of shipping and trade within the port.

The consultants are presently preparing an estimate for the development at Fisherman Islands but it is expected that more than 50,000,000 dollars will be necessary to complete the project. This expenditure will be required over the next decade. To this end the port of Brisbane division has been building up its fund balance to meet part of the extra capital development needed. The immediate demand is to provide for the deep-draught, long length, modern container vessels on both the Pacific and European runs. Subject to the granting of export licences, the potential for exports of bulk coal through the port is high. Should the licences be granted, provision can be made in the planning to allow export of this commodity through the port.

Long-term planning to provide port facilities for the storage of bulk grain is also necessary, deeper-draught ships are needed to be accommodated and these can be provided for in the forward planning. The port of Brisbane is planning for the rapid changes associated with shipping and is planning these changes to provide an economic port service for the whole of its hinterland.

Expenditure for the management and development of the northern corporation ports other than Weipa is by medium of the Harbour Dues Trust Fund Vote Hay Point and Other Ports. The harbours in the main include Hay Point, Maryborough, Innisfail, Lucinda and Thursday Island.

Income from harbour dues, berthage charges, etc., during 1974-75 was sufficient to meet costs and, with the exception of Thursday Island, to contribute to reserves towards future maintenance and development.

At Thursday Island a new wharf complex, including finger piers for pilot launches and a public jetty, a barge landing ramp, a cargo standing area and a storage shed, with demolition of the old structure, is scheduled for completion this month. The estimated final cost is to the order of \$1,200,000. I should point out that the harbour charges at Thursday Island have been reviewed by my Department of Harbours and Marine in the light of the amortisation costs of these development works. New and substantially increased charges became effective from 1 November 1975.

During the year the programme of redecking the Urangan jetty was completed, being financed from State Loan funds. The northern mooring dolphin to the Urangan jetty is nearing the end of its economic life and investigations are in hand to replace this dolphin towards the end of this financial year with a mooring buoy similar to the buoy placed off the southern end of the jetty.

At the harbour of Hay Point the second berth has now been completed by Utah Development Company, and the corporation is investigating the extent of a rock shoal for dredging to allow all vessels to berth at No. 1 wharf and to depart head south. As the Committee is aware, negotiations are currently taking place with three coal consortiums for the further development of the port of Hay Point. Investigations and an environmental study also are currently in hand for the siting of tug facilities and for a general port plan.

At Lucinda the Sugar Board through the harbour authority—the Corporation of the Treasurer of Queensland—is planning to develop the port for overseas vessels to the order of 40,000 deadweight tons and to enlarge the bulk-sugar storage capacity to 306,000 tonnes from its current capacity of 152,000 tonnes. Funds for this project, estimated to cost \$37,700,000, will be provided by the Sugar Board.

In the harbour of Innisfail at Mourilyan a contract has been let to construct a mooring dolphin to securely berth the larger vessels now using the port, which overlay the wharf. Preliminary inquiries are also in hand to determine the feasibility of increasing the molasses storage capacity.

The remaining harbour to be dealt with is Weipa, where finances are controlled within the Weipa Harbour Fund. Towards the end of 1974, maintenance dredging was carried out. However, as a consequence of heavy siltation resulting from cyclonic influence in March 1975, further dredging work was undertaken. At the same time,

development works were undertaken to provide 11 metres in the entrance channel. This harbour channel is now developed to a capacity to cater for the largest vessels capable of using the Torres Strait. The estimated cost of \$736,000 for development work was met from the harbour's reserve funds. Further development dredging is planned for the coming year to facilitate the movement of all vessels within the harbour at any stage of the tide. Investigations are also in hand for a roll on, roll off facility to enable general cargo imports to be handled as unit loads.

Whilst not directly controlled through parliamentary provisions, the development of the harbour board ports remains a prime consideration of my portfolio. I would like therefore to advise the Committee about the more important developments planned for these ports.

At Bundaberg, through an agreement with the Sugar Board, work is being undertaken to extend the bulk-sugar storage capacity, to convert the existing fixed ship loader to a travelling gantry loader and to deepen and realign the shipping channel. As is the case for Lucinda, the funds for this work will be obtained through the Sugar Board. The harbour board will continue the construction of revetment walls to contain the river to a determined channel, which will provide a primary stage for future reclamation of port lands.

Whilst it is a matter for justifiable pride that Queensland ports are in the main viable entities, it is with some concern that we must acknowledge that the Rockhampton Harbour Board has financial difficulties. The board has been operating on an overdraft for some years and the revenues from harbour dues and berthing charges continue to fall short of the sum required to meet its operational expenditures inclusive of interest and redemption.

When the port was redeveloped some years ago, an agreement was entered into between the Rockhampton Harbour Board and the council of the city of Rockhampton. Such agreement was enacted and assented to in March 1960. Under the terms of this agreement, the city council has contributed sums up to a maximum of \$90,000 per annum to supplement the board's revenues. It is reasonable to add that the Treasury has provided relief from interest on certain of its loans to the board, since 1945.

The long-term situation of the board has, over the last four years, deteriorated to a serious level owing to the large fall-off in trade with respect to meat and salt, which are the basic commodities for the port's existence. Treasury and the Rockhampton City Council have for the last two years subsidised the harbour board to the extent of its operational losses. I am satisfied that the board has taken all possible steps to

cut its costs to a minimum and it would seem that the downward financial trend is levelling off, with hopes for improvement.

Gladstone, which is maintaining its position as the foremost port in the State in terms of tonnage of trade handled, has a development programme budgeting for a capital expenditure of over \$1,200,000 from its own funds. The board's programme includes reclamation and land development, \$443,000; plant associated with the conveyor systems, \$148,000; general plant, \$90,000; roadworks, \$64,000; and the completion of payments of the board's new administration buildings. It is noted that the board has also made provision for the development of parks and gardens in the port area.

Mackay is continuing its steady rate of development and has budgeted for an expenditure of \$636,500 for harbour works. These works will include continuation of the reconstruction of the breast wharf along the southern breakwater.

Townsville, which is showing steady progress with respect to the minerals industry and general cargo trade, has a programme of port development in excess of \$1,000,000 from board revenues. Works include the infilling of No. 3 berth, construction of new mooring dolphins at No. 10 berth, completion of the channel development, purchase of land and general port improvements. The port is also preparing for the shipment of phosphates mined in North-west Queensland.

Expenditure at Cairns for development includes \$1,118,000 from board revenues and \$700,000 from loan funds. Foremost in these works is the construction of a roll on, roll off ramp as an adjunct to the container wharf. Other works programmed include extensions to No. 10 berth, reclamation at Smiths Creek, passenger terminal facilities and facilities for small boats and trawlers.

I would like now to acquaint the Committee with the activities of the Department of Harbours and Marine, for the provisions for expenditure are made under special funds. The first for consideration is the Beach Protection Authority to which I made an earlier reference concerning the appropriation of \$859,000 from Consolidated Revenue Fund. Briefly the functions of the authority are to investigate and plan for preventive and remedial measures in respect of coastal erosion.

To this end the total amount budgeted to provide technical services to the Beach Protection Authority of \$859,000 comprises \$534,000 for investigations into coastal behaviour and provision of advice mainly to local authorities on planning and remedial measures for erosion, \$114,000 for research and management of coastal sand-dunes and \$139,000 for storm-surge investigation.

The merit of the planning and remedial measures advised by the authority is wholly dependent upon the extent of data available to the authority. The acquisition of data on the behaviour of any particular section of

coastline and the ocean forces acting upon it, which vary from season to season, necessitates the collection of data for periods of between three and six years. Surveys, therefore, form a major portion of the work of the authority and \$268,500 has been included for this purpose.

As the ocean makes great demands on both the men and equipment involved in this form of data collection, the costs of investigation of coastal behaviour along our very long coastline are invariably high. In this respect, the sum of \$48,000 has been set aside for replacement and additional equipment for wave-recording systems. However, I can say with satisfaction that this State is leading Australia in beach-protection research.

The last Consolidated Revenue Fund appropriation previously listed was the transfer of \$600,000 to the Small Craft Facilities Fund. This appropriation is supplemented by the provision for transfer of a like sum (\$600,000) from State loan funds to this special fund.

It needs no emphasis that Queensland is the foremost State in the provision of facilities for the boating public. The Government's programme has received well-deserved praise from the local boating fraternity and enviable mention in interstate boating circles and in national boating magazines. The recreational boating industry is one of the State's fastest-growing industries with 14 per cent per annum growth rate since approximately 1968.

During the financial year 1974-75, over \$1,200,000 was expended on the development of small-craft facilities and the return to the people of the State in new and developed industries associated with boating, fishing and tourism is immeasurable apart from the general well-being of a recreational activity. In all areas where funds are being expended on development of boat harbours, the demand for land, for harbour-side facilities and moorings is far in excess of the supply.

The current year's programme of \$1,250,000 will finance construction of further bund walls at Scarborough, dredging at Urangan Boat Harbour, construction of road works and the provision of pile moorings at Burnett Heads, improvements to public jetties at Magnetic and Green Islands, Cairns and Redland Bay, the provision of dredging and moorings at Rosslyn Bay Boat Harbour, the construction of six new boat-launching ramps, and bund walls and dredging at Port Douglas Boat Harbour. At the present time there are 16 boat harbours under construction in Queensland in which moorings for 980 vessels have been provided and 178 boat ramps are available for public use.

The last and relatively new fund administered by the department is the Quarantine Incineration Fund. This fund provides the finance for the operation and maintenance of 13 port incinerators. These incinerators supply a most beneficial quarantine service to

our primary industries by providing a suitable medium whereby all waste products can be placed ashore by vessels and satisfactorily destroyed. Quarantine, of course, is a Commonwealth responsibility but my Government has been very happy to co-operate with the Commonwealth Government in providing these incinerators to assist in protecting the livestock industries of our nation. Revenue to the fund is obtained from service charges to shipping.

Before I conclude my remarks on the Budget provisions for my Department of Harbours and Marine, I feel it would be appropriate to comment on its staffing. My thanks go to the Director (Mr. Jim Peel), the senior officers and all other members of the department. I have received the greatest co-operation from them since taking over the department.

The 1975-76 Budget provides for an approved staff complement for the department of 563 officers. If we compare this complement with that existing 10 years ago, we find that it has increased during those 10 years by 74 per cent. This increase is in consonance with the over-all increase in the staff complement for the whole of the Public Service during the same 10 years of 73 per cent.

During the 10 year period I refer to, my department saw substantial expansion of its activities in the following areas:—

An increase in shipping using Queensland ports of 20 per cent;

An increase in cargo handling through our ports of 400 per cent;

The introduction of the Pollution of Waters by Oil Act;

The expansion of the shark-meshing programme;

The formation of the Queensland Boating Patrol;

The upgrading of Cairncross Dry Dock complex;

The provision of a State-wide dredging service with the "Sir Thomas Hiley",

The assumption of responsibility for the ports of Weipa and Hay Point;

The assumption of responsibility for work under the Beach Protection Act;

The establishment of a hydraulics laboratory;

The establishment of quarantine incinerators in Queensland ports;

The setting up of a special division to manage the port of Brisbane; and

The introduction of registration of powered vessels now standing at 54,810.

I feel that this information clearly justifies the approved staffing complement of my Department of Harbours and Marine.

In summary, the provisions for expenditure by my Department of Harbours and Marine during 1975-76 are in fund order—

	\$
Consolidated Revenue Fund	9,276,459
Harbour Dues Fund ..	15,198,652
Weipa Harbour Fund ..	4,125,345
Beach Protection Authority Fund ..	859,000
Smallcraft Facilities Fund	1,250,000
Quarantine Incineration Fund ..	145,000
Port Development Fund ..	36,000
Loan Fund ..	3,307,000
<b>Total</b>	<b>\$34,197,456</b>

I now turn to the Queensland Government Tourist Bureau. I was pleased that the reallocation of portfolios caused me to assume responsibility for the tourist industry in this State.

Before addressing myself to the debate as it relates to tourist activities, it is my privilege to pay a well-deserved tribute to my predecessor, Mr. Herbert, for a record term of almost 11 years. Under his Ministerial guidance, the tourist industry in this State grew considerably in stature until it is now the fourth biggest with an estimated annual value of some \$150,000,000.

Mr. Herbert conceived the idea of leading annual safari parties, including industry personnel and senior officers of the Queensland Government Tourist Bureau, to areas away from the beaten tourist tracks. The publicity which resulted and the interest aroused in local authorities and community organisations led to a number of new areas being opened up to tourist traffic, and established the industry on a broader basis within the Government's over-all decentralisation plan. The Carnarvon National Park, Cooktown and the Anakie sapphire fields are the most striking examples which spring to mind, but there are many other centres in this State which also caught the enthusiasm the Minister brought to his work and, as a result, now base a healthy slice of their economic development on the tourist industry. Thank you, sir, for the outstanding contribution which you have made to establishing Queensland as the leading tourist State of Australia.

One of the first tasks to which I addressed myself upon taking up the tourist portfolio was to establish grassroots contact with the operators in the field and, in company with the Director-General of Tourist Services, I have held a number of important discussions with industry and regional associations. The Government's policy for the last election was to give greater recognition to regional tourist councils and this promise has now been implemented through a new financial aid scheme. Grants up to \$5,000 a year are now available to regional associations to enable them to employ a full-time tourist officer on the basis of a subsidy of one dollar for every dollar raised by the association from local authority and private-enterprise sources in the area concerned. For many years the

Queensland Government Tourist Bureau has carried the principal burden of regional promotion through its system of branch offices and in its advertising and publicity campaigns, and this new scheme will achieve an even greater degree of co-operation between Government, local authority and private enterprise in the further development of the industry.

Another important step, which was taken last month, was the decision to strengthen the link between the Queensland Government Tourist Bureau and the Australian National Travel Association. It has been a matter of concern to us that the A.N.T.A. has had a somewhat precarious life in Queensland over the years, and the decision has been taken to make a grant available to its Queensland branch to help consolidate its status as the voice of the private sector of the industry. \$15,000 has been made available from bureau funds for this purpose.

The total Vote for the Queensland Government Tourist Bureau this year has been increased to \$3,142,882, while the allocation for publicity and advertising has been lifted to \$631,945. Within the moneys made available to the bureau is a sum of \$100,000 for the preservation and development of historic buildings and tourist attractions. If honourable members refer to the annual report of the Director-General of Tourist Services they will see that the James Cook Historical Museum at Cooktown has already received a grant of \$18,100 under the scheme and that a grant of \$12,000 has been approved for the Sugar Industry Museum and Visitor Information Centre at Mourilyan. Additional grants have since been approved for the Gympie Mining Museum—a sum of \$333.33; the Brisbane Tramway Museum—\$12,381.66; Chinchilla and District Museum—\$1,236.66; Bowen War Memorial Historical Museum—\$11,666.66; and Stanthorpe and District Historical Museum—\$655.74. Other applications are currently being considered.

The Queensland Government Tourist Bureau has always been an industry leader in the field of publicity and promotion, and the regional concept introduced into last year's advertising campaign produced record over-the-counter collections. As indicated in the Director-General's annual report, these amounted to \$11,100,000—a 26 per cent increase over the previous year, and the pattern is being maintained. In the month of July 1975, there was a net increase in bureau takings of \$220,003 over July 1974; in August the increase was \$265,283 and in September there was an increase of \$26,367—in other words a total progressive increase of more than \$500,000 in just three months.

The regional promotional campaign is being continued this year on television (both colour and black and white), in cinemas and magazines, and Press and radio is being used in New Zealand. With the strengthening

of regional associations, however, the bureau is formulating new promotional plans for 1976-77. Design work is now in progress on an advertising campaign which will promote Queensland's tourist attractions to the various market segments based on age affinity, thus giving the associations an opportunity to take up the regional concept in their own marketing strategies.

Reference is made in the Director-General's annual report to the production of the film "Thunder in Paradise" and to negotiations to have it accepted for release in theatres not only in Australia and New Zealand but also in the United Kingdom. I am pleased to say that those negotiations have been successful and that Twentieth Century Fox has placed a bulk order for splash release in the United Kingdom. The film is already being shown at theatres both here in Australia and in New Zealand. Production has now commenced on the bureau's new film, "One More Island", which will depict the attractions of our off-shore resorts from Moreton Bay to Lizard Island, and prints are expected to be available in February next year. Given the success already achieved by the bureau in placing its films commercially, I have no doubt that "One More Island" will soon be showing on theatre screens at home and overseas.

The bureau will maintain its well-established policy of bringing parties of travel agents to Queensland from New Zealand for familiarisation tours, and it is now planned to extend this facility to agents from the southern States. Opportunities to visit and write about Queensland are also given to leading travel writers, and the bureau will continue to supply a "news agency" type service to newspapers and magazines requiring features on our tourist centres and attractions. Nor does the bureau overlook the importance of keeping its own sales staff thoroughly up to date on the Queensland scene. For a number of years travel officers who are engaged in day-to-day transactions with bureau clients have been given the opportunity to undertake familiarisation tours of the State so that they are in a position to pass on the latest intelligence to potential visitors. The inspection visits are made during normal working hours and at week-ends, and I would like to take this opportunity of thanking the many transport operators and accommodation owners who co-operate with the bureau in enabling its staff to keep abreast of new services and developments in the industry.

Publicity and promotional campaigns, of course, must be supported by satisfactory sales outlets and, a few days ago, I had the pleasure of officially opening the bureau's new premises on the Gold Coast Highway at Surfers Paradise. The bureau has 14 branch offices in Brisbane, Sydney, Melbourne, Canberra, Adelaide, Newcastle, Cairns, Townsville, Mackay, Rockhampton, Alexandra Headland, Toowoomba, Coolangatta and

Surfers Paradise, and each one provides a first-class advisory and booking service for the public.

Over the years, branch office accommodation has been upgraded, and this policy will continue. Shortly, the bureau will move into the new State Government Insurance Office complex in Townsville; negotiations have been completed for new premises in Cairns, and the Adelaide office is being renovated to give the bureau a contemporary image in that important market area.

A recent review of staff in the office of the Director-General of Tourist Services resulted in the re-designation of the position of secretary to that of Director (Administration) and the appointment of a Director (Marketing). Provision has already been made in the Estimates for the recruitment of a research officer, and his concern will be to provide the bureau with the sort of statistical information so frequently sought by potential developers. This question has been referred to previously and I intend to see that it is soon brought to finality.

Despite the vagaries of our economic climate, considerable interest is still being shown by potential developers who see Queensland continuing to dominate the Australian tourist scene, and typical of this interest is the recent announcement by Trans-Australia Airlines to become involved in the consolidation of three motels in Surfers Paradise into the Tara Lodge Holiday Village. Holiday City Homes—a concept in low-cost, on-site caravan accommodation for tourists—has established the first of its Queensland parks on the Gold Coast, and plans are well in hand for an extension to other regions as far north as Port Douglas.

P. & O. Lines and Trans-Australia Airlines have both acquired substantial interests in three island resorts in waters of the Great Barrier Reef, and the injection of new capital has already had a significant impact on the facilities provided. New units have been constructed on Heron and Lindeman Islands, where P. & O. have taken up interests, and plans have been prepared for new accommodation facilities on Great Keppel Island in which Trans-Australia Airlines is involved. Within the past few days a South Australian company has announced plans for a \$1,000,000 holiday resort for Magnetic Island. This will be built at Nelly Bay, and accommodation will be provided for up to 200 people in 12 buildings constructed on motel lines. The company also plans to put in convention facilities, and the project is scheduled for construction next May.

Trans-Australia Airlines is also planning a \$1,000,000 expansion programme for a tourist complex at Airlie Beach. It will be known as "Wanderers Paradise", and is to be developed in association with Trans-Australia Airlines' partly-owned coach tour subsidiary A.A.T., a finance house and a group of local businessmen.



Plans have been approved for a \$3,000,000 convention centre to be built at The Spit on the Gold Coast by Convention Holdings Pty. Ltd. The four-storey building will be designed to cater for up to 4,000 delegates and will be capable of holding five conventions at the one time.

This does not by any means exhaust the list, but I will not take up the time of the Committee in further enlargement as the subject of development is well covered in the Director-General's Annual Report. One perennial problem which has exercised the minds of administrators and operators alike will have to be tackled and solved fairly quickly. I refer to the peaks and valleys of tourist traffic which overtax our resources at Christmas and other school-holiday periods and result in uneconomic operation of tourist plant in off-peak seasons. Research indicates that more than 50 per cent of people who take annual holidays take them during December and January. It has become a traditional part of the Australian way of life to crowd together on beaches and at other tourist spots over Christmas and New Year. Prices are up, facilities are overstrained and the quality of service becomes increasingly difficult to maintain. What I want to do is to establish a committee with representatives of the Education Department, the Queensland Teachers' Union, the Queensland Government Tourist Bureau, industry and trade union organisations and the industrial affairs department to look at the problem so that we can make a contribution at national level.

I have been giving a good deal of attention lately to the problems facing the accommodation sector of the industry, and I believe it is true to say that hotels and motels are probably going through the most critical phase of their history. We are all familiar with the problems of rising costs. They apply to the accommodation field just as they affect other components of our economy.

My view would appear to be supported by the managing director of a leading Australian hotel chain who was quoted in the Press recently as saying that accommodation houses were being crucified by penalty rates to staff and by the economic policy of the deposed A.L.P. Socialist Federal Government.

There have been downturns in the industry before, but never accompanied, as they are today, by such intense cost pressures—pressures which mean a slowdown, sometimes a complete halt, to maintenance programmes and a retrenchment of staff to levels which raise serious doubts in my mind as to the standard of service they can offer. One major hotel in Sydney, which employed 320 people 18 months ago, has now cut staff by 50 per cent in a desperate bid to contain costs, and if we relate this trend to the recent

Queensland census of tourist accommodation establishments, we can clearly see the danger signs ahead.

Gross takings from the short-term accommodation industry in this State for the year ended 30 June 1974 were \$285,542,000. Of this, \$57,423,000 came directly from the accommodation facilities provided, the balance stemming from other services such as meals, entertainment and liquor. Licensed and private hotels in Queensland can provide just over 25,000 beds for visitors and permanent guests; motels, both licensed and unlicensed, have 26,000 beds available; and there are more than 29,000 guest rooms, cabins and units or flats available. We also have more than 21,000 caravan park sites available.

The survey indicated that the accommodation sector of the tourist industry provided full-time employment for 9,235 people and casual employment for another 6,304. In the year under review, there were 3,475 working proprietors, bringing the total number of people involved in short-term accommodation to slightly in excess of 19,000.

With so much money and so many jobs at stake, honourable members will readily appreciate my concern at the threat now posed by rising costs and the instability of our economy.

Another problem which must be looked at from the point of view of the national interest is the high cost of internal air travel, which is making it increasingly difficult for us to compete with certain overseas destination areas. Until the Australian Government turns its attention to this problem—and I hope this now will come about—our growth rate is bound to be impeded.

Tourism is the biggest single item of world trade, and here in Queensland it is growing in importance year by year. Despite the problems which face us in certain areas, I am convinced that the day is not too far distant when it will emerge as our most lucrative industry, bringing new stability to town and country alike.

Before resuming my seat, I take this opportunity to express my thanks to Mr. Joe Wilson, the Director-General of Tourism, and to his staff throughout the State, not forgetting, of course, the managers of all branches and offices.

**Mr. HOUSTON** (Bulimba) (4.44 p.m.): This is the first occasion on which the Minister has presented Estimates to this Chamber, and I must say that he read his speech very well. He certainly did not raise his eyes from his text at all. Over recent years this has become the pattern in the presentation of ministerial reports to this Parliament. I suggest to the Minister that in addition to making a contribution to his portfolio he make a contribution to this Parliament by suggesting to his Cabinet colleagues that, instead of reading for 45 minutes, more or less,

from a prepared report when presenting their Estimates, they have their report printed prior to the presentation of their Estimates. As I said, the Minister read his speech very well, but for the life of me I could not follow everything that he said. As quickly as I was taking down notes, he was switching to something else.

**Mr. Frawley:** That is why they threw you out as Leader of the Opposition—because you're not capable.

**Mr. HOUSTON:** The honourable member should go back to sleep. I did not want to criticise the Minister too strongly. The honourable member did not hear what he was talking about; he went to sleep. At least I sat here awake listening to what he said. The honourable member should dry up for a while and let others take part in the debate.

**Mr. Powell:** He was resting his eyes.

**Mr. HOUSTON:** He was away in dream-land, as usual. If the honourable member does not think that what I am saying is worth while, he can have his say later on.

My point is that it is a waste of time for the Minister to read a report for 45 minutes that he could have had printed and distributed to honourable members days before. That would have given us an opportunity to go through it. We already have the report of the Director-General of Tourist Services, the Harbours and Marine report, the Beach Protection report and other reports. We want the Minister's report, but let us have it as a report earlier than the day on which we debate his Estimates in this Chamber.

**Mr. Ahern:** Hear, hear!

**Mr. HOUSTON:** I am glad that the Government Whip sees the wisdom in that. It is a pity that the honourable member for Murrumbidgee did not take a leaf out of his book.

We have 18 Ministers, but in this session we are to debate only eight Ministries plus the Treasury. Less than half the Ministries will be covered. Whether or not a Minister's Estimates are to be debated, each Minister should present to Parliament a report as if his portfolio were to be debated. We could then debate the Estimates as we came to them. In these circumstances two or three additional members would have an opportunity to speak on this or another portfolio which might be fitted in.

I am quite happy that we are to develop a new port on the south side of the river. However, I regret that some of the investigations have been carried out a little back to front. I also regret that we have not received a report on the effects of the new port on the lower reaches of the river. I doubt whether a detailed study has been made of the effects of the new port in the way of congestion on existing roads and of the

requirements in new roads and facilities. The other day when I made a car trip down to where the new port is to be situated, I found that land there is still being developed and sold. If we are to develop that area as a port and if traffic is to increase, as it will, that is ridiculous. Who would have foreseen 25 to 30 years ago the heavy transports that are now on our roads? Who would have foreseen the introduction of bulk loading and other types of cargo handling?

It is correct to assume that what we are building today is the type of port and the arterial development that will be needed for the next 25 to 50 years. On that basis it is important before going too far—as I say, I support the concept—that we find out exactly how it will affect people in the area. Do not let us develop residential sites, only to find that, as soon as people invest their life savings in the area they are affected by noise, pollution and other problems that go with heavy vehicular traffic. We should remember that this area will be affected not only by traffic in the normal day-time hours, but also by traffic which, by demand, will travel at night-time. When the Bulimba Reach wharves were at their busiest I was living very close to them, but on the other side of the river. Even in those days the noise at night-time from normal operations was quite considerable. In the light of the port development, the increase in size of cargoes and ships, the increase in size of vehicles, railway rolling-stock and so on, the noise will be quite considerable. I know that the area represented by the honourable member for Lytton will be more affected than mine and that he will have something to say on the matter.

**Mr. Frawley:** Why isn't he here?

**Mr. HOUSTON:** He is here, but he is on very important work.

I wish to speak about the development associated with the new port. In view of an answer to a question I asked, it is apparent that the Government has already made a decision about the Gateway Bridge. It was suggested that it will not receive the highest priority. I again stress that, if the Government is to develop a port on the south side in the Lytton area, it must construct the Gateway Bridge; if it does not, the heavy traffic generated by the port development will travel through the city. At the present time the Story Bridge is the nearest link between the north side and the south side.

Even if the Government goes ahead with the bridge at Norman Park—one that I completely oppose, for many reasons, though now is not the time to repeat them—heavy traffic will still be directed through major residential suburbs on both sides of the river. I believe that that will be completely wrong.

I say here and now that, as an adjunct to the port development, one of the major works is the construction of a gateway bridge or tunnel at the lower reach of the river. I

am not at the moment arguing which is the better project; but a link is absolutely essential, because at that point there is a joining of four major transport systems. They are either there now or will be there in the future.

First is the airport. I believe that air transport will increase in importance as bigger planes are built and as the new airport is developed. Roads are fairly well developed now, but further freeways will be built. A rail link with the port will be necessary. If it is available from the south side, it will have to be available from the north side. I believe that costs will determine that a shorter route than the Merivale Bridge will have to be established. The fourth means of transport is water. The idea of the new port is to attract shipping. As we know, larger ships are being built. If it were not for that, there would be no need to shift the port at all. With the advent of larger ships comes bulk loading. That involves road or rail transport from both the northern and southern sides of the river. To my mind, the Gateway Bridge is a most important part in the co-ordination of transport for the new port development. We are not making this decision just for the present; we are taking into account what we require at the turn of the century and for many years thereafter.

I notice with interest that last year we spent \$65,000 from Trust Funds on the Fisherman Islands project and also \$197,629 from Loan Funds. I imagine that would be for preparatory works—fill and the like. I cannot imagine that small amounts such as those would provide many permanent works. This year \$36,000 is to be provided from Trust Funds and \$800,000 from Loan Funds. I think the Minister said that he expected this project to take 10 years to complete. I assume that \$50,000,000 is the cost of present construction. What we need to do is speed up that development. As I see it, the way shipping transport is increasing, bearing in mind the capacity of the wharves on the Brisbane River, we will need the new port sooner than the 10 years suggested by the Minister.

I would also ask that the proposal relating to the Boat Passage be reconsidered. The present indication is that the Boat Passage could be done away with. I question that decision, as I have some knowledge of the area. From talking to many people who use small boats in that area, I believe that that matter must be looked at again. After all, we have to approach the matter from both the commercial point of view and the effect on people who live in the area. The Boat Passage is a very safe waterway. If it is completely blocked off, the people would have to travel in unfavourable conditions. It does not take very bad weather conditions to make boating most unpleasant.

The number of people using small boats in Moreton Bay is increasing. I like to see this increase and, as the Minister controls tourism, I am sure that he appreciates the

need for a happy combination of the two aspects in the development of the port. Doing away with the Boat Passage could have a detrimental effect.

**Mr. Newbery:** What size boats do you say we should allow through there?

**Mr. HOUSTON:** Up to about 24 ft., I suppose. It depends on many factors. Certainly we should allow through the Boat Passage craft that are operated by people who are pleasure-boat skippers and would not be expected to have the knowledge of a professionally trained skipper. The main thing is safety. Perhaps 24 ft. is a little bit long, so I suggest the size that the ordinary week-end boat-lover would use in safety. From the Minister's interjection, I take it that this matter will be looked at.

I shall now deal with the dredging of the Brisbane River. Unfortunately, last year could not be considered to be one of the best years in dredging operations. My electorate is bounded by a fair length of the river and one of the problems in the Bulimba area is the number of industries established on the riverside and the number of citizens who live there. I refer particularly to the small ship-building industries along the Bulimba and Hamilton reaches of the river. The silting up of the boat ramps associated with those industries is a constant problem and costs the operator a good deal of money. I suggest that a greater amount of dredging be undertaken, particularly on those reaches. Some action is taken following representations, but only months later, and I would like the silting to be overcome so that those people can carry on their businesses.

**Mr. Newbery:** Which reaches did you mention?

**Mr. HOUSTON:** The Bulimba and Hamilton reaches, between the Bulimba and Apollo ferries. That will give the exact area.

There is another matter that the Minister should look into. Some experts say that the practice is all right and others say that it is all wrong. I am speaking of the dumping of silt in holes in the New Farm reach near the New Farm Power House. I am told that the silt, instead of being taken down the river, is put into these holes. Some people who say that they know the area have told me that as soon as we get certain river conditions all of that silt is sucked out of the holes and washed down the river again. This results in resiltation. Those two matters must be looked at.

The short time available to each speaker is quite a problem when the debate is on the Estimates of the Department of Harbours and Marine. However, I shall now turn to tourism. Right at the outset let me say that the Queensland Government Tourist Bureau has done a tremendous job and I congratulate Mr. Wilson on it. I agree with the Minister that it is a very important industry. I would like to take up one of

the Minister's suggestions about smoothing out the holiday peaks. I have advocated this for a long time. I hope that the Minister is successful in getting the people responsible to do this. After all, with our climatic conditions and the variation in the type of holiday people like—not only Queenslanders but also southerners—it is of no great disadvantage for people to take holidays other than at the Christmas period. If that could be done it would make for better continuity of employment. It would also help to reduce prices because rooms would be occupied for 52 weeks a year instead of during peak holiday periods only.

There is one thing that I should like to say about costs in some tourist areas. I feel that some who provide motel accommodation in country towns are trying to get rich too quickly. There is a marked difference between the price charged for ordinary motel accommodation on the Gold Coast and that charged for similar accommodation in some of the larger country towns. I have been quite shocked to find motel proprietors in country towns asking three and sometimes four times as much as is charged for overnight accommodation on the Gold Coast. I feel that that is a little out of step with the realities of the situation. The Tourist Bureau report indicates that some accommodation owners are pricing themselves out of a clientele. I quite agree. Making a comfortable living is reasonable, but trying to get rich overnight and then passing the business over to someone else does not do the tourist industry any good.

People go on holidays with the idea of enjoying themselves, and to this end they have to reach their destinations comfortably and safely. Here again the Minister for Tourism has quite a problem, because one thing that Queensland lacks is a worth-while tourist railway system. As I have said before, our long-distance tourist train service is a nonentity when compared with those of the southern States. It might perhaps be worth while to send some of our railway planners and operators on a free rail trip from Sydney to Perth, or even from Sydney to Adelaide, to allow them to see the facilities available to tourists who use those trains.

I believe that the introduction of single-unit compartments on overnight trains is absolutely necessary. I have spoken to many older people who would be quite prepared to pay for such a standard of accommodation on trains but who will not now travel by rail. They travel by bus not because they prefer bus travel but because they will not climb up into a top bunk. If two elderly ladies are travelling together, which one will take the top bunk?

More attention should also be given to the provision of meals. The griddle car might be all right for people who are accustomed to diving in for a quick snack,

but when people go on holidays they want comfort. I know that I do, and I suppose others, do, too. I asked questions on this subject when I was in the South and speaking to people who arrange tourist trips on ships such as the "Fairstar" and "Fairsky".

(Time expired.)

**Mr. POWELL** (Isis) (5.4 p.m.): It gives me a great deal of pleasure to speak in the debate on these Estimates. One of my more pleasant experiences since entering Parliament has been my association with the Minister for Tourism and Marine Services. I consider it an honour to be a member of his committee. He is a pleasant person to work with, and I have certainly enjoyed the time I have spent working with him on his committee and with him when he has been in my electorate to see some of the problems that arise there.

The Minister's department is most important, particularly in my electorate where tourism ranks second in importance to sugar production as its most important activity. The facilities provided for tourism in the electorate of Isis—in fact in the Wide Bay area generally—are very important to its financial stability. It has suffered little as a result of the economic stupidity of the Labor Government in Canberra, mainly because of the stability of the sugar industry and the growing tourist industry. The importance of the tourist industry cannot possibly be under-estimated.

In my former employment I was able to use the time allowed me to see most of Queensland and, indeed, most of Australia, and I was able to visit these places the way that most Australians do, that is, by car and caravan. So having travelled some 50,000 to 60,000 miles throughout Australia by car and caravan, I feel that I have some knowledge of what the tourist is looking for. The families that travel from place to place by road today viewing the scenery require first and foremost a good road. I know, Mr. Miller, that many people would think that roads have little to do with tourism, but they are the ones who have enough money to travel by air. The rest of us who have little money and want to see places in a reasonable fashion travel by car and we need roads that will take cars and caravans and allow us to travel comfortably at 80 to 90 km/h. We have roads of that type in this State, of course, but a vast number are not of that standard.

It is pleasing to see that an upgrading of the road between Gympie and Maryborough is taking place at the moment with a by-pass around the very dangerous section at Bauple. This will enhance the appeal of the Hervey Bay and Bundaberg areas for caravanners. At the moment the Hervey Bay area is justifiably called the caravan capital of Australia. There are a large number of caravan parks there, most of them privately owned although a couple are operated by the council. They are of a very high standard. The

tourist wants parks of a very high standard but he is not fussy about staying in a caravan park with a large number of permanent campers. I make a plea to the Minister that we look at this situation because it is a fairly serious one—

**Mr. Goleby:** What do you want—separate caravan parks; one for permanent residents and one for tourists?

**Mr. POWELL:** I am suggesting to the Minister that we should look at this because generally speaking the caravan park that caters mainly for permanent residents is not of the standard that the tourist requires. The tourist is usually looking for somewhere to camp at around three or 3.30 in the afternoon. If he is on an extended tour, he likes to be able to find somewhere his children can get out of the car and give vent to the feelings that have built up while they have been confined in the car all day. He wants them to have somewhere safe to run around where there are no vehicles to interrupt them in their play. The wife usually has some washing or something else that she wants to do and so washing facilities are necessary. The driver usually wants to check his vehicle and just generally relax until the evening meal. He also wants to have a look round the place. So the tourists want somewhere to camp around 3.30 in the afternoon, do the few necessary chores in pleasant surroundings and leave again early the next morning. They may stay in the same place the next day, but most people who are travelling like to get on the road early in the morning. The type of park that caters for permanent residents is not catering adequately for the tourist traffic and I think this is something that needs to be looked into.

**Mr. Houston:** They need a few permanents to make it pay because they have bad periods.

**Mr. POWELL:** I note the honourable member's interjection, and he is quite right. In some cases this may be so, but if the honourable member had listened to the Minister's speech instead of just wiping it off as he did, he would have noted that the Minister referred to a suggestion that he is making that a group of representatives from the Education Department, the Teachers' Union, the Tourist Bureau, trade union organisations and the Department of Industrial Development should look into the problem.

About 50 per cent of the people of Australia seem to take their annual holidays in January and February. If we could change that the problem of making tourist parks pay would probably be overcome. I congratulate the Minister for his initiative in that move. Anybody who is running a business knows that it is much easier to budget if he has an even flow of income and expenditure. In the tourist trade, particularly in my electorate, there is a great influx about Christmas time and again in the winter months. If the flow could be evened out, it would be much

better for the business people, and the climate is such that it could be evened out. There is nothing adverse about the climate in my part of the State at any time of the year; the area I represent has a very equable climate.

I must refer to the \$5,000 a year available for regional tourist advisers. This is another initiative that the department has taken under the Minister's guidance. Tourist promotion is very important. My electorate takes in the area from Bundaberg to Hervey Bay and includes Fraser Island. It is a part of Queensland that is very much promoted as a family man's tourist area—a place where the family man can have a holiday at a reasonable cost. It is not a difficult area to get to. Although the roads certainly need upgrading, they are not too bad. I should like to see a regional tourist organisation set up to promote tours in that locality. I know that it is not for the Government to promote a particular tour—rather is it the job of private enterprise; indeed, I should hate to see the Government entering into that field—but it should be encouraging private enterprise to set up some sort of package-tour deals covering Hervey Bay, Bundaberg and Fraser Island. They are all areas that have something of value to the tourist.

In another debate in this place, I suggested that the daylight rail tours should be stopping at Hervey Bay on the way south instead of at Maryborough. Although I got into a bit of trouble with a certain gentleman in Maryborough on that issue, I know I am right in suggesting that it would serve the tourist industry best and serve the area best if the daylight rail tours stayed overnight in Hervey Bay. That is the place people are likely to come back to.

Yesterday and today the Minister had departmental officers on Fraser Island looking into the provision of improved marine service facilities on the western side of the island so that there can be a better way of getting from the mainland to that unique island. In spite of all the emotionalism and tommy-rot spoken about the island by both of the protagonists in a particular dispute that goes on there regularly, it is a beautiful place and one that has a tremendous potential for tourism. I only wish I had enough money to do something about it myself. It offers a great opportunity for private enterprise to really get in and promote. I should like to see the Government doing something to assist in the promotion of package tours in that part of Queensland.

As to the Marine Services section of the Minister's portfolio—we have had some real problems with the finalisation of the Urangan small boat harbour. When it is finished, it will certainly be an extremely good small boat harbour. The Urangan area is very popular with boating enthusiasts, and I am sure that, in spite of criticism levelled at the Government on its efforts there, it will benefit greatly from the completion of the

dredging work being carried out by the dredge belonging to the Bundaberg Harbour Board.

The Urangan jetty has, over the years, fallen into a state of disrepair, and it is a pity that work has not been undertaken to upgrade it so that it can be used again by rail traffic. The Department of Transport claims that the jetty is unsafe and will not allow trains on it, and the Harbours and Marine Department claims it is uneconomical to upgrade the jetty to such a state as to be able to carry rail traffic. It is a shame that this facility has been allowed to fall into such a state of disrepair.

I should like to see a feasibility study carried out into the extension of the Hervey Bay railway service to the end of the jetty. Of course, this would not be economic unless people used the service. I am sure they would use it. Perhaps the fault lies with both the Department of Harbours and Marine and the Railway Department. Incidentally, last week the Railway Department suspended one of the rail services to Hervey Bay without bothering to tell me or the public beforehand. This is a pretty rude way of doing business. Surely the department should ascertain what the local people want before they do such a thing.

The Minister said that in the forthcoming year the small boat harbour at Burnett Heads will be upgraded by road works and the driving of piles for moorings. I am pleased to hear this. A large number of people in the northern end of my electorate use Burnett Heads as the jumping-off point for reef fishing and pleasure boating. I was pleased to hear the Minister say that road works would be carried out there.

As people are aware, Queenslanders are becoming more boat-minded than ever. There has been a tremendous boom in the sale of small boats. The department plays an important role, particularly from the safety angle. It has patrol officers who ensure that boats are fitted with the necessary safety gear. The officers are to be commended on the performance of their duties. Unfortunately, they are also required to enforce the provisions of the Fisheries Act in relation to undersized fish and so on. I should like to see the department's patrol officers assigned to boating matters and the appointment of fisheries inspectors to police the Fisheries Act. At the present time the officers of the Queensland Boating and Fisheries Patrol are, as it were, between the devil and the deep blue sea in trying to perform both sides of their tasks. Nobody wishes to be overbearing.

**Mr. McKechnie:** Except Gough.

**Mr. POWELL:** He would like to be a dictator. Patrol officers would not wish to be so overbearing as to prevent people from going out in small boats and enjoying themselves. There are, however, those foolish persons who, with no knowledge whatever of the sea and with no concern for their own

safety as well as that of others, put out in unseaworthy craft, sometimes in very bad weather. When they are in distress they expect someone else to come out and search for them.

The department should concentrate on boating safety. I am not able to put forward very many positive suggestions, but the emphasis should be placed on educating the boating fraternity on the need to carry adequate safety gear. I have attended two seminars at which boating patrol officers delivered lectures. Their talks were most enlightening. We must educate people not to put to sea in a 25 knot south-easterly in a 12 ft. aluminium dinghy. Some are foolish enough to do that. Despite strong wind warnings on the coast, people go to sea with very little regard for themselves or those who have to find them. It is one thing that they should be foolish enough to do that but I am upset that someone else is put to the trouble of looking for them when they are lost. The lives of the searchers are endangered. We must do as much as we can to charge people using boats with a sense of responsibility; we must emphasise the need for them to let somebody know where they are going and when they expect to return. It is well known in boating circles that when clubs make trips they are always in contact with someone on shore who knows when they plan to return. We should either encourage people to join clubs or undertake an extensive education programme to convince people that all may not be well when they leave land—that all sorts of funny things can happen on the sea. Unless people are well prepared, they will get into real trouble. The department has a few good films but too often clubs and individuals do not know of them. We could certainly enlist the aid of retail outlets in this field. At least three that I know of are very concerned about safety. I know that some unscrupulous dealers sell boats and tell buyers without expertise that they can do all sorts of things.

At the best, the method of testing for speedboat licences is not so good. When I got my licence, I was tested on an inland waterway, but I had no intention of doing much boating there. I do not think the examiner had been to sea in his life. He made me do a couple of figure eights and decided that I was capable of handling a boat. After that very cursory examination he probably did not know whether I had a clue. He did not know that I was brought up near the sea and had been in boats all my life and probably knew a lot more than he did about safety standards and the sense of responsibility that is required when one ventures to sea.

In the Bundaberg area—with which I am most familiar—as soon as a boat leaves the river, it is in the open sea. Safety is gained

only when it re-enters the river. Boating can be very treacherous for people who are unwary—and too many of them are unwary.

This is important from the tourist angle. Many southern people holiday in the vicinity of Bundaberg and Maryborough—Hervey Bay. When they see a flat sea in the morning, they go out in boats without realising that by lunch-time a 15 to 20 knot wind can be blowing, which makes the bay very rough. I suppose the same conditions exist in Moreton Bay. These are the people who get into trouble. A heavy responsibility rests on us and on the people who sell boats to ensure that a reasonable safety standard is maintained.

(Time expired.)

**Mr. LINDSAY** (Everton) (5.24 p.m.): I preface my remarks by congratulating the Minister and the Queensland Tourist Bureau on another year of progress in the tourist industry. It is interesting to note that the "Queensland Sunshine News Bulletin" of November 1975 indicates that this financial year Government grants of up to \$5,000 are to be made to regional tourist associations to enable them to employ full-time tourist officers. It is also interesting to note that the Queensland Government will make a grant of \$15,000 this financial year to assist in the re-establishment of the Queensland Branch of the Australian National Travel Association. This will help consolidate the A.N.T.A. as the voice of the private sector in the tourist industry.

I am pleased to see that a new \$1,000,000 holiday resort is to be established on Magnetic Island, off Townsville. That project is to be undertaken by a South Australian-based company, and will accommodate up to 200 people in a complex of 12 buildings.

The Minister has further indicated a record promotional Budget of almost \$632,000 for the Queensland Government Tourist Bureau this financial year—an increase of \$128,000 on the previous financial year. The money is to be used in an extensive advertising campaign. The introduction of colour television in Australia will be of enormous benefit to Queensland when the bureau's promotions are shown in southern States.

Additional publicity will be generated through the distribution of high-quality literature, posters, audio-visual presentations, film production and general public-relations activity involving travel agents and professional journalists employed in travel writing.

It is interesting to note the success of the Queensland Government Tourist Bureau's film "Thunder in Paradise", which has proved extremely popular with cinema audiences in Great Britain. The British distributors of the film—Twentieth Century Fox—have ordered an additional 33 copies to enable them to embark on what they regard as saturation coverage. They have agreed to meet half

the cost of the additional prints, the balance being met out of Queensland Government Tourist Bureau funds.

The film covers the attractions of the Gold Coast and its hinterland and is proving an excellent promotional medium for the region. It has been released also throughout Australia and New Zealand. The additional exposure in Great Britain will generate wide interest there. It would seem to me that there is an obvious call for the film to be distributed widely throughout Asia—in particular, of course, in Japan. I wonder whether the Minister is considering that or has already arranged it. I notice also that filming will begin this month for a new promotion of the State's island holiday resorts.

Of general interest in tourism is the proportionate breakdown of overseas visitors to Queensland. In the period from 1968 to 1974, 75.6 per cent of overseas tourists came from New Zealand (31 per cent), America (18.2 per cent), United Kingdom (13.4 per cent) and Asia (13 per cent).

The result of an analysis of the areas that tourists visit in Queensland is interesting. The only figures I have been able to obtain are those published by the Australian Tourist Commission in its report of December 1972. In the financial year ended June 1972, 87,400 international visitors came to Brisbane, where they spent \$9,900,000. In the main, those visitors came from New Zealand (27 per cent), the United States of America (19 per cent) and the United Kingdom (10 per cent). A total of 1,077,900 nights were spent in Brisbane by tourists, a large proportion—41 per cent—being spent in private homes with relatives and friends. It would appear that the majority of tourists to Brisbane—27 per cent—come from New Zealand. Presumably as a result of their close affinity with Australians, many of them spend their holidays—and the figures indicate that the average stay is 12 nights—in the homes of friends.

In the same year—1971-72—35,400 international visitors spent \$2,800,000 at the Gold Coast. It is interesting that, as was the case in Brisbane, a large proportion—41 per cent—came from New Zealand, 18 per cent from America and only 2 per cent from Japan and 2 per cent from Malaysia-Singapore.

The situation was different in Cairns. Of 26,600 international visitors in that same year, about 31 per cent came from America. The same applied to the Great Barrier Reef, where a high proportion—41 per cent—of international visitors came from the United States of America.

It would seem reasonable, therefore, for us to attempt to increase the number of Asians touring this country if the statement that appeared in the Press on 5 March 1973 "Tourism top industry by 1980" is to be borne out.

It was claimed—

"Tourism is Queensland's fourth largest industry and it could be the State's largest by 1980.

It is worth \$135 million a year to Queensland and this figure should double in 10 years.

"Last year 15,000 Japanese visited Australia."

It was estimated that there would be 84,000 in 1980.

To be quite frank, I wonder if there will be that enormous increase in the number of Asians coming to this country. I draw attention again to the question of educating Queenslanders, and particularly students, in Asian culture and giving them an understanding of it. The obvious need for the Queenslanders of the future—the children of today who will be the citizens of the 21st Century—is to have a close understanding of and a relationship with Asians. Therefore, it seems obvious to me that consideration should be given to the introduction into primary schools of an Asian language.

The Australian population is 13,600,000. If Queensland's economy is to get an enormous boost from the tourist industry, we must look elsewhere to attract people. Presently, 31 per cent of our tourists come from New Zealand, which has a population of only 2,961,869. When one considers the proximity of Queensland to Asia and the fact that Indonesia has a population in excess of 124,000,000, the Philippines 40,000,000, Japan 108,000,000, Communist China 800,000,000-plus and India 574,000,000, one can see the enormous market for Asian tourists if only they can be attracted here. Although it is an excellent idea to show in the United Kingdom and America all the coloured promotional films that are being produced by the bureau, it seems that they should be directed at the Asian countries that I have mentioned.

On the local scene, it is obvious that the retention of the sand at the Gold Coast is of paramount importance. Having got it here, we should make every effort to retain it.

A particular hobby-horse of mine is removal of the ridiculous tin shed at the mouth of the creek at Currumbin—the best spot on the coast. If it is not done soon, I will undertake to do it myself. If anybody organises a working party, he can include me as one who is quite prepared to remove that shed, which is an eyesore. I understand from an answer given in the House to a question asked by the honourable member for Toowoong that an undertaking was given to remove it. I hope it will be shifted before the Christmas-New Year period.

Of course, not everybody wants to go to the coast. There is a trend in the United States, I understand, for tourists to go inland. In this respect I draw attention to the need for a railway line linking Brisbane, Mt. Isa and Darwin. It seems to me that such a

line would have enormous value, and not only to the tourist industry. It is interesting to recall that in my lifetime Darwin has had to be evacuated on two occasions, for reasons that were different but which are likely to occur again. To be able to evacuate or re-supply Darwin by rail seems to have obvious advantages.

I also draw the attention of the Committee to the racing industry and its potential as a magnet for tourists. It is obvious that the industry needs the continued support of the Government if it is to attract tourists.

The islands of Torres Strait are, in my view, some of the most beautiful places in the world. Torres Strait Islanders are now being better educated, and many are working and have taken their places in the community throughout Australia. However, it is not easy to go to these islands. I suggest to the Minister that consideration could perhaps be given to the establishment of a tourist facility in Torres Strait. The Islanders could then make a positive contribution to the economy of the State by conducting a tourist operation. Its potential is enormous, particularly as it is in such close proximity to Asia. I do not believe that the Islanders should be left as a separate subgroup with their own culture in their island paradise. Facilities should be provided to enable other Queenslanders to visit the area, which is a beautiful place. The islanders are proud of it, and I feel that more Queenslanders, and more of the world's citizens, should see it.

A coast road between Cairns and Cooktown is, in my view, a necessity. It would open up the enormous tourist potential of the Cooktown area which has already been mentioned.

I referred previously to Fraser Island. It is an amazingly unusual place. I believe that the Education Department could well set up facilities on the island to accommodate students from State schools who could go on excursions to the island and remain there for three or four days. The island is enormously interesting in many ways, and I am sure that the children of Queensland would benefit if such an arrangement could be made.

The major problem is going to be to get international tourists to Australia cheaply. How this can be done when air fares are steadily increasing, I am not sure. One way, of course, would be to back load tourists on R.A.A.F. aircraft. From my experience, it seems that far too many military transport aircraft return to this country with too few people aboard, so that is perhaps one area that could be considered.

In conclusion, I must say that I think all Queenslanders should become familiar with the concept that this State has the potential for a wonderful tourist industry, but we will get people to come back only if they enjoy themselves while they are here. People enjoy themselves when they visit places if the local people are friendly, and in that regard I



would ask that all Queenslanders, particularly the silent majority in the Everton electorate, behave in a typical Queensland manner whenever they meet a tourist, and are friendly and give them a smile and an encouraging word.

**Mr. BURNS** (Lytton—Leader of the Opposition) (5.41 p.m.): I rise in the debate on the Estimates for the Department of Harbours and Marine to discuss the question of Brisbane's new port because it will have a major effect on the electors of Lytton and, of course, on Brisbane itself and the future trade of the State of Queensland. Brisbane has the potential to be a major port for Asian trade. I can accept and support the proposal that we ought to have a new port.

Anyone who knows anything about the Brisbane River would be well aware of the problems that ships experience in the river itself, and with the growth in the size of ships—I think ships of 400,000 tonnes dead weight and higher are being spoken of—along with the problems we have with the Lytton Rocks and the navigation channels in the river, we must realise that the old port has reached the stage where it can no longer handle the trade or be classed as economically viable in terms of promotion in the future.

In addition to that, anyone who travels along Kingsford Smith Drive, Hamilton, to the port would realise that the port is becoming more and more inefficient because of traffic problems and the delays that occur there. I know that the Port of Brisbane Strategic Plan mentioned that 5,500 vehicles a day will enter the Hamilton port complex. That seems to me to mean that at least 11,000 vehicles would use Kingsford Smith Drive every day. That is why I am concerned about the decision to put the new port on Fisherman Islands. We have no objection to the strategic plan study carried out on behalf of the department, but we are concerned that the people who carried out the study seem to have considered only shipping and the export trade and to have shown little concern for the people who live in the area.

From the environmental point of view, having read the report I can agree that some mangroves at the mouth of the river will have to be destroyed, that Bishop Island has to go and probably the Boat Passage will have to close. We can accept most of that, with the probable exception of the Boat Passage. We can accept that very little damage will be done to the environment of that area; but we cannot accept from this report that there will not be a tremendous danger to the environment of the people who live in the area.

I want to reply briefly to the decision of the Minister the other day to ask the national Government to assist him by way of export road subsidies. I believe that is the right approach to make. I believe the only

approach to make at this stage is to prepare plans for new roads to the port—and I mean completely new roads to the port. Honourable members who know the area can imagine what conditions will be like from Galloway's Hill to Wynnum if the old roads are to be used by the new port traffic. I have forwarded to the Minister, and I am sure he has read a copy, of the document produced by the Bayside Environmental Protection Group from the Wynnum area. They have made a study of the number of vehicles that would use the existing roads and facilities. If we use the existing roads, two roads will service this port. If honourable members read the strategic plan, they must accept that that is what the people who drew up the plan decided. They decided that they would design the plan of a port at Fisherman Islands and that their responsibility stopped when they drew a dotted line a couple of kilometres off the end of Fisherman Islands.

I accept that the Minister has shown some concern and has appointed Rendel and Partners and others to carry out a survey; but I rise to express the concern of many thousands of people who live in Lytton and right through that south side area about the problems that will be experienced later if we do not plan well now. We are talking about 5,500 vehicles a day going into Hamilton; we are talking about a new port to service the Asian region, and to service an area from Maryborough in the North to Coffs Harbour in the South and out as far as Charleville in the West. We are talking about 100,000 containers pouring through that port. While we are talking about those containers, we are also talking about the semi-trailers that will pull them up and down Wynnum Road or Lytton Road, and past the Cannon Hill School, the Tingalpa School, the Wynnum West School, the Wynnum North School, Iona College, the Lindum School, the Hemmant School, and so on.

If we do not design a new export road, and if we do not consider the environment of those children, in years to come the residents will look back on us and say, "There was a group of short-sighted parliamentarians—a group of short-sighted administrators who were more concerned about developing a port and doing something about the river mouth than about the people who lived and will live along the southern bank of the river."

For the benefit of those residents, it is important that we plan roads from the port to run behind Reformatory Hill, through that area where Ampol is established, and possibly to join up with the old Lytton Road. New roads could be constructed through low-lying land in the Hemmant-Lindum area, which is zoned industrially, with very little adverse effect on local residents. Through that area a rail connection could be made to the interstate railway line at Acacia Ridge and a road connection could be made to the proposed Gateway Bridge. That bridge if built immediately could take most of the north side traffic.

Most people who will be using the new port have established their industries on the Hamilton Estate and in the Pinkenba area.

The former Minister in charge of Marine Affairs (Mr. Hewitt) in a Press statement in May 1974 said—

"If Cabinet decides to proceed with the scheme, the first wharf on the new site could be operational within two years."

Two years mean a fairly quick move for people who have established large industries on the north side. We are not planning any new bridge in the Murarrie-Hamilton area for some time. The Government is not planning to finish the bridge across the river at Galloway's Hill for some time. I do not believe that much has been done about planning the new port's roads. I have asked the Main Roads Department about that on a number of occasions, and I have written to the Minister for Local Government and Main Roads on the subject. The Minister for Marine Services has said, "We are only talking about planning in those areas now. We have not got to the final stages."

That means that the existing roads will be used when the port comes into operation. If the existing roads are going to be used, anyone who is conducting an industrial export industry on the north side of the river might decide to send his goods through the Valley, across the Story Bridge, and down through Lytton to the port. With the traffic problem we already have in the Valley and on the Story Bridge, it seems to me that before the port is constructed we ought to know exactly where the new roads are to go. The construction of the roads and the port itself poses some major environmental problems for the people in the area. I make it plain that there is no opposition to the port. We all support the idea that we must have such a port. It is necessary for our overseas trade and for the development of the State.

**Mr. Moore:** Do you suggest it should be in another location?

**Mr. BURNS:** No. We accept that it will be there. The Government has carried out a study. It has set up its expert committees and had a strategic plan prepared. We accept that the Government's experts have selected this spot. We are not going to argue against that. That is a lost argument. I think the Government has committed itself too far for us to argue that all over again. What we say is, "All right, you've made the decision. You will construct the port at Fisherman Islands." The stage has been reached where the Government is publishing dodgers and pamphlets containing information about the proposed port, so there is no longer room for argument against the selection of the site.

What I am saying is that, in the course of construction, hundreds of trucks will be transporting rock, gravel and decomposed material through my electorate to the port site. Will the school-children and those people who live along the sides of the

roads over which this traffic will pass suffer from a decision arrived at by the Government without adequate forward planning? The port has been planned. The access to it has not been planned.

As late as last week or the week before, the Minister said that the Government is now asking for money to construct the road to the port. A firm of engineers—Rendel and Partners—has been asked to make a study and to prepare a plan for roads to the port. I and all the other people who live in the area want a finger in the pie. Throughout my electorate are large undeveloped areas through which the roads to the port could pass without affecting many people. Such export roads would provide a rapid transport flow to and from the port while enabling the local residents to live in peace.

**Mr. Moore:** Most of the spoil would come by barge from Kangaroo Point.

**Mr. BURNS:** The honourable member is getting onto another subject. The material that comes down river from Kangaroo Point is used mainly in the construction of river walls. I have in mind the black muck that is pumped from the river onto Fisherman Islands. Most of the island goes under water at high tide, and I suggest that black muck is not the best material to use as a foundation. It certainly will not provide a solid foundation for standing areas for container trucks, railway wagons and so on. Large quantities of other spoil, gravel and quarry material must be used.

**Mr. Moore:** It's washed sand and it will be a good foundation.

**Mr. BURNS:** So it might be, but engineers and other experts who live in the area believe that large quantities of gravel and other material will be required for foundation work and will have to be taken to the site. We are concerned about the way it will be taken to the site.

We accept that a start has been made. A gentleman from Rendel and Partners attended a fair that was held in my electorate, at which a certain group displayed a plan of the new port. He spent some time with them discussing the proposed port and the access roads. Committees have been formed to protect the area by people who are keen to be involved. I would be very disappointed if they were not allowed to be involved. They should be invited to participate in discussions affecting the areas in which they live.

The decision on the site of the port having been made, the Brisbane City Council will now be able to go ahead with creating harbour industrial zones right along the river bank. The Brisbane River could be a playground for the citizens of this city. I remember that when I was a young fellow I pushed the scissors on the sand at Colmslie for prawns, and I enjoyed myself learning

to swim there. Today the river is polluted, but at least steps are being taken to clean it up. There is no reason why the industrial areas should not contain parkland right down to the river bank. It is wrong to lock away for industry all the areas along the river bank. Young people should be able to go fishing and to follow other pastimes along the banks of the river.

When the new port is extended beyond Bishop Island and the island is buried, there is no reason why St. Helena Island, one of the most historic places in Moreton Bay, should not be opened up as a tourist resort.

This brings me to the decision to close the Boat Passage. I have here a letter dated 17 March this year from the previous Minister for Marine Affairs, in which he said—

“Because of limitations on grade that railway trains can negotiate, a very flat grade is essential to the crossing. Extensive reclamation of land is required to provide adequate harbour lands on the Fisherman Islands and a practical level of thirteen feet above low water has been determined.

“If a short bridge were included in the causeway construction—”

That is what I have asked for—a short bridge under which small boats manned by amateur fishermen could pass to the lower end of Moreton Bay or even over to Dunwich, which is a fairly safe haven. The construction of the new port will force small boat owners out beyond where Bishop Island now lies—unless the Minister has changed his mind.

**Mr. Newbery:** I haven't changed my mind.

**Mr. BURNS:** As long as the Minister has made up his mind—

**Mr. Newbery:** I have already told you that I am making every endeavour to get the small boat harbour.

**Mr. BURNS:** “Every endeavour” may not be good enough. I have been told by other Ministers that plans have been drawn up to provide schools with toilets within two years, and they are still not there.

**Mr. Newbery:** You give me the chance to prove it.

**Mr. BURNS:** I will give the Minister the chance. In the meantime I shall have recorded in “Hansard” our concern at the possible closure of the Boat Passage.

When the Minister wrote his letter eight months ago he said—

**Mr. Newbery:** Who is the “he”?

**Mr. BURNS:** This was Nev Hewitt, as Acting Minister for Tourism and Marine Services, in a letter to me dated 17 March 1975. This is what he said—

“Increasing the height of the causeway to allow clearance of 15 feet above high water would increase the height of reclamation by 10 feet and the cost of the development on The Fisherman Islands by approximately \$7,000,000. As the lands in the port area are further extended, corresponding increases in costs would result.

“The Port of Brisbane Strategic Plan which has now been tabled in the House, contains statistics of vessels using the Boat Passage which show that, on the average, only 38 boats per week pass through. Most of these would be small boats travelling to the southern part of the Bay, say Manly and Cleveland. Boats sailing to more northerly parts of the Bay would always use the main river channels.”

He pointed out that \$7,000,000 is a lot of money for 38 boats. I would accept that if only 38 boats were involved, but boating in the bay is growing daily. Many boating people to whom I showed the letter do not agree that only 38 boats will be involved. They believe that whoever was taking the survey of boats through the Boat Passage went to sleep. I shall not argue that. It is fair to say that the Boat Passage provides safe access for many people who are venturing into the bay for the first time. Many of them need this safe access from Manly to the river. I accept the Minister's assurance that he intends to do something about it.

**Mr. Newbery:** I assure you that I will do everything possible to get the small boats under.

**Mr. BURNS:** That's great. The Minister's assurance will be welcomed by all the people who use the area.

**Mr. Newbery:** We are investigating every way and means of doing it.

**Mr. BURNS:** I thank the Minister very much.

While dealing with tourism and marine services, I believe it pertinent to point out that, a couple of months ago, it was my unfortunate experience to meet some interstate visitors off a tourist ship that berthed at Pinkenba. Any honourable member who has met the “Fairsky” or some other overseas vessel bringing tourists back from England or elsewhere could only feel uncomfortable in the cattle-type sheds that are on the wharf. They do not do much to welcome people to Queensland or to improve the State's image for tourism. But for a couple of private bus services and a few taxis, there is no way to get away from the wharf. The officers who run the wharf herd tourists onto the wharf. No-one can get near them because of barricades similar to those at the Cannon Hill saleyards. On this occasion

the visitors had to stand in the sun for quite some time before we could even get them into the shade. Quite often passengers have to carry their own bags from one place to another for customs inspection. Surely we could provide porters and some decent tourist facilities. If we are not to do it on a practical basis in these old sheds, let us start talking about these arrangements for the new port facilities.

**Mr. Moore:** On an American ship, the bags would walk down.

**Mr. BURNS:** I will not reply to that interjection.

I was really ashamed of the poor facilities. Those people had travelled around the world and we had told them what they could see here. We asked them to get off in Brisbane rather than Sydney and we promised to look after them and arrange to get them to their southern destination. When I got down to the wharf, I felt that I had made a mistake and that I should have let them get off in Sydney—where there are good facilities—and tried to bring them up to Queensland later. At least Sydney has facilities for tourists to disembark in an organised fashion, but there are none here.

We are losing trade every day to the shipping companies. Tourists find that it is cheaper to go to Fiji or elsewhere on trips than to holiday in our own State. When people come here, we should make them welcome and provide facilities that will encourage them to return. In my opinion there is no more important industry than the tourist industry to provide work opportunity.

I have worked on Tangalooma and I know the staff that is required for a certain number of guests at island resorts. Many island resorts have a staff of 50 or 60, but half the time there is only one guest to each staff member. I lived on the coast for a long while and I know the staff facilities that are required there. I was very friendly with men like George Schofield of the Chevron Hotel. I saw the size of the staff carried there over most of the year to cater for tourists. This industry creates tremendous job opportunities. We must at least promote it by making certain that people who come here get the right impression of our State and its facilities. It is very important for the Minister to act as a matter of urgency.

It worries me that from time to time the office of the Queensland Government Tourist Bureau in Adelaide Street has its windows full of brochures advertising trips interstate and overseas. It is our job to promote our own State. I do not care whether the tourist bureau wants to enter the field of hawking tours somewhere else, but I believe its major job is to promote tourism in Queensland. Never should we concentrate on promoting overseas or interstate tours through the Queensland Government Tourist Bureau. We should be promoting tours in our own State all the time

and we should make sure that those advertising displays in our offices in other States look sunny and warm and welcoming in the miserable weather that the southerners have to endure in winter, because the more southern tourists who come here the more dollars that go into the pockets of Queenslanders.

(Time expired.)

[Sitting suspended from 6.1 to 7.15 p.m.]

**Mr. BERTONI** (Mt. Isa) (7.15 p.m.): It gives me great pleasure to speak in the debate on the Estimates for Tourism and Marine Services and to thank the Minister and his officers for the assistance they have given to the area of the Mt. Isa electorate. I must admit that the Department of Harbours and Marine section of the Minister's portfolio has little relevance to my area, since we are surrounded by a sea of sand. However, that department is relevant to the outlets for our products, and I have no doubt that the honourable members whose electorates cover ports will deal with the essential points of those services.

During the debate mention has been made of the importance of overseas tourists to Queensland. Even though it must be admitted that overseas tourists are very important to Australia's economy, as was stated in one of the reports quoted here, overseas tourists account for only a small proportion of tourism in Australia. In a report—it was for 1969-70, admittedly—it was estimated that, of 2,000,000 visitors to Queensland, only 6 per cent came from overseas. The 12,000 overseas visitors to the Northern Territory in 1970-71 formed only 10 per cent of the visitors to the area. That illustrates that, though we might direct our facilities to overseas tourists, we must not lose sight of the potential of domestic tourism.

Tourism is more than the sun, the surf and the sand. People in Australia—and particularly in Queensland—are looking for something different. They are exploring avenues of tourism other than those attractions to be found along the coast. In vast numbers they are visiting the remote areas of our country and are turning to inland areas.

The honourable member for Everton mentioned that people want to go inland. If one looks at a dissection of the areas that tourists visit, one notices that greater numbers are visiting such places as Mt. Isa, Alice Springs and Darwin. One must keep in mind that Ayers Rock, outside Alice Springs, is one of the outstanding natural phenomena in the world. That and the mines at Mt. Isa are drawcards for people travelling by tourist buses.

However, the important factor in attracting tourists to areas such as the Mt. Isa electorate is making sure that roads such as the Flinders Highway are completely sealed. During certain seasons of the year, we have the problem of the roads leading into the

Mt. Isa electorate being cut by floodwaters. This upsets the flow of tourists into our area. We are pleased that the Main Roads Department is endeavouring to complete the sealing of the Flinders Highway by December 1976. When this is done and the highway between Cloncurry and Winton is completely sealed in a few years' time, there will be an upsurge of tourism in inland areas. People come in droves in buses, caravans and private cars, and a few come by rail. The largest number, of course, come in buses and cars and in cars towing caravans. Even at this stage, allowing for the fall-off during flood-time, something like 20 buses a day pass through Mt. Isa.

The tourists include elderly people as well as young school-children who are visiting the area for educational purposes. Usually a family travels out by private car and caravan. Also we must not forget the airports. Last year the Mt. Isa airport handled 74,000 passengers. Admittedly they were not all tourists, but quite a number were. The airport facilities at Mt. Isa, which are first class, do carry a large number of overseas tourists.

When a person enters the electorate, he comes first to Cloncurry which was founded in 1867. At one stage it was a very large city with some 30,000 people. As copper and gold production declined, the town went back to 2,000 or 3,000 people. However, it has many tourist sights. We must look at the potential of Cloncurry and see what can be done. An ideal setting would be a property where tourists could stay the night in cabins, which would have to be air-conditioned because of the climate. Using that as a base, they could fossick in the mines, ride horses on properties and enjoy the normal tourist functions and attractions of that area.

If we are to boost Cloncurry we should help it to achieve its two needs, a smelter to treat the ore, as I mentioned in my speech on the Mines and Energy Estimates, and tourism. I sincerely hope that the Minister will look at this matter very sincerely and that he can think of some way in which to assist these people. It is difficult for the people in that city to come up with thousands of dollars to promote tourism unless it is on the bureau's tourist circuit. I for one have a very soft spot for Cloncurry. We must ensure that that main centre, which was the capital of the North West at one stage, is promoted. We should not allow it to decline further.

From Cloncurry the tourist then arrives at the little township of Mary Kathleen. Anybody who has been there has been completely surprised at its beautiful, peaceful setting. It is a model town with lovely green lawns and a beautiful shopping centre. The whole setting is picturesque. People who have been to Mary Kathleen have fallen in love with the little place. No wonder,

because every person who visits Mary Kathleen is treated like a V.I.P. As the honourable member for Lytton said, possibly we do not generally treat our tourists with the friendliness they desire. Mary Kathleen is an ideal spot where visitors are met, taken on tours of the mine, given refreshments and placed back on their buses to go to Mt. Isa.

Mt. Isa is the biggest attraction in that area. Its mine is one of the largest producers of lead in the world, the second largest silver producer, the sixth largest zinc producer and is among the top 10 in copper production. The main attraction in Mt. Isa is a visit to the mines. Two surface tours are conducted each day, one in the morning and one in the afternoon. The tours take approximately 1½ hours. Once again people are treated like V.I.P.s. When they arrive at the mine they are given appropriate clothing, helmets and spectacles and are then conducted over the mine. But the most important thing, if it could be arranged, would be a tour of the operations underground. I suggest that such a tour would be one of the highlights of a person's life. The underground operations are virtually a small city which it is hard to visualise unless one has actually seen it. One of the surprising things is that everything is so very clean. It is quite picturesque, and a credit to those who organise and conduct the operations.

Mt. Isa is the hub of the Mt. Isa district, and it is a jumping-off point for various other attractions. It is rich in native flora and fauna, and Aboriginal paintings. One Aboriginal fertility painting in rock 30 miles from Mt. Isa has been there for 2,000 years. Tours can be taken to the Aboriginal paintings, and from there to what we call Mt. Frosty, with its lime deposits and pools of water. One could fossick around there for hours and hours. The tourist to the Inland will feel that here is something quite different from what can be seen along the coast.

One of the great tourist attractions of the area is the annual rodeo in Mt. Isa. It is a tribute to the Rotary Clubs of Mt. Isa who organise it and to all the other clubs who assist in making it so successful. Riders from the United States, Canada, New Zealand and all parts of Australia compete, and the rodeo lasts for three days. It is nothing to see 20,000, 30,000 or even 40,000 people in Mt. Isa on one of those days. All the proceeds are donated to charity, and it is not unusual to see the Rotary Club donating \$30,000 to \$40,000 every year from this event.

On the Friday evening preceding the rodeo, a street Mardi Gras is conducted. Various clubs and associations erect stands, and people sing and dance in the streets as they do in some South American countries. It is a great attraction for families and it is

extremely popular. On that night and the following week-end, Mt. Isa's population of 32,000 is increased by up to 20,000 people.

The Mt. Isa Rotary Club is in the process of establishing a museum which will contain exhibits depicting events in the development of the mine and the lives of those who discovered it. This \$150,000 project will house old pieces of equipment, old buggies, and anything at all to do with the discovery and development of the mine. No doubt this museum will become another attraction in the Mt. Isa area.

We have in Mt. Isa what we consider to be the most modern civic centre in Queensland. It cost \$3,000,000. It will seat 1,268 people and it is now becoming the convention centre for the area. The local government conference was recently held there and it was a great success. Those who have been to Mt. Isa and seen the civic centre will certainly verify the truth of what I am saying. It is interesting also to note that the design of the civic centre in Mt. Isa took second prize for cement structures throughout Australia.

As I said, Mt. Isa is the central point for tourism in the North West. One can go in any direction and find a tourist attraction. One can go north and see the operation of the mines at Gunpowder or Lady Annie. One can go south to the Queensland Phosphate mine or go north and visit the tiny little town of Burketown, or go further north and fly to Kurumba to see the fishing industry and, no doubt, catch barramundi and other fish. People can obtain permission to go to the Aboriginal missions, particularly Mornington Island and Doomadgee, and see how the Aborigines are looked after by this Government. They are under the control of various churches and are a credit to them.

I would like to point out to the Minister that in his speech today he mentioned places right along the coast from Cooktown south but did not mention anything west of the Great Dividing Range. He concentrated mainly on the coast, which surprised and concerned me because we have the potential for a tourist industry in our area and we do want the Government's assistance to do something about developing the inland areas of the State.

**Mr. Moore:** One of the best in the State.

**Mr. BERTONI:** I must agree. Mt. Isa and the inland areas do have vast potential if only someone will help to develop it. Everybody seems to think that the coastal areas are the only ones that are tourist attractions. I hear people saying, "We must put Mt. Isa and that area on a tourist route." Surely the Tourist Bureau can develop that area and not leave it to develop of its own accord. I hope that the Minister will look at this area and promote tourism there.

**Mr. Newbery:** We will be looking at it very, very closely. I am interested in the area and I am keen to get out there and have a look at it.

**Mr. BERTONI:** I thank the Minister. I am very pleased to hear that because we are developing a tourist organisation and we are extremely keen to see that tourism gets off the ground and becomes the second biggest industry in the area. In my opinion tourism is the industry that will make small towns in the area viable again. I can remember when I was mayor of Mt. Isa that we assisted in a limited way, because of the restrictions on local government finances, with a brochure to show people that Mt. Isa and the surrounding electorate and towns were not the dirty and dusty places that people thought but were really rich and viable areas with terrific tourist potential. The area generally has tremendous amenities that people just do not visualise.

I noted from the Minister's speech that he has allowed \$100,000 for the preservation and development of historic buildings. What would be more appropriate than allocating funds for the upkeep of a tent house. I do not know if honourable members know what a tent house is. It is just a four-wall structure and in the old days people used to put a tent over the top to keep most of the sun off, the tent being kept three or four feet above the roof itself, to allow the breeze to flow through. There are still one or two of these structures left in Mt. Isa and I think they could be another tourist attraction. They would not cost much to renovate, probably only \$10,000 to \$12,000, but they could become a great tourist attraction. They are part of our heritage and if we let them go we will not get them back. I think it is important that the Minister should look at this. It would be an asset for our younger generation.

The Minister also mentioned films being shown in Australia and overseas. I think this is a very good point and the Minister should be commended on it. But once again I must query how much of those films show the inland areas of this great State of ours. Is it only the Gold Coast, the northern areas, the Barrier Reef and the usual fishing areas? How much of this sort of promotion is encouraging people to go inland to get away from it all, to go through the small towns and see just how the people of this great State live and help to develop the State. I sincerely hope that the Minister will look into this area and help to assist the people there.

(Time expired.)

**Mr. LAMOND (Wynnum) (7.35 p.m.):** On behalf of the people of Wynnum, I wish to express appreciation to the Minister and his officers for their efforts. I particularly wish to convey my personal appreciation for the way the Minister has made his time freely available, particularly in the last six months,

to look at problems and proposals in the Wynnum electorate. Several times he came down there at very short notice.

I extend my sincere thanks to his departmental officers for their support. I refer particularly to the Director of Marine Services, Mr. Jim Peel, and two of his executive officers with whom I have come in contact a fair bit in the last eight or nine months, namely, Mr. Britton and Mr. Wilson. On all occasions I have found departmental officers most helpful in their inspections of the area and in the advice given to me as the member for the district. I have not had the opportunity to become so closely acquainted with the Director of Tourism, Mr. Wilson, but on some occasions I have had to call on him and his staff, and my thanks also go to them.

The boat harbour at Manly has been developed over an extended period. Probably it is the main boat haven for small craft in Moreton Bay. It has been constructed to provide an all-weather harbour. Since its inception there has been a great demand for land around its foreshores. Land in the vicinity is eagerly sought after by many clubs. I must admit that there have been occasions when I could not agree with the department, but on every occasion we have come to a satisfactory compromise, to the advantage of those who use the harbour and the department. It is pleasing to be able to talk to departmental officers and sort matters out.

The problem that continually confronts those using the Manly boat harbour is the shortage of parking for motor vehicles and trailers for power boats and small sailing craft. The departmental report indicates that the number of power-craft registrations has increased from about 14,000 in 1967 to 55,000 this year. That gives some idea of the demand for parking facilities for vehicles and trailers. It is a point that the department should keep in mind in the planning of future boat harbours. No doubt that type of boating will increase.

Some time back the department saw fit to replace swing moorings in the harbour with pile moorings. While the latter certainly allow more vessels to be moored within a restricted area they create difficulties for owners as they endeavour to manoeuvre their boats between the moorings in medium to heavy winds. Most boat owners are family men and on their outings they usually take mum and, say, one son, and in a 15 to 20-knot south-easterly wind they find great difficulty in manoeuvring their boats between the piles.

The practice of berthing both power craft and larger sailing vessels on hard stand is coming into vogue. More vessels can be stored in a confined area on hard stand than in moorings of a similar size. The department must look to the future and give consideration to reclaiming land on the southern side of the existing boat harbour so it can be used for this purpose.

I remind the Minister of the attractions of Moreton Bay, which is a playground for a larger number of people. The demand for small boats is increasing year by year.

While the new port is not within my electorate, a project such as this has a profound effect on nearby electorates. The Minister and his officers have kept me fairly well posted on the progress made in the project, and I feel I must stress various aspects of the development of the new port.

The first is the location of road and rail links to the port. They must be sited in such a way as to prevent noise and air pollution in the surrounding residential areas, many of which lie in my electorate. The traffic flow to and from the new port is a matter of grave concern to my constituents. Large quantities of metal and fill will be required for road construction in the early stages of development of the port, so it is vital that the Minister and his officers consider the establishment of quarries in such areas as to prevent the flow through residential areas of heavy transports loaded with metal. Consideration could be given to utilising deposits of such material in close proximity to the port.

There is no doubt that the location of the road to the port will determine that of the network of roads that will radiate from it not only to South-east Queensland but to North Queensland and the Northern Rivers of New South Wales as well. I am sure the Minister and his officers are aware of this factor. The point raised by the honourable member for Lytton concerning the proposed Gateway Bridge is a valid one.

The development of the new port will require rigid control from inception to completion. All forms of pollution particularly must be controlled. Various forms of pollution can affect—and probably will affect—people living in adjacent electorates, but any form of water pollution in Moreton Bay (the playground of a million people) would be criminal.

The Minister told us that the future of the Boat Passage will be considered.

**Mr. Moore:** It won't take the Queen Mary, you know.

**Mr. LAMOND:** I realise that.

The Boat Passage must be kept open for small craft that cannot negotiate the area at the mouth of the Brisbane River known as the Coffee Pots. Earlier speakers said that \$1,000,000 might be entailed. If we save one life by spending \$1,000,000, that is a cheap price to pay.

Navigation aids are controlled by the Minister. People who have navigated the Queensland coast in small craft realise the vital part played by navigation aids. At night, seafarers in both small and large ships, look hungrily for them. However, the ever-moving seabed presents continuing problems for the officers who are responsible for locating navigational aids in shallow

harbours and channels. The shifting sands mean that navigational markers which are quite suitable today become obsolete in a very short time.

Earlier this year, in my capacity as a member of the committee of the Minister for Fisheries I had an opportunity to visit most ports between here and Cairns. On the trip north I took time to discuss with fishermen their reaction to the fisheries patrol. While many fishermen were not pleased to receive summonses from the patrol officers, without exception they felt that they were playing a very important part in controlling fisheries and preventing many people from destroying fish populations and habitats. I was pleased to note that, over all, the members of the fishing industry spoke well of these officers. I realise that the department has purchased, and is purchasing, new craft for the boating patrol. As a man who has been involved with small craft since the age of six, I believe I know something about the subject. The department must look carefully at the type of craft selected for various areas. A power boat very suitable for one area might be useless in other areas. I feel confident that in view of the vastness of the area to be patrolled, the department will in the near future consider purchasing either a light aircraft or a helicopter to help the boating patrol people service the vast northern areas.

While I realise that leases granted for coral-dredging in Moreton Bay come under Fisheries, I understand that the Minister's Department of Marine Services controls conditions and planning of this dredging. I ask the Minister and his officers to give every consideration to the placing of soil deposits from coral-dredging in Moreton Bay to create suitable small-boat havens while in no way spoiling the ecology or environment of any island, which could so easily happen. Those of us who have seen the devastation that has taken place on Mud Island over a number of years do not wish to see this repeated on any other island in Moreton Bay. What was done was criminal.

Earlier I spoke about the close co-operation I have received from officers of the Department of Harbours and Marine. I asked for a survey on the deposits of sand in Moreton Bay and the possible effect of depositing sand on the foreshores of Wynnum. The information given to me is that a sizeable deposit of sand exists at the mouth of Tingalpa Creek, near Lota. It is possibly sufficient to provide sand for the entire foreshores of Wynnum, Manly and Lota.

**Mr. Goleby:** Leave that alone.

**Mr. LAMOND:** I am getting out of my electorate, but that cannot be helped.

I feel that that constitutes a ready-made, natural boat haven. There is no doubt in my mind that with the passage of time we

will be looking for additional areas for boat havens. In the foreseeable future Manly Boat Harbour will not be capable of mooring any more craft. The mouth of Tingalpa Creek is a nature-made boat haven, with Thornside Hill protecting it from the south-east and the hill at Manly or Lota protecting it from the north. The dredging of that area would do two things. A vast deposit of sand could be pumped onto the foreshores of Wynnum, Manly and Lota and a beautiful boat haven would be created—and only at the cost of pumping sand from the area.

In conclusion, once again I congratulate the Minister on the excellent work he has done since he assumed responsibility for this portfolio. During the time I have been in Parliament, the departments in the Minister's portfolio have been ones that I could go to readily and receive pleasing results. As a back-bencher—and I feel that I speak for many back-benchers—I find it very pleasing to be able to approach a Minister and his officers and see results within a very short time. Whilst those comments are not restricted to this department, I direct them especially to this Minister. I congratulate him and his officers for doing an excellent job.

**Mr. MELLOY (Nudgee) (7.53 p.m.):** I suppose one of the first things one should do in a debate on the Estimates for the Department of Tourism is pay a tribute to the staff of the State Government Tourist Bureau. I have experience of tours being arranged by them. I realise what a tremendous advantage it is to anyone planning a trip anywhere in Queensland to have the itinerary drawn up and the arrangements made by the Tourist Bureau.

I pay a tribute, too, to the new Minister, Mr. Tom Newbery. He is an experienced tourist himself—not that I intend to relate any of his experiences, because he might retaliate. In addition, I pay a tribute to the work performed by the staff of the Tourist Bureau, particularly those on the counter at the office in Adelaide Street. I have been down there on several occasions and I have had to wait quite a while. Not taking advantage of my Parliamentary position to ingratiate myself and get special treatment, I have gone down there and lined up in the queue.

**Mr. Lindsay:** That'll do me. There aren't very many of us left.

**Mr. MELLOY:** There are very few gentlemen left; that's true. They are becoming fewer every day.

The staff at the Adelaide Street office are tolerant with the people at the counter, some of whom become impatient when they are kept waiting. However, I emphasise the need for more counter staff at the Tourist Bureau office in Brisbane. They do their job efficiently and thoroughly, and they deserve more assistance than they are getting.



I have seen queues of seven or eight people waiting to be attended to and the staff have been flat out trying to cope.

The director-general's report on office accommodation at Cairns should be looked at closely. Cairns is a very important tourist centre. It is the stopping-off place to quite a few other tourist centres in North Queensland and the office there needs every facility if it is to cope with the people who do business there.

One of the greatest problems is the lack of top-class tourist accommodation. Of course, labour is a problem in any form of accommodation, be it motel or hotel, and Queensland is unable to provide the service that is obtainable in South-east Asian countries, where labour is readily available at a very reasonable rate. We would find difficulty in providing service similar to that provided in overseas hotels. If we tried, the cost would be tremendous and the stage would be reached at which those people who took advantage of the really high-class accommodation and service in hotels would need to be a Rockefeller, a Hanson or—

**An Opposition Member:** Or a Newbery.

**Mr. MELLOY:** No, the little bloke from Callide—Hartwig.

**Mr. Moore:** Why did you leave out Bruce Small? He is a multi-millionaire.

**Mr. MELLOY:** I could have included Sir Bruce Small, who could well afford to pay for the accommodation.

Queensland must have hotels of international standard if overseas visitors are to be attracted here. As they travel around the world they come to expect accommodation of very high standard. If they come here and see some of our motels which are not of the highest standard, they will think twice about coming back to Queensland. This would be to the disadvantage of our tourist promotion.

Queensland covers such a large area that it would be very difficult to provide the necessary hotel accommodation. Overseas countries such as Italy, France, England, Thailand and Japan are very compact in size and do not have the problem of long-distance internal travel that confronts tourists in Queensland. Our tourist attractions are spread widely. Because of the time factor, many tourists have to travel by air in the State and in Australia to visit tourist resorts. This is very expensive. The problem in Australia is that train travel is too slow and internal air travel is too expensive.

**Mr. Lowes:** It is too fast.

**Mr. MELLOY:** It is not too fast, but it is expensive compared with overseas travel. As has often been said, it is cheaper to go to New Zealand for a week's holiday than it is to come from Sydney to Queensland for the same period. This is a problem that I do not think we have much chance of overcoming,

and I think that it will to a large degree restrict the scope of tourism in this State. Most of Queensland's tourist attractions are on the seaboard—

**An Honourable Member:** Meter maids.

**Mr. MELLOY:** One does not have to take a trip by air to see them. Whilst most attractions are on the coast, there are opal fields that are of great interest to overseas travellers, and also the Carnarvon Ranges with their caves.

However, providing adequate accommodation of international standards in such places is a major problem. If tourists could be adequately accommodated, I am sure that many more would visit these areas. I do not think these problems can be overcome. If an airfield could be provided to service such centres one-day trips could be arranged, but again the question of cost arises. With so many overseas package tours available, and with the initial international air fare and then the high internal air fares in Queensland to be paid, people from other countries will not come here.

This may not seem a very promising picture for tourism. Certainly more money than is now being spent has to be provided for overseas publicity on Queensland. I know that the Minister does what he can with what is available, but I do not think that enough is being spent overseas. Some of the tourist agencies in the State will have to be subsidised if they are to provide internal air flights to various tourist areas. We will have to make these trips more attractive by lower air fares, and this can be done only by subsidising various tourist agencies.

Another subject that I wish to deal with has been discussed here for some time. I refer to the tourist resort proposed in the Yeppoon area. Much has been said for and against the Iwasaki project. The Government recently set up a committee to inquire into this proposal. I have seen its report, and I should say that it is one of the worst that I have ever read. It does nothing to define what the resort is all about; indeed, it contains no information that is of assistance to anybody who reads it. I made a few notes to indicate the line taken by the report. There are too many "ifs" and "buts" about it and no definite conclusions. I quote some passages from the conclusions because they are very interesting. Firstly it stated that without more information no conclusions could be made as to the size and scope of the resort. This was a committee of inquiry that was set up and here is a list of matters about which the members could reach no conclusion. They are all important aspects of this proposal.

It stated further that no conclusions could be made on the extent of public support for the concept. Dealing with the beaches in the area, it said that future use of accessible beaches should be planned. It is all right saying their use should be planned, but the

report gives no indication of what this committee found out about the planning of the future use of the beaches.

The report went on to say that the alternative uses of Yeppoon land should be examined. I would have thought that it was their job to examine the probable alternative use of Yeppoon land. It stated further that the water availability of the area requires investigation. Well, what are they doing if they are not investigating it? What was the purpose in setting up this committee?

The report stated that the development of the concept may cause environmental problems. That again is left up in the air as a result of this committee's recommendations. It stated further that more information is required on the use of land outside the proposed resort. More information is required but there is no indication of what the land could have been used for.

It goes on to say that the economic impact of the resort cannot be determined on the data available. So this committee has brought down no recommendations at all about it. Nobody is any the wiser for the work they have put into it.

It said further that the long-term effects of the proposals on the area—that is the Yeppoon area—are not clear. They should have made a point of establishing what would be the impact on the area. It said further that the committee could not assess the impact of the resort on Yeppoon and therefore could not comment at this stage.

**Mr. Lowes:** The impact would be very favourable on Yeppoon.

**Mr. MELLOY:** It could be. As a matter of fact, I go along with the project, but I do not think that this committee has done its job. The inquiry has just been a waste of time. I do not think there is any doubt that a project of this nature could do a lot for the tourist industry in Australia. Certainly there should be restrictions and control of the project, and I think there should be an Australian or a Queensland equity in it. The record of the Japanese gentleman who was behind the project is rather good as far as this sort of project is concerned. Anybody who has been to Japan would realise that the Japanese are among the best in the matter of landscape development. I do not think we have anything to lose.

**Mr. Lowes:** Doesn't that apply to the islands of the Capricornia group?

**Mr. MELLOY:** In what way—Japanese development?

**Mr. Lowes:** Yes, Japanese development.

**Mr. MELLOY:** I do not know of any proposed Japanese development on those islands. The only project of which I have any knowledge is this Yeppoon proposal. It is true that there is a degree of racial prejudice as far as this sort of thing goes, and a fear that so many thousand Japanese

might come to Queensland every year. But the fact is that over 35,000 Australians go to Japan every year and Japan is not worried about it, so I do not think we should be worried about Japanese visiting Australia or Queensland provided they are tourists. Surely our immigration laws are strong enough to control any thought of infiltration by the Japanese.

Surely the State Government is strong enough to ensure that there is an Australian or a Queensland equity in any proposal of this nature. I know that there are local objections to the scheme but, after all, a project of that kind would bring a considerable amount of money to Queensland, and from it we could learn a lot about the establishment of such projects. Apparently we have a lot to learn about tourism.

One has to go overseas to see how tourism can be really developed. I refer to places like Thailand, Hong Kong, Japan and Singapore that are very tourist conscious. Certainly a great deal of money can come into any country where tourism is promoted in the proper manner. We have difficulties here because of the size of the State. We are not a compact country; we cannot concentrate in small areas all the tourist attractions we can provide. That gets back to transportation within the State. We have to give serious consideration to helping travel bureaux to provide package tours within the State at a cost that will be attractive to overseas tourists.

**Mr. GOLEBY (Redlands) (8.12 p.m.):** I congratulate the Minister, firstly, on his appointment to his portfolio and, secondly, on the manner in which he is handling it. I am sure that all honourable members would agree that his vast knowledge of local government has contributed to the way in which he has administered his portfolio.

Harbour and marine services and tourism are very important matters in the electorate of Redlands. The people of that electorate are vitally interested in both. We have an excellent tourist potential, being very close to the capital city and having so much to offer, with a long coastline running the entire length of the electorate.

Also of interest to the people of Redlands is the new port development which overshadows part of the electorate's northern boundaries. This development will mean a lot not only for Brisbane but also for many areas as far south as northern New South Wales, as far west as Charleville and as far north as Maryborough. As Brisbane starts off with a new port catering for containerised shipping, I am sure it can learn much from southern cities, particularly Sydney and Melbourne, about the way in which they have developed their cargo and containerised shipping terminals. But I believe we have one advantage. We can learn from what they have done in the southern States, and we can learn from their mistakes, but we have almost unlimited land available.

That cannot be said of Sydney, in particular, where containers, after being unloaded from the ships, have to be transported to an open area 10 to 15 miles from the port. This detracts from the convenience of shipping. In Brisbane it may be necessary to transport the containers to the mainland, but the area of land available for such a purpose is much closer than it is in the southern capitals.

A great deal of interest has been aroused in the maintenance of a clear passageway for small shipping through the Boat Passage near Fisherman Islands. I was pleased to hear that the Minister and his department have seen fit to provide a passage for small craft which will give easy access to the reaches of the Brisbane River, and thus save them the long and sometimes dangerous alternative journey in rough seas from the bay.

Moreton Bay probably has the most extensive sheltered waterways of any area on the east coast of Australia. It is a paradise for small craft and fishermen, and undoubtedly it will develop into the mecca of boat owners and aquatic sportsmen in this part of the State.

Moreton Bay borders the shores of the Redlands electorate, which, in its northern area, offers wide scope for reclamation and residential development. I refer particularly to Thorneside and the much-talked-about development at Raby Bay. Those two areas have tremendous potential for residential development surrounding canals and waterways. Such development would lead to the tidying up of the foreshores of Cleveland. As the member for the area, I wholeheartedly recommend such development and ask the Minister to give it every encouragement. I would pass this message on also to the Minister for Lands.

At the southern end of Moreton Bay lie a host of islands, some inhabited, some not, many covered with mangroves. The Redland Shire Council has made the recommendation that this area be declared a marine park. It is noted as a fish-breeding area and should not be subjected to development.

The Beach Protection Authority, which is under the control of the Minister, has done a great deal of work in the protection of open beaches to the benefit of Queenslanders not only in the present generation but in future generations as well. But as a parliamentary and local authority representative of areas containing beaches enclosed within Moreton Bay, I believe the Beach Protection Authority would do well to confine its interests to exposed beaches, leaving those in sheltered waters to the control of local authorities. The problems that arise in sheltered waters are nowhere near as acute as those occurring in exposed areas. Local authorities, in association with the Department of Harbours and Marine, have the capabilities and sufficient power to control enclosed beaches.

I thank the Minister for the interest he has taken in my electorate. In the short time that he has held this portfolio, he has made as many as three visits to my area.

I push the establishment of a small-boat landing and anchorage in Weinem Creek, Redland Bay. The islands in the Russell Island group have been subdivided into 18,000 allotments, and are attracting a lot of people. It is important that a safe berthing and landing area for the ferries between the islands and the mainland be provided. The Redland Bay jetty is exposed to south-easterly winds, whereas Weinem Creek, no more than 150 metres distant, would provide a very safe anchorage.

Similar problems arise at Victoria Point, where, because of silting, the ferries that ply between the mainland and Coochiemudlo Island have extreme difficulty in reaching the jetty at low tide.

At Toondah Harbour, off Cleveland, a small-boat harbour has been suggested. Over the years, the Manly Boat Harbour has shown that such facilities are extremely popular with boat owners. Toondah Harbour is sheltered by Cassim Island and is protected from both north-easterly and south-easterly winds. It would provide a wonderful haven for the boating public.

I thank the Minister and his department for the suggested development of small-boat facilities at Toondah Harbour. The three-year programme when carried out will cost many millions of dollars. It will mean that small-ship clubs operating in Moreton Bay will have safe anchorage on the shores of Stradbroke Island.

In the past 12 months, the Wellington Point area has developed considerably. It is now not only a fine boating area but also a recreational and tourist spot in the Redlands electorate. The honourable member for Wynnum, whose electorate adjoins Redlands, commended the Thorneside Creek area as a boat harbour. I agree with him that it could be developed quite easily to provide boat moorings very close to the Manly Boat Harbour.

Another facet of the Minister's portfolio is tourism. Before expanding on it, I take this opportunity to congratulate the former Minister for Tourism, Sport and Welfare Services, the honourable member for Sherwood, on his fine performance over many years while this department was under his control. In that time the tourist industry expanded rapidly, and much of the expansion was attributable to his leadership and dedicated interest in his portfolio. With his officers he travelled the length and breadth of Queensland in the interests of tourism. In congratulating him, I also congratulate Mr. Wilson, the Director-General of Tourist Services. The electorate of Redlands has many tourist attractions and a number of caravan parks. Unfortunately many of those that were established to cater for the tourist industry have become homes for

permanent caravan dwellers. Whilst I am not opposed to caravan parks providing a shelter for these people, I believe that, in the interests of tourism, certain parks should be established with 75 per cent of the sites available for tourists. When a new caravan park is provided, all sites are taken up very quickly by permanent dwellers and the tourist who wishes to stay in an attractive area is forced to move on.

I referred earlier to the waterways of Moreton Bay, which are virtually untapped tourist attractions on Queensland's south-eastern coast. They extend down to Jumpinpin and Southport with long stretches of sheltered water. The boat harbour and mooring areas of Cabbage Tree Point and Steiglitz are virtually untapped. I should like to see the marine department and spokesmen for the tourist industry give publicity to this area.

In recent years, Peel Island in Moreton Bay has attracted a lot of attention. It is one of the few places south of Rockhampton where live coral grows. It is a notable tourist area, well known for its fishing. I am very interested in seeing the island preserved as a national park rather than as an environmental park, because I believe that the public must have access to it. So far as the local authority that administers it is concerned, it has a population of one—the caretaker. Many activities are carried out at week-ends in the Church of England Grammar School boys camp on the island.

**Mr. Kaus:** You are speaking about Peel Island?

**Mr. GOLEBY:** Yes. I stress to the Chamber, the Minister and his officers, that if Peel Island is kept as a national park the people will have access to it and it will be preserved for all time. If it is retained as an environmental park, no improvements can be effected. Groundsel and noxious weeds are a problem in the area, and not even the noxious weeds could be eradicated with 2,4-D if it were an environmental park.

The tourist areas of Stradbroke Island are only now developing. The island is steeped in history, for it was there that one of Queensland's first settlements took place. It began as a quarantine station, and many of the early settlers lost their lives there from typhoid and other diseases that broke out on ships coming to Queensland.

The old historic Dunwich cemetery serves as a lifetime memorial to early settlers who set off from the shores of their home countries overseas looking for a better place to live. This area is endangered by erosion and the sea is only a few feet away from the historic graves. I would like to think that the area could be preserved and that some attempt could be made to rehabilitate the foreshores with a protective wall. I suggest that the area be handed over to the

National Trust so that it may be preserved for all time and maintained as such an area should be maintained.

The Dunwich jetty was one of the first marine facilities built in Queensland. It was constructed by convict labour, and I understand that it is over 100 years old. I thank the Minister for the preservation of the jetty and the renovations that have been carried out to it. It is the only practical landing access to Stradbroke Island for ferry passengers.

The surfing beaches at Point Lookout are some of the finest in Australia. The beauty of the gorges and the scenery of the area are second to none on our coastline. I am very pleased that the Minister and his department have seen fit to include the area in the new film which he mentioned in his speech on the Estimates this afternoon.

For the full development of Stradbroke Island as a tourist area, an airport is needed urgently at Point Lookout. If it were built, tourists could fly in from Brisbane in only a few minutes and the island would be easily accessible from the Gold Coast. The potential of the area is unquestioned. Only encouragement from the Government and the departments that deal with tourism are needed for it to be realised.

I turn now to the history of the Redlands electorate. The lighthouse at Cleveland has stood for over 100 years. As honourable members know, Cleveland was one of the earliest settlements in the State. As the Minister mentioned in his speech, certain moneys have been set aside for the preservation of historic buildings. I ask the Minister to make a small grant available for the preservation of the Cleveland lighthouse. The Redland Shire Council has asked for estimates of the cost of removing it and placing it on Cleveland Point adjacent to its present site. The sum of \$10,000 would guarantee the restoration of the old lighthouse and its preservation for many years to come.

Many people come to Queensland in the tourist season to enjoy the sunshine. After travelling here during the winter months, they return home, sell up their belongings and come back again. The Redlands electorate has as residents many southerners who have come here over the years as visitors and have returned to settle. As I move around the electorate I find that increasing numbers of southerners are permanently making Southern Queensland their home. So the tourist industry is of benefit to the State not only through the income it generates; it also increases the population by attracting many fine citizens from other States.

Speaking about tourism in the broader sense, I am very concerned about the high cost of motels. I think that many are pricing themselves out of the average working man's wage. All that the ordinary tourist, particularly the family man, requires and seeks is a good bed, a clean room and clean

and modern facilities. He does not ask for five-star motel accommodation. He does not demand colour television or a telephone. He and his family are travelling through the State on a limited budget and are interested in good but not excessively priced accommodation. Highly priced accommodation might be all right for the business executive who possibly needs additional facilities. I should prefer the motel industry to be encouraged to provide more accommodation for the family man than to go to the extreme and provide the very best accommodation that is priced out of the average man's reach.

I congratulate the Minister and his officers on the impetus that they have given the tourist industry. I join with other honourable members in saying that we are fortunate in having a man of the Minister's energy, drive and knowledge occupying this portfolio.

**Mr. FRAWLEY** (Murrumba) (8.31 p.m.): I, too, rise to congratulate the Minister on his presentation of these Estimates. I first met the Minister in 1967, when he was chairman of the Sarina Shire Council. On one or two occasions when I have visited Sarina, I have had the opportunity to see what the Minister did for that area. I have no hesitation in saying that if he performs as well as the Minister for Tourism and Marine Services as he did as chairman of the Sarina Shire Council, there will be no cause for complaint.

**Mr. Hanson:** Did you throw your javelin?

**Mr. FRAWLEY:** As a matter of fact I did and the Minister presented me with the silver medal I won in the Queensland country championships.

**Mr. Hanson:** Why didn't he give you the gold medal?

**Mr. FRAWLEY:** He would have given me the gold medal if I had won it, but I was beaten by a fellow from Sarina.

The honourable member for Bulimba attempted to belittle the Minister but he failed as miserably as he did when he was Leader of the Opposition. During his speech, I hoped that somebody would move that the remainder of his speech be taken as read and incorporated in "Hansard" so that we would not have to sit here and listen to it. However, that did not occur.

The tourist industry employs literally thousands of people and earns a great deal of money for the State. In 1969 a survey into tourism was conducted for the State Government. At that time it was estimated that tourism earned \$135,000,000 and there is no doubt that that figure would have increased considerably since then.

Brisbane is a noted tourist area. Many southern visitors come to this city each year. Tourism in Brisbane and perhaps the whole of Queensland could well be in grave danger in the next month. People will not visit a city where violence could erupt at

any minute. I am referring to last Wednesday's demonstration when fighting erupted in the City Square. It was a mob of striking waterside workers, meatworkers, storemen and packers and building workers who were led by their Communist bosses. Hughie Hamilton was there in force.

**The TEMPORARY CHAIRMAN** (Mr. Miller): Order! I ask the honourable member to come back to the Estimates.

**Mr. FRAWLEY:** I am relating this to tourism, Mr. Miller, and I will show you the danger to tourism that exists in this State because of violence in the street. Tourists visiting Brisbane last Wednesday were shocked. I have it on good authority that, on seeing the violence that erupted in the streets, many tourists cancelled the remainder of their visit to Brisbane. They said they would not be subjected to violence caused by the A.L.P. and its Communist mates. The Leader of the Opposition spoke to the mob and incited them to further violence by saying, "If you have to crack a few heads, don't hesitate to do so." In Queen Street, Albert Street and Edward Street, the doors of tourist cars were kicked in because the owners would not accept pamphlets from members of the Communist Party, who spat at the tourists and gave them a very poor impression of Brisbane. Some tourists and residents of Brisbane were amazed and alarmed to note that a number of the marchers carried small, short-handled shovels. But, of course, the only graves that they will dig are the graves of the A.L.P. in this State and throughout the whole of Australia.

Tourism in Brisbane has suffered badly. Even in 1971, during the Springbok tour, many tourists cancelled their accommodation in Brisbane because of the disruption and violence that then took place. I have here a photograph of Senator Georges, a well-known Communist, sitting down in the middle of Queen Street on 24 July 1971. With him was the former member for Everton, another associate of Communists. They certainly did a lot to disrupt the tourist industry in this State as far back as 1971. People were then given a glimpse of how Communism had gained a foothold in this country. All the banana republics that have been taken over by Communists and their allies have suffered badly in tourism because people will not visit areas where violence is likely to erupt.

**Mr. Byrne:** Would you describe it as the rough end of the pine?

**Mr. FRAWLEY:** As Queensland is a pineapple-producing State, perhaps one might say that tourists were given the rough end of the pineapple.

Last Wednesday afternoon several southern visitors touring the Botanic Gardens were terrified by the sight of the crowd of Communists marching on Parliament House. As

a matter of fact, one of those tourists was heard to remark that it was the first time he had seen at least eight Communist flags complete with hammer and sickle, the only Union Jack in sight being the one flying outside Parliament House. In fact, when the Australian flag was flown from Liberal Party headquarters last Wednesday, the Communists in the crowd mouthed obscenities and spat and screamed.

How can we as a Government sell tourism in this State when even the Opposition in this Chamber subscribe to violence in their attempts to turn this country into a Communist State? Tourists come to Brisbane to browse through the city streets, not to be jostled by socialists and Communists.

It is interesting to note that regional tourist associations are to be given grants by the Government to assist in the expansion of tourism. Each association will be assisted to employ a full-time tourist officer. It will be paid by the Government dollar for dollar on the amount that it collects, the maximum amount payable by the Government being \$5,000 per annum. This will give some assistance to many areas, and certainly it will help tourism in this State.

I have read a great deal on tourism and I have looked through the Queensland Year Book. I see that mention is made of tourist centres such as Toowoomba, the Darling Downs, Brisbane, the Great Dividing Range, the Gold Coast, the Great Barrier Reef, Mackay, Townsville, Cairns, Gladstone and Rockhampton, but nowhere have I been able to find in this or any other tourist book any mention of Redcliffe. I therefore propose to use a few minutes of my time tonight to espouse the virtues of the city of Redcliffe and its tourist potential.

I am pleased to live in the city of Redcliffe. I think that one of its greatest assets is that it is 40 minutes' drive from Brisbane. One thing that I like about Redcliffe is that one can get away from Brisbane and breathe its pure air after a drive of only 40 minutes. It has no factories and the air is not polluted.

**Mr. Casey:** You told us the other day that it takes an hour to get across the Hornibrook Highway.

**Mr. FRAWLEY:** It does not take an hour at all. When the toll was on the Hornibrook Highway traffic was certainly delayed. But since the toll has been lifted, traffic moves across the highway much faster than it did previously. I should know, because I have travelled the Hornibrook Highway for at least the past 19 years. I have been over it more often than any other member of this Assembly with the possible exception of Mr. Speaker.

There is no doubt that Redcliffe is unique. It has produced some brilliant members of this Parliament. Sir David Nicholson, a former Speaker of this House, lived in

Redcliffe, as does the present Speaker. I can also say with some degree of modesty that I represent part of the city of Redcliffe. The A.L.P. will have a hell of a job to shift me from my electorate. I challenge any one of them to come to Murrumba next election and see how good he is. I'll belt hell out of him.

**Mr. Casey:** John Oxley wouldn't even live in the place.

**Mr. FRAWLEY:** I do not need assistance from the honourable member for Mackay or anyone else in making this speech.

**An Honourable Member:** Bob Moore would kill you.

**Mr. FRAWLEY:** Bob Moore would do a better job than some of the ghost writers who write the speeches of members of the Opposition. One has only to read them to know that they were written by ghosts. Anybody could write better speeches than those written for members of the Opposition who cannot even read them properly, let alone make a speech.

**Mr. Casey** interjected.

**Mr. FRAWLEY:** I do not want to be distracted from my very important speech.

**Mr. Casey** interjected.

**Mr. FRAWLEY:** I don't give a hoot about the Russians. As long as we keep them away from here, we will be all right. Many families have come to visit Redcliffe and have stayed for a lifetime because families—both men and womenfolk—have plenty of leisure time. As I said before, it is a 40 or 45-minute drive from Redcliffe to Brisbane, so, even if one is working in Brisbane, one can still live in Redcliffe. It has a vacation atmosphere all the time with fishing, safe beaches and swimming 52 weeks of the year. There are not very many places in Queensland where one can get that. One certainly cannot get it down here.

We have large modern schools in Redcliffe. There are two high schools—Clontarf High School and Redcliffe High School, the De la Salle Brothers School and a Lutheran primary school. Before very long there will be a Lutheran secondary school at Deception Bay, which is close to Redcliffe.

We have a good reticulated water system in Redcliffe. Something a lot of honourable members do not know is that there is no fluoride in the water in Redcliffe and I am happy to say that the people of Redcliffe do not want fluoride in the water and any attempt to fluoridate the water of Redcliffe will be opposed bitterly by me in this Chamber if necessary because I think people should be given the opportunity to take fluoride if they want to but it should not be foisted on them in their water supply.

**The TEMPORARY CHAIRMAN (Mr. Miller):** Order! I do not think fluoride has anything to do with the Estimates under discussion.

**Mr. FRAWLEY:** Well, Mr. Miller, I think it has. When people realise that Redcliffe water is free of fluoride we will probably get more people coming to live there.

**The TEMPORARY CHAIRMAN:** Order! I hope the honourable member relates it to the tourist industry.

**Mr. FRAWLEY:** I will. I can taste the difference in the Redcliffe water from some of the rotten stuff I have to drink here in Brisbane.

We have a hospital in Redcliffe which cost \$750,000. It was opened in 1965—

**Mr. Hanson:** Is that a tourist attraction?

**Mr. FRAWLEY:** We have it there in case a tourist gets sick. There are also service clubs which are extremely active in Redcliffe. Civic pride in Redcliffe is fairly high. As I said before, we are a city of 41,000 people. We are pleased to live in Redcliffe and we certainly do not ever want Redcliffe to become a suburb of Brisbane.

**Mr. Hanson** interjected.

**Mr. FRAWLEY:** With a bit of luck we will do the mayor at the next election in Redcliffe. The Redcliffe Peninsula, for those who have never been there, is 13 square miles in area. Some members of the Opposition would not go across the Hornibrook Highway unless they could use their gold pass. They would not even pay a lousy 10c toll. Redcliffe is a favoured holiday resort for young people, as well as older people. It is a youngsters' paradise. It is a safe place and the prices are not excessive as they are in some other places which I will not mention in deference to the honourable member for Surfers Paradise and other representatives of the Gold Coast.

**Mr. Hanson:** A mob of spivs.

**Mr. FRAWLEY:** I am not going to come into whether they are spivs or not. The Redcliffe beaches are safe and there is not much danger of shark attacks. There are no undertows. There is plenty of entertainment for people and it is a place where the family man can bring his family to have a nice, quiet, decent holiday.

**Mr. Casey:** They tell me you've got the best S.P. bookies in the State.

**Mr. FRAWLEY:** We have not. I am glad the honourable member mentioned S.P. betting because we have a flourishing trotting club in Redcliffe where night-trotting meetings are held alternately with the Gold Coast. I issue a warning that the Gold Coast Trotting Club had better not try to hog all the Wednesday nights; we want our fair share.

**Mr. Hanson** interjected.

**Mr. FRAWLEY:** Of course the honourable member for Port Curtis is complaining bitterly because at the Redcliffe trots we do not

allow members of Parliament to get in on their gold passes. One has either to pay at the gate—which is unusual for some members of the Opposition—or to be a member of the Redcliffe Trotting Club. I am a member of the Redcliffe Trotting Club and I pay my way. I do not get in on the grouser like some members I know. Having seen the Redcliffe Peninsula's natural beauty it is easy to understand why the Aborigines resisted the first white settlers in Redcliffe.

The honourable member for Rockhampton North told us before that history shows that Redcliffe was first chosen by Lieut. John Oxley as the site for the city of Brisbane. Lieut. Oxley cleared out and left the place and left all the houses and that is when Redcliffe got the name of Humpybong. That is the Aboriginal word for "dead house". Lieut. Oxley did not know what he was doing when he left Redcliffe. If he had had any brains he would have made the first settlement at Redcliffe, and it, not Brisbane, would have been the capital of Queensland. Many generations of people come back to Redcliffe year after year for camping holidays.

**Mr. Hanson:** To see you.

**Mr. FRAWLEY:** They don't come just to see me, but they realise that in me they see one of the best representatives the area has ever had in this Parliament.

Redcliffe offers facilities for campers and caravaners. All the areas are well grassed. We have caravan parks in Redcliffe for permanent dwellers, and we have other parks where people can stay for up to 15 weeks. When I was on the Redcliffe City Council, I was instrumental in having that period extended to 15 weeks. I have a deep concern for people who live in caravans. I lived in one when I worked on the Snowy Mountains in 1956, so I know what it is like to live in a caravan.

**Mr. Casey:** They tell me you have a cemetery there where you can stay as long as you like.

**Mr. FRAWLEY:** I am glad the honourable member for Mackay mentioned the cemetery. We have a very good cemetery in Redcliffe. The Redcliffe City Council commissioned a gentleman named Arne Finke to draw up a plan to change the Redcliffe cemetery from an unsightly area with tombstones to a lawn cemetery. Trees have been planted between the tombstones to give the cemetery aesthetic beauty. A cemetery can be made a nice place to the eye; it has not got to be the sort of place which people see and immediately say, "Oh, there's a cemetery!" After all, sooner or later everyone of us finishes up in a cemetery.

**Mr. Hanson** interjected.

**Mr. FRAWLEY:** I am shocked to hear someone who professes to be a good Christian, as the honourable member for Port Curtis does, say something like that.

**The TEMPORARY CHAIRMAN** (Mr. Miller): Order! I ask the honourable member to come back to the Estimates. I do not think cemeteries have anything to do with the Tourism Estimates.

**Mr. FRAWLEY:** One would have to hunt throughout the length and breadth of Australia to find your equal as a chairman, Mr. Miller. As I have a great respect for you, I intend to return to the Estimates immediately.

**Opposition Members** interjected.

**The TEMPORARY CHAIRMAN:** Order!

**Mr. FRAWLEY:** I don't mind some of those stupid interjections; they give me some amusement.

Redcliffe is a city in which people like to live. Many people live in Redcliffe and work in Brisbane. Redcliffe is a great fishing area. Plenty of flathead can be caught in Hayes Inlet, which is a great fishing spot. Plenty of bream and whiting can be caught at the right time. Redcliffe has a prawning fleet of about 60 trawlers.

From the Scarborough jetty it is certainly a great sight to watch the prawning fleet come in. Redcliffe also offers spear-fishing. If the honourable member for Port Curtis came down, he could wallow about like a great dugong, but with the great amount of blubber he carries he might be mistaken for a whale. He would run the risk of being shot by a spear fisherman.

We have the Humpybong Yacht Club, a good golf course and many sporting fields. The Redcliffe Rugby League Club didn't do too badly this year. We have a Redcliffe hockey team that won the final a couple of times. It made the grand final in Brisbane hockey. We have many tennis courts and other facilities for sportsmen. Unfortunately we have not the one thing I tried to get from the council. I think a good athletic field would improve tourism. I must congratulate the Minister for Tourism on the fact that when he was chairman of the Sarina Shire Council he went to great pains to lay down a good athletic track for a town the size of Sarina. It was the scene of the Queensland country championships.

**Mr. Newbery:** The second best in the State.

**Mr. FRAWLEY:** When I was up there, I said I thought the Sarina athletic ground was one of the best in the State. It provides all the facilities for athletes to compete.

**Mr. Moore:** Has it a tartan track?

**Mr. FRAWLEY:** Not in Sarina. I doubt whether there ever will be one there, because I don't think the town is big enough.

The Minister did something for sport in Sarina. Sport attracts tourists. They will visit any place where good sporting events are held. Why should they be confined

to horse racing and other professional events? It is time we gave publicity to amateur events.

I hope that a lot of tourists come to Queensland over the Easter week-end next year, when the Australian championships for veteran athletics are to be held here. The honourable member for Warrego and I will be competing. We sincerely trust that many tourists will come to see veteran athletes in action. After all, tourists poured into Canada recently to see them compete there.

Now that Mt. Gravatt has an all-weather track, Queensland will certainly attract overseas athletes. There is even a move afoot to have some American athletes brought to the State to compete on the track. While Brisbane did not have a decent athletic track, it was very difficult to get touring athletes to visit Queensland. They had no hesitation in visiting Sydney, Perth, Adelaide and Melbourne. Now Hobart, with its synthetic track, is added to the list. The synthetic track at Mt. Gravatt has enabled athletes in Queensland to turn in much better performances than previously. Their times are shorter, and they are enjoying training on the track in readiness for visits to southern cities where similar tracks are laid. There is nothing worse for an athlete than competing on a track on which he has had no experience.

(Time expired.)

**Mr. DEAN** (Sandgate) (8.52 p.m.): At the outset, I express my appreciation to the Minister for the courtesy he has extended to me since he took over this very important portfolio. I have led deputations and been a member of deputations to him and have at all times found him most co-operative and courteous as well as very helpful. I would also express my appreciation to the Director-General of Tourist Services, Mr. Wilson, and his staff for the courtesy and co-operation extended by them to me as well as to other honourable members. On several occasions I have called upon them for assistance, guidance and advice not only for myself but also for many of my constituents. At all times I have received the courtesy that is so befitting senior members of the Public Service. It is incumbent on all of us to express our appreciation to these officers, and I take this opportunity to thank those of the Tourist Bureau for the way in which they do their job. I support an earlier speaker, the honourable member for Nudgee, who commented on the staff of the Tourist Bureau. I have seen them working under top pressure, giving advice to many people at the counter.

The word "tourists" disturbs me to a certain extent. Certainly they are welcomed warmly by our State and particularly by the city of Brisbane. However, sometimes in meeting the needs of tourists we overlook the provision of comfort to our own citizens. The accent always seems to be on tourism. Not enough consideration is given to our own ratepayers and taxpayers.



Reference has been made to tourist resorts throughout the State, particularly the islands and the provincial towns. The tourist attractions of the cities in the North and in the Far West have been highlighted. It is time that we paid more attention to beauty spots in the near-metropolitan areas. It could be claimed that they are the responsibility of the Brisbane City Council, and probably they are. As Brisbane is the showcase for the State of Queensland, and the first place of contact for most tourists and other visitors, the Government could well give a little more assistance to the Brisbane City Council to develop beauty spots in the Greater Brisbane Area. Over the years the council has done a magnificent job. It is developing new gardens in the Mt. Coot-tha reserve, which is an excellent asset for the city. The Government is not really giving proper support to the capital to make it a tourist attraction.

The Brisbane River is one of the most beautiful rivers in Australia. I am sure that, at some stage, most honourable members have travelled up or down the river, and that they all agree we should be proud of it. The Government and Brisbane City Council moves to get rid of the eyesores from the river bank have produced good results. One of the worst eyesores was the old Fish Markets near Victoria Bridge. Thanks to the efforts of Alderman Clem Jones, the former Lord Mayor, who worked for many years to remove it, we can visualise what the rest of the river will look like eventually.

**Mr. Moore:** Chandler tried to do it, but you killed it. It would all have been done before now.

**Mr. DEAN:** Chandler did a lot for Coronation Drive and other sections of the river bank. But the C.M.O. was famous for talking, not for doing. When Clem Jones came on the scene, he completed many of the ideas that had been mooted for the beautification of the city. Clem Jones put the words into action. The city today is a tribute to his activities.

The report of the Director-General of Tourist Services refers to staff training, which is very important. As I said earlier, the staff of the Tourist Bureau are very highly trained and efficient. While the staff on our railways do an excellent job, there are not enough of them to provide a good tourist service. They cannot provide the same service as that provided by other States in the Commonwealth.

**Mr. Frawley:** Oh, rubbish!

**Mr. DEAN:** They cannot, and I have travelled as much as any honourable member on our railway system.

I am not in any way running down our railway staff, but they can do only so much. On the Limited Express from Brisbane to Sydney a conductor is assigned to each coach,

but on our northern railway service one conductor has to service more than one coach. It is impossible for our Queensland Railway conductor to give the same service as his counterpart in other States. We must have extra staff.

**Mr. Moore:** Baloney!

**Mr. DEAN:** It is all very well for members who fly around the State in aeroplanes to talk. They should sample what tourists have to put up with on the Queensland railway system. It leaves a lot to be desired. I emphasise again that the staff are not to blame.

**Mr. Frawley:** What about the food?

**The TEMPORARY CHAIRMAN** (Mr. Miller): Order! The honourable member for Murrumba has made his speech. I would like to hear the honourable member for Sandgate.

**Mr. DEAN:** The honourable member is not causing me any bother with his interjections. Half the time I can only hear a noise coming from his direction.

It is very important that we should have good training schools for staff who cater for tourists and other visitors.

**Mr. Moore:** What do you think of the griddle car?

**Mr. DEAN:** Shocking. It is absolutely terrible. Perhaps I could describe it in another way, but I would be out of order using language that I believe would be appropriate to describe that facility.

Contained in the Annual Report of the Director-General of Tourist Services is a section headed "Festivals and Displays". Again I mention in the Chamber what I have mentioned once before—Queensland's main annual festival, Warana. I thank the Minister for the consideration he has given to the administration of Warana. Since he has been Minister, the committee has had the opportunity of approaching him on many occasions personally as well as by letter. At all times he has given them full consideration and, most importantly, he has given them great hope.

Warana began many years ago. It was formed at a meeting in the old Legislative Chamber one evening. For many years it struggled along on a small financial contribution from the Government. The Government's intention right from the beginning was that Warana was to be the main festival of the State and was to be comparable with festivals held in New South Wales, Victoria and South Australia, which has a great arts festival. Warana was always intended to be Queensland's main festival. I can assure the Minister that what he has done in the short period he has held office has been greatly appreciated by members of the committee. They sincerely hope that the work

and the development will continue so that finally Warana will be recognised as the No. 1 festival and celebration for Queensland.

I do not intend to convey by those remarks that other organisations should be discouraged. There is no reason why they should not be able to work together. There is no reason why they should not come in and work with Warana, because now the foundation is laid. Warana has a competent committee. Again I compliment the Director-General of Tourist Services (Mr. Wilson) for the way in which he has co-operated since the festival has been in operation. We have many, many visitors from North Queensland and the West for the celebration, which runs from the end of September into October. If the present trend continues—the last one was a tremendous success—there is no reason why the Warana Festival should not rank just as highly in public appreciation as those held in other parts of the Commonwealth.

Many commercial organisations came to the assistance of the committee by spending a lot of money on this celebration. Many of them helped not only by putting floats into the procession but also by making straight-out cash donations. We would like to see more commercial organisations participate. The original idea when the then Minister, Mr. Dewar, many years ago formed the committee was that all of the commercial interests of the city and State should take an active part not only by putting in a float and advertising their own interests or wares, but also by contributing financially.

The State's band movement makes a very strong contribution to the celebrations. The Queensland Band Association plays its part very well in assisting the festival. For two years in succession, we have had a junior band in the festival. It is not just a Brisbane band. Its players come from the whole of the State, even from Far North Queensland. Each year the junior Warana band has been formed. We hope that it will continue and be a most important part of the festival. Last year there were 105 junior bandmen. We look to the country people and the northern people to make it a State-wide festival. Again on this occasion this band of something like 35 girls and 70 boys was a great success.

**Mr. Newbery:** I thought that they were one of the highlights of the festival.

**Mr. DEAN:** I thank the Minister. I think that that was the consensus in many circles. Wherever juniors take part, everyone is happy to know that their energies are being channelled in the right direction.

Next year another tourist attraction will be the Australasian Band Contest at the Gold Coast. A lot of work is being done by the Gold Coast committee and no doubt Sir Bruce Small is conversant with what is

going on there at the moment. We are expecting bands from New Zealand to take part in the contest.

No doubt this will be a tourist attraction not only at the Gold Coast but also in Brisbane. Many tourists will stay on after the contest is over and will travel farther afield and see many of our beauty spots and enjoy our hospitality. We are hoping that the Australasian Band Contest at the Gold Coast will be another highlight of our tourist season at Easter time next year.

I should now like to refer to the Department of Harbours and Marine. I could talk for a long time on the activities of this department. It is of great importance. I pay a compliment to the Director (Mr. Peel) and his staff, who do a good job.

I do not know whether the department needs more staff, but I hope that in the future there will be more policing of small-boat activities in the bay, particularly the Bramble Bay area of Moreton Bay which is in my electorate. Earlier today another honourable member mentioned the boating regulations and the standard of boating safety that we are all so concerned about. The only way to improve the situation is to have more patrol boats, especially on weekends and at holiday time.

Many people act foolishly or in complete ignorance of the dangers of the water, and they have very little seamanship. More onus should be placed on the firms selling boats. They must be made to realise that before purchasing a boat a person should have some standard of safety qualifications. Motor-boats can be transported quite easily on trailers. Most of them are made of fibreglass. A person purchases a boat from a dealer and takes it down to the water's edge. Some years ago boat owners undertook a test and before long they were heading out for Moreton Island. The day might be calm. The island looks close, although it is almost 40 miles from Sandgate. Boat owners do not realise that if they go to Moreton Island, they must have enough fuel to return. On many occasions they reach their destination but run out of fuel on the way back.

It falls to the lot of a prawn trawler to go to their rescue. Once he gets to port, that is the end of his working day, but nobody would see another person in distress on the sea and not go to his aid.

More patrols are needed in the Sandgate area—in fact, in every part of the bay—and the law must be enforced. After a few examples have been made, many people will realise that they must do the right thing, undertake the right tuition and find out how to handle craft efficiently and safely by taking certain precautions. I know that the department has done a lot in this field over the last few years, but I do not think that its services have developed rapidly enough to cope with the number of craft

being sold. To emphasise what I have just said, I quote this passage from the annual report of the Department of Harbours and Marine—

“The Patrol is placing a greater emphasis on public education in the fields of boating and fishing behaviour. Officers are devoting 5 per cent of their available hours to this project.”

Five per cent is really not much time, but I suppose that it is all that can be done with the available staff. The report continues—

“To aid this programme the Education Officer has produced a series of brochures on registration, licensing, safety equipment and general boat safety for distribution to the public. It is proposed to extend this programme in the next financial year to lecturing Service Organisations, Boating and Fishing Clubs and Schools.”

I concur completely with that proposal. I feel that many yacht club members would welcome lectures on subjects such as navigation.

(Time expired.)

**Mrs. KYBURZ** (Salisbury) (9.11 p.m.): It gives me a great deal of pleasure to participate in the debate on the Tourism and Marine Services Estimates, particularly because it provides me with the opportunity to make some comments on the tourist industry—perhaps some criticisms—and to evaluate exactly the present situation.

In the first place, I should like to congratulate the Queensland Government Tourist Bureau on the fine work that it is doing not only in this State but in all the other States. I have had occasion to visit the tourist bureaus in Melbourne and Sydney, and invariably the officers have been friendly and most helpful. I think it is a wonderful advertisement for Queensland that they are of such high calibre.

The tourist industry has such a wide diversity of component parts that I would like to deal mainly with one, namely, the accommodation section. This is a particularly important part of the industry because it allows for thriving cottage industries in many small centres. This, of course, maintains small lively townships in rural and coastal areas.

I must, however, take the previous speaker to task. Although I agree with many of his comments, I certainly took umbrage at his implying that the Brisbane City Council had aided the beautification of Brisbane. Brisbane is a mess; there is no doubt about that. In Brisbane we have seen the unprecedented take-over of public parks for playing fields for sporting groups. We have seen the city made busier by the Brisbane City Council's building of huge cement conglomerates that they have the hide to call parking stations. And the honourable member calls that beauty! Many of us have commented previously in this Chamber on the need to keep cars out of the city. And what do we see the council doing?

Precisely the thing that will attract cars to the city. However, I shall not continue on that subject.

The honourable member for Sandgate also mentioned Warana. I agree with him entirely. The participation of business as well as Government and private interest groups is needed, and this year Warana was a great success. I attended some of the so-called cultural activities and they were delightful. I was a little dismayed to see that schools were not participating as well as perhaps they could have been. I know that Warana is held at a time of the year when teachers are bogged down in preparations for examinations and in finalising subjects at the end of term. I realise therefore that it is difficult for them to participate. However, in the schools in which I taught in Brisbane there was little participation in Warana and I always thought that there should have been more.

In commenting on accommodation and the tourist industry in general in Queensland, I should like to be critical of the fact that many entrepreneurs in tourism have not realised that Australia is a pluralist society. It is a multicultural society made up of people of many ethnic origins. Therefore if they wish Australians to see Australia, they must cater for these people. In my travels in Australia I have rarely seen signs for toilets, facilities or directions in any language other than English. Honourable members will rarely find that in a country which is used to tourists and which caters for them. In Europe, for example—I know in Switzerland—one finds signs in at least three languages—every type of sign that is necessary; otherwise how are the people going to get around?

**The CHAIRMAN:** Order! There is too much audible conversation in the Chamber.

**Mrs. KYBURZ:** Mr. Hewitt, if we want to try to attract foreign tourists in greater numbers than we have been doing up till now, we must cater for the non-English-speaking tourist. I know what it is like to be a tourist in a country where nobody speaks English or any other language that I happened to speak; therefore I realise that it is extraordinarily difficult to get around unless one is either ingenious or a very good flirt.

**Honourable Members interjected.**

**Mrs. KYBURZ:** I am quite serious. I therefore urge business entrepreneurs to consider that fact and perhaps the Queensland Government Tourist Bureau could also consider putting out some brochures or pamphlets perhaps in Greek, Italian and German.

**Mr. Lindsay:** What about some Asian language as well?

**Mrs. KYBURZ:** I should have said that, too, I suppose. Of course, the Japanese and, in fact, all Asians have been extraordinarily

resourceful in attracting Australian tourists and they have accommodated themselves to the tourist industry by learning English.

I want to speak now of the need for general beautification in tourist areas. Some of the caravan parks which one has occasion to visit or to stay in are such a ghastly conglomeration of little boxes plonked onto a piece of nude ground that they defy description. The thought of anyone ever staying and roasting to death in those little sweat-boxes appals me. The caravan park owners who have availed themselves of some beautification in the form of trees and even shrubs have done themselves and their caravan park a great service; they are an asset to the community. Those owners who do not try deserve lack of patronage and I hope that is exactly what they get.

In the report of the Director-General of Tourist Services I noticed the comment that there is a worry of the tourist industry pricing itself out of the pocket of the average man or woman. Of course, this is of great concern and it is precisely what is happening. I have heard other honourable members in the Chamber bemoan the fact that hotels, motels and various other types of accommodation are too expensive, and I agree with them; they are. Some of the islands of the Great Barrier Reef, whilst most notable for their beauty, are fleecing the tourists. There is no other word for it. The prices that some of them are charging simply do not accord with the facilities provided, the accommodation or the situation. In other words, they are using their distance from the mainland as an excuse to overcharge.

Of course, I see their point of view about staff. If a person works in a hotel or restaurant in Europe, in a tourist resort or elsewhere, he takes on the job knowing full well that he will have to work overtime, shift work and week-ends. That is part of the job she takes. In Australia, with increased unionisation and union powers, people demand penalty rates, overtime and double time for week-end work. I do not suggest that this can ever be changed to a more normal situation; I cannot see the position ever being corrected. If I were an employee at a tourist resort in Australia I would accept it as part of the job to have to work at the week-end. Visitors cannot be expected to do without services at the week-end. When a person takes on such a job he knows the times he will be asked to work. As part of the over-all cost structure of a resort owner, it becomes increasingly expensive to have a full complement of staff at the week-end. I realise the problems.

When one has travelled widely throughout the world, particularly in Asia, one realises how totally inadequate some of our services in Australia are. Mr. Hewitt, I ask you to consider the mornings you have lain in bed in a motel and heard the rattling of trays, the clanging of dishes, the banging of

trolleys and the yelling of girls to each other at 6 o'clock, when you might very well have arrived at 11.30 p.m. or midnight.

**Mr. Moore:** What about kookaburras? Do you complain about those, too?

**Mrs. KYBURZ:** It is difficult not to laugh.

I put this down to the fact that much of the staff is not trained, or perhaps not trained to please people using the services, in the way the patrons would wish it done.

Tourist attractions in Queensland are widely diversified. The Sunshine Coast is an absolutely beautiful holiday area and the Mecca of the future, not only for Brisbanites but also for people from all over Australia. I do hope it will not become another Gold Coast. Of course, the Gold Coast has its followers. They are of a particular ilk. People who travel to the Sunshine Coast regularly rarely go back to the Gold Coast a second time—for quite obvious reasons.

I now mention the Iwasaki project. I was lucky to be one of the members of the Queensland parliamentary delegation to Japan this year. It was a most interesting trip. I urged Mr. Iwasaki to donate one million trees to the Brisbane City Council. I believe he has already begun his development in the Rockhampton area. He put the point over that the money he has so far invested has not been spent quite as wisely as he feels it could have been. He is concerned that there seems to be no approval for the development. However, we pointed out to him that some other people are concerned about the full facts on the project. Be that as it may, he certainly knows how to develop a tourist project; he certainly knows how to create an environmental village and a total atmosphere of a resort in a hotel. His resorts in Japan not only offer rather innovative services but also cater for a wide variety of tastes and personalities.

I turn now to the Great Barrier Reef. Last week I came across a magazine article in which, with some dismay, I read that many foreign film teams were engaged on the reef taking films for various European TV channels. They were berating the Queensland Government for not caring for the reef as it should have been. Their comments were rather saddening to me, because the things they accused the Government of not having done seemed to be true. For example, around the base of many of the larger coral atolls they found dumps of tins and aluminium cans. They found mountains of them on the sea-bed. I cannot imagine how they got there unless they were dumped indiscriminately by someone. The other accusations were equally as saddening.

I know that in this day and age there has awakened in the minds not only of the Minister but of all forward-thinking people as well, the realisation that the Barrier Reef is an absolutely fabulous resource for us to have. The diversity of beauty right

along the reef is astounding, and of course once it has gone it will never be replaced. We must protect it at all costs.

**Mr. SIMPSON** (Cooroora) (9.27 p.m.): I rise to support the Minister in his endeavour to have \$12,419,341 voted for his department, and to thank him for the visits that he has made to my electorate. He has taken a keen interest in the problems arising in both the tourist industry and in marine affairs.

Tourism is travelling for pleasure, whether it be by road, sea or air. Most tourists travel by road, and it is unfortunate that many of our roads are a deterrent to tourists. I realise that the State is faced with financial problems, but in this very important industry of tourism we should spend our money so as to obtain the best value for it. I suggest that this is not always done.

These days tourists are faced with high costs, such as air fares. They have risen as the result of action taken by the Federal Labor Government. Similarly, the Federal tax on fuel has brought about an increase in motor spirit, and this acts as a deterrent to road travellers.

Tourism uses a great deal of manpower and as such is of tremendous importance to the development of Queensland and Australia as well as to the relief of unemployment problems. As the honourable member for Salisbury said, in this important industry we should be showing more professionalism and be doing more in training people to be of use to the tourist industry. We should train people employed in the industry to become, for example, better cooks, waiters and waitresses. If we do that, the industry as a whole will benefit and, more particularly, proprietors of tourist resorts will be able to run their establishments much more efficiently.

As to employment costs, the honourable member for Salisbury mentioned that Australia, unlike some overseas countries, does not have a flat wage rate for employees engaged in the tourist industry. That is a shame. I should like the Minister to make some overtures to the unions in the hope that we may get an ongoing industry which can compete with overseas countries.

Despite high costs, areas such as Coolumb and Noosa in my electorate have a booming tourist trade. But that presents a somewhat false picture. People believe that keeping money in the bank is wasteful because it is being eroded quickly by inflation. They feel that they might as well get some enjoyment from it and are spending it on holidays, which benefits people in my area.

The future of tourism must be looked at on a cost-factor basis. We either make some headway with flat-rate wages, or more and more big firms will go to the wall simply because high costs prevent them from filling their establishments. Family businesses could

come back into their own and self-help concerns could come to the fore. In this context, people on holidays will be forced to give more attention to their own needs.

Tax incentives to the tourist industry are very important. Although this is a Federal matter, the Minister and his department have a responsibility to make overtures to the Federal body to provide incentives that will assist the industry, in turn, to provide services which are costly to establish but which will make a big difference to the industry in Queensland.

Another issue that concerns me is the little money expended in telling people in other places of the tremendous areas of Queensland that are worth seeing, which is returned many times over by way of taxes and business generated. The Government does not spend enough in promoting Queensland in other parts of Australia. The assistance to be given to tourist regions outlined in the Minister's Estimates will be very helpful. Our Sunshine Coast Tourist and Development Board qualifies easily for the grant of \$5,000. It has raised \$40,000 to \$50,000 in membership fees. It has 1400 to 1500 members and the minimum membership fee is \$25. The membership fee for some approaches four figures. The board is mounting a very vigorous campaign. That is only as it should be. It should not depend entirely on the Government, which should be covering the broad aspect of selling Queensland as a whole. When we get people to come to Queensland by road, we should concentrate on getting them to travel through to Cairns. In this way everybody they come in contact with on their journey benefits. On the individual regional basis, there should be a self-help system in which locals put their shoulders to the wheel to gain benefits.

Travel to new areas must be encouraged. That would help outback areas to get another egg in the basket and thus make them better able to cope with variations in income, which have always been a problem with primary industries. Most people are very anxious to see how others live in outback areas. Many city children do not know where milk comes from.

**Mr. Moore:** It comes out of a tin; everybody knows that.

**Mr. SIMPSON:** That is right. In fact, I am sure there are times when I have met a child who has said, "No, I don't like my milk from that cow. I like it out of a bottle." He obviously did not know what it was all about or where it came from. Children as well as tourists have a lot to be taught.

Turning to that aspect of the Minister's portfolio that deals with the Department of Harbours and Marine—I still have some problems with the Noosa River bar. It is a problem bar. It is a very critical area to the whole of the Noosa Lakes system. I feel that there is a great need for an

adequate study of all the aspects involved so that an answer may be found to the replacement and containing of sand on the northerly aspect of Noosa Beach, which is the critical part of Noosa Heads itself, and also to making the passage over the Noosa bar safer for small craft.

It has been suggested that, if the bar were altered to the extent where it let too much water out, it could lower the level of the water in the lakes. Care must be taken to see that that does not happen. A lock or some modern type of plastic barrier which would allow vessels to pass through and at the same time retain the water could be investigated. I am quite sure that there are trained people who could help the Government to solve the problem. As there have been developments in the mouth of the Noosa River that have affected the area—and the movement of sand on the Noosa beach could be partly attributed to this—the whole waterway in Noosa should be investigated. It is such a tourist attraction that it also needs to be looked at.

The question has been posed whether the lakes are getting lower and lower. It would be a shocking thing if in fact they were altered to such an extent that they were seldom navigable. They provide an entrance into the Coolool National Park. One goes past Donella, through Cooroiabah, through Lake Cootharaba and up into the upper reaches of the Noosa River, which is still navigable, especially when one gets up above Lake Cootharaba and into the Coolool National Park. So the waterways in the area are very important.

**Mr. Moore:** When you boil the water, you don't have to put any tea in it. The colour is right.

**Mr. SIMPSON:** The honourable member for Windsor appears to be one of the many people who have enjoyed travelling through our area, but who have been deceived by the colour of the water, thinking in fact that it is very dark, just as he must like his tea. In fact, the dark colour is a reflection of the peat layers at the bottom of the river. If he cared to take a clear-glass vessel and scoop up some of the beautiful water in the upper reaches of the Noosa River and inspect it, he would find it to be as clear as crystal. It is interesting that a lot of people, like the honourable member for Windsor, make that mistake.

One of the things that makes the area of Cooroora at the top end of the Sunshine Coast so beautiful is that there are areas in it that are different from other places. The honourable member for Salisbury mentioned the beauty of the Sunshine Coast and how, if it is to be a tourist attraction at all in the future and not directly compete with other areas, it needs to keep its unique park life and agricultural backdrop as a pleasing aspect. At the moment it has this in the main but it will not retain that attractive aspect if the town plans for the shires of

Maroochy and Noosa do not ensure that it stays this way. There is nothing in the plans to stop high-rise building.

Recently we had a gentleman in the area representing the Moreton Region. He said that he envisaged the Sunshine Coast being one great city from Caloundra to Noosa. He seemed to be proud when he said this, in the belief that it would be another Brisbane. Brisbane is set in a river valley among hills. It has problems. We do not want that type of development at Noosa. We want to keep it different so that it will continue to be a tourist attraction.

To ensure this, town-planning in that area must have an overriding park-like requirement over development and still keep vigorous development, residentially and industrially. The town plan should maximise the number of people there but retain its park-like appearance and ensure that no buildings are so high that they are not hidden among the trees. It should ensure condominium cluster-type housing with a common roadway for safety in the future and playing areas at the back of the homes in park-like, timbered areas which separate that cluster of houses from the next. The over-all aspect will have to conform to a park-like appearance. It is necessary to change the existing town plan laws in this area or we will lose the very thing we are able to sell the tourists, that is, something different—in other words, the Sunshine Coast itself.

It gives me great pleasure to thank the Minister and his departmental officers for the way in which they assist me in all that they do for both tourism and harbours and marine services.

**Sir BRUCE SMALL** (Surfers Paradise) (9.43 p.m.): It gives me very great pleasure to salute the Honourable Tom Newbery as the Minister who has brought down a very imaginative and progressive programme for the two departments of which he is now the head. I cannot imagine anybody better equipped and more suited to the task of steering the destiny of these two very important segments of our governmental programme.

Also I salute the teams that he heads. Captain Joe Wilson, as Director-General of Tourist Services, and Captain Jim Peel, as the head of the harbours, marine and beach authority sections, are well equipped and well experienced to lead these two departments in their very ambitious programmes. Each is at the head of a very experienced team of executives who have been selected as experts equipped and qualified to deal with the scientific problems and the problems of sales, administration, development, advertising and promotion.

Let me turn to the tourist section first. The programme calling for a budget of \$3,142,000 to service the 14 bureaux and the organisation that is now so handsomely developed to promote tourism in Queensland is a very good sign in itself. This

is backed by the provision of \$631,945 for advertising, publicity and promotional work in general. Although it is very good, I say that it is little enough when weighed against the enormous potential of the industry. It is related at the moment to an estimated revenue of \$150,000,000 per annum from the tourist industry. When we speak of it as being an insufficient appropriation, we must not lose sight of the vast sums of money that are contributed to the promotion of tourism by the airlines, hoteliers, moteliers, entrepreneurs and all the other dedicated people who are devoted to the cause of bringing tourism to its rightful level in Queensland. I think that we are justified in saying that the \$150,000,000 at present being brought into the State by the industry is comparatively little when weighed against its potential. I venture to say that that amount could be doubled, trebled or even quadrupled if the programme continues as aggressively and effectively as it is at present.

I like the Minister's proposal for the granting of a degree of autonomy to A.N.T.A. and for bringing new life to that organisation because of the important part that it can play in the co-ordination of the various facets of tourism and private-enterprise promoters who are more or less fragmented at present. By a process of regional control, they can be brought together very effectively to promote the industry with the aid of a Government subsidy, which I understand is at the rate of a dollar for a dollar, and the contributions which the local people themselves will make. By this means the problem can be attacked on a co-ordinated basis, and the result will be very effective in both the economics of the campaign and its final result.

In facing the task of developing tourism, one must remember that it is virtually a matter of sales campaigning. It is a matter of selling the entertainment, the appeal, the relaxation, the glorious climate, the sunshine, the beaches and the many other superlative attractions of Queensland with which no other State can compete. I believe that it is essentially a matter of sales. When I speak of sales, it seems to me that the nearer one can get to putting things on a personal basis the better equipped one becomes to obtain results and value dollar for dollar.

It is perhaps natural that my mind goes back to campaigning for the Gold Coast with the 1967 cyclone as the incentive. In those days we had no money to spend and no capital to invest in tourism because the city had been made almost bankrupt in trying to rectify the damage caused by that severe cyclone. It was then a case of looking for a captive audience, and such an audience could be gained only by the expenditure of huge sums of money or by the creation of some device by means of which it was possible to get it for nothing. I recall the days of the meter maids. In their gold lame bikinis, those lovely lasses from the beaches of the Gold Coast constituted an attraction and

created an appeal that placed a captive audience throughout Australia right at our feet. We told that audience the story of the restoration of the Gold Coast and its beaches and the development of its attractions. We did it by television appearances, radio interviews and Press conferences, and by the fact that we always had attractive photographs to occupy the front pages of newspapers. In that way it was possible to gain \$1,000,000 worth of publicity at no cost.

**Mr. Moore:** With a meter maid on each arm.

**Sir BRUCE SMALL:** Don't say anything about meter maids!

I shall not forget in a hurry a visit that I made to Honolulu in 1969. An invitation came to me as mayor of the Gold Coast to attend a conference of all mayors from the United States of America. At the Royal Hawaiian Hotel 2,500 mayors assembled. For a week they conferred on municipal problems, with a full representation from the Pacific shores and the other States of America. I was privileged to join the debates and discussions on the problems of municipal control, but always in the back of my mind I was trying to work out just how this opportunity could be turned into a tourist promotion.

I took with me 2,500 20-page brochures on the Gold Coast featuring, in four colours, all the attractions of the lovely beaches, the bikini girls, the McPherson Ranges and the rivers. I racked my brains to find a way of sending those 2,500 mayors back to their respective towns and cities as ambassadors for paradise here on the Gold Coast. I eventually decided to put a number on each of the brochures and, by worming my way into the columns of the daily newspaper that the conference produced, promised that on the last day of the conference Mayor Lindsay of New York would draw the lucky number, the prize being a trip to the Gold Coast. It was very significant that at the final session of the conference not one chair assigned to one of the registered delegates was vacant. I had been there the whole week and had noticed that at times the hall was only half full; but at the final session not one chair was unoccupied, and on every chair was a brochure showing the Gold Coast in colour. As I said each brochure had a number on it, and I had the satisfaction of seeing the mayors excitedly waiting for Mayor Lindsay to come on stage and draw the lucky number. A little lady Senator from a Californian city proved to be the lucky winner, and when, in due course, she came to the Gold Coast and had her holiday, I received an assurance from her that every one of those mayors took the brochure home to his city or town and told his family of the experience he had had and how close they had come to having a visit to paradise—all that for nothing more than the cost of the brochures!

I like the Minister's idea of a series of magnificent films being shown round the

world. I know of no better way of reaching the masses than by a series of films such as "Thunder in Paradise" and the island film that is about to be released. They are magnificently produced, and they are a very effective way of selling the attractions of the Queensland tourist industry.

I believe that we are well on the way to reaching the potential shown in the figures to which I referred. Familiarisation tours for travel agents are a very effective way of developing the tourist industry. I have seen the development that has resulted from such tours. The proposed programme should achieve very good results. I suggest we do it both ways—take Mahommed to the mount and bring the mount to Mahommed. In other words, we must bring the agents from tourist depots in Australia and New Zealand—in fact, from wherever travel agents operate—to Queensland and show them personally and in a direct way the attractions of this great State. If we do that they will take back with them, in the form of film and personal experience, an idea of the attractions of this State and by that means encourage development of the extraordinary tourist-traffic potential that is waiting to be tapped.

The Minister mentioned a figure of 19,000 as being the number of people employed in the industry. I think that is a grave understatement, because I recall that on the Gold Coast alone there are 3,070 registered accommodation houses, flats, motels and hotels. There are 278 restaurants, of which 48 are licensed and about 28 have cabaret shows. There is also the usual run of bazaars and feature houses that cater for tourists. We can add to that the enormous demand for laundry and other ancillary works associated with the tourist industry. I believe that the figure mentioned would be multiplied many times if a serious attempt was made to analyse the actual number of people employed as a direct by-product of tourism.

The building industry is ancillary to and a by-product of the tourist industry and must also be taken into consideration. In 1974, building permits covered \$66,500,000 worth of construction on the Gold Coast alone. If one thinks of that and ancillary employment in brickworks and timber mills, one realises that the tourist industry, directly and indirectly, has an enormous influence on the life, progress and development of the State.

*At 9.55 p.m., under Standing Order No. 307 and Sessional Order agreed to by the House on 22 October, progress was reported.*

## HEALTH ACT AMENDMENT BILL

### INITIATION IN COMMITTEE

(The Chairman of Committees, Mr. W. D. Hewitt, Chatsworth, in the chair)

**Hon. L. R. EDWARDS** (Ipswich—Minister for Health) (9.57 p.m.): I move—

"That a Bill be introduced to amend the Health Act 1937-1974 in certain particulars."

The Health Act has widespread application, covering subjects such as appointment of the Director-General of Health and Medical Services, the various aspects of prevention, notification and treatment of disease, sanitary provisions and controls on food and drugs. The Act extends also to provision of power for local authorities to borrow moneys for certain works, such as construction of sewerage and drainage works.

It would be true to say that the Health Act, through its prescription of requirements on local authorities, affects every resident of this State.

Owing to the many ramifications of the Act, it is essential that it be reviewed regularly to ensure that all contingencies are met and that its provisions are adequate to meet the rapid changes occurring in the life style of the community as a result of technological advances.

Since the Act was last reviewed by this Assembly, various matters have come to notice where the present provisions of the Act do not meet all circumstances. The Solicitor-General also, when giving opinion on several matters, suggested that when the Act was next reviewed, certain provisions be re-examined to ensure that the intention of the Act is adequately prescribed.

The Act in its present form provides for the removal and disposal of refuse and night-soil by local authorities or by contractors to these bodies. In recent years, private refuse contractors have commenced operations. These persons at present operate independent of the local authority, and service factories, industrial premises and food establishments, collecting and disposing of a wide range of refuse and waste material. These operators carry out their services on a contract basis for a service fee or, in some instances, for reward, whereby they collect scrap metal, etc., and dispose of it to the best advantage as payment for the service rendered. This Bill makes suitable provision to bring all refuse and waste matter within the scope of the Act and for local authorities to approve the establishment of private refuse services and to supervise their operations.

With advances in mechanisation and the development of compaction devices, the accepted practice of refuse being collected and taken straight to a tip will be phased out in many areas. Transfer stations will be established where refuse is collected, sorted, then compacted and transported to disposal areas.

It is essential that the scope of the Act be sufficient to ensure that the control on buildings erected as transfer stations is vested in the local authority. Suitable provision has therefore been made to meet this situation and to put beyond doubt the application of the Act with respect to containers and equipment used in collection, storage and conveyance of refuse and night-soil.

The Act in its present form provides that all work undertaken by or on behalf of



a local authority with respect to collection and disposal of refuse and night-soil is to be carried out to the satisfaction of the Director-General of Health and Medical Services and in accordance with conditions prescribed by him. Whilst most circumstances would be prescribed in the regulations, conditions peculiar to a particular situation or local authority area could require that the director-general impose conditions additional to those already prescribed. To avoid the need to prescribe separate regulations in respect of each local authority or circumstance, this Bill seeks to authorise the director-general to advise the local authority of additional requirements. Such advice will be furnished in writing and will encompass the procedures of removal, collection or conveyance of refuse and night-soil and the places authorised for disposal purposes.

I have previously made reference to the erection of transfer stations and the requirement on the local authority in respect of their operation. Any land on which a transfer station is constructed must be selected carefully with the health of the community paramount in consideration. This Bill therefore includes a provision that no land shall be used for deposit or disposal of refuse and night-soil by a local authority unless the land has been authorised for use for that purpose by the director-general.

In the aftermath of the 1974 floods, problems were experienced with people raiding refuse tips and removing foodstuffs that had been dumped owing to fear of contamination. This Bill therefore includes a provision that any person who removes any matter stored for removal or collected by a local authority or other authorised person, or who obstructs the local authority or any authorised person in the lawful execution of duties in accordance with the provision of the Act, commits an offence against the Act. An appropriate penalty is also prescribed.

The Solicitor-General, when examining the regulations noted that no head of power existed in the Health Act for the director-general to make regulations relative to public conveniences in local authority areas and in respect of storage of refuse by occupiers of premises and the removal, collection conveyance, deposit and disposal of refuse and night-soil or any associated functions. The necessary authorities are provided in this Bill and will put beyond doubt the validity of existing regulations made pursuant to the Act.

Similar objections were raised by the Solicitor-General when considering draft Food and Drug Regulations. This Bill seeks also to provide the head of power for the director-general to make regulations necessary with respect to manufacture, handling and sale of food, beverages and drugs and to validate existing regulations the validity of which may be open to question.

Another provision contained in this Bill will empower local authorities to register cafes

and other food establishments, such as the "fast food" houses that are mushrooming in all major centres in this State.

Drug offences and drug-taking are a cause of concern to all in authority. The Solicitor-General, following an unsuccessful action, has requested that the provision of the Act be tightened to enable action against persons who issue a prescription for a drug whilst not being legally entitled to make, sign and utter such prescription. Suitable provision has been made for this purpose.

Further amendments contained in the Bill will enable regulations to be made for the control of pest control operators; the use of standards adopted by recognised bodies in regulations; the prescription of standards by the director-general and the making of regulations prescribing powers of inspectors to sign and serve notices on and to secure compliance of persons who breach regulations made pursuant to the Act.

As a result of consideration of recommendations of a committee formed for the purpose, Cabinet decided that all State Government premises be inspected by State health inspectors where authorised or directed and that the Health Act be amended accordingly.

A provision in this Bill provides for the issue by the Governor in Council of any necessary Orders in Council to achieve this.

The Auditor-General requested that his authority to audit the books and accounts of the Queensland Health Education Council be put beyond doubt and a section is provided in this Bill for this purpose.

The Queensland Health Education Council is constituted under the Health Act and provision is made for appointment of members of the council and for its powers, duties and obligations. The operations of the council are funded in the main by moneys appropriated by Parliament within the Estimates of my department. For 1975-76 the amount appropriated is \$641,000. The growth of the activities of the council and the increasing costs of its operation are such that at some future date it might be desirable to make other provisions for the work of the council, perhaps by absorption of its activities within a Government department.

Whilst the provisions of the Act remain in force, such action could not be effected, if considered desirable and necessary. This Bill therefore includes a provision that, at a date to be proclaimed by the Governor, the relevant section of the Act will be repealed, the Queensland Health Education Council dissolved and all property of the council, its rights obligations and liabilities vested in the Crown or any person specified in the proclamation. The right of persons presently employed by the council will be protected in the event that this action is taken at a future date.

Amendments to the definition of certain terms, the upgrading of penalty provisions in line with present money values, adoption

of lists of notifiable diseases based on the International Classification of Diseases and other minor amendments of an administrative nature are also included in this Bill.

I commend the motion to the Committee.

**Mr. MELLOY (Nudgee) (10.6 p.m.):** The Minister stated early in his speech that the Health Act covers a wide variety of activities. That was borne out by his few remarks on this amending Bill. Judging by what the Minister said, the legislation will tighten up many important aspects relative to public health in the city. Firstly, I refer to the tightening of the provision concerning the disposal of waste food. This matter was recently brought to the attention of the public in the Press. Accompanying photographs showed waste food lying in alleyways, on streets and at the front and back of shops. They presented a general picture of desolation in the city, particularly on Sunday morning.

**Mr. Lane:** That was raised by Sid McDonald, the Liberal Lord Mayoral candidate, wasn't it?

**Mr. MELLOY:** I doubt it. He has not raised anything yet.

It is important that stricter control should be exercised over the disposal of food waste not only in the city of Brisbane but throughout the State. I am very pleased that the Minister has seen fit to introduce better supervision of this facet of the restaurant trade in Brisbane. The proposed action under this Bill will contribute in no small way to a better city of Brisbane. The condition of areas adjacent to some restaurants in this city are shocking. We must impose stronger controls to ensure a higher standard of cleanliness and care in the disposal of food waste.

The Minister told us that the disposal of night-soil is to come under the control of his director-general. No doubt quite a few areas throughout the State are not sewered and still have a night-soil disposal problem. The Bill will give the director-general greater control over the work of local authorities in this area.

The Minister mentioned the tightening of control over drugs. I would like to have a closer look at the Bill before I comment on that, as it encompasses such a wide aspect of health administration. The Minister has not made quite clear what is proposed by the Bill. I do not criticise him for that, but he probably has not had the time to indicate fully the intentions of the amendment. We will be able to comment more fully on it when we see a copy of the Bill.

One other important matter mentioned by the Minister is the control of pest control operators or their registration in some form.

**Dr. Edwards:** The licensing of them.

**Mr. MELLOY:** That is very desirable, because anybody can put up his shingle to operate a pest control company. On occasions

people canvass for pest control work throughout the community, giving all sorts of guarantees that really do not have any backing whatsoever. The average householder does not really know what has been done in his home. He does not know whether the materials used are dangerous or not. No protection is given to children. The operator is given an open slather, as it were, when he enters the house. He spreads his product in the cupboards, in the house and under the house. Some of the insecticides used may be dangerous to children. Nobody knows.

I think that stricter control is warranted and that any provision the Minister proposes to insert is desirable. I believe that as a result of this the number of pest control operators will be reduced—or at least the industry will be purged. We often find that some of the widely advertised pest control operators do not really operate as a company. Anybody can become an operator and run his own business, as it were. Apparently he can do that without any qualifications. Nobody really knows who is carrying out the pest control work in his home.

The Minister referred to the Queensland Health Education Council. That is something that we should look at closely. The Queensland Health Education Council has done a remarkable job in the distribution of literature, films, slides and lectures. Various bodies and organisations throughout the community are spreading the word about the subject of good health. From what I understood the Minister to say, the Health Education Council is to come under the direct control of the director-general, as a component of the present Health Department. Apparently at the present time it is to a large degree autonomous. I think it is under the control of George Healy, or at least he is active in it.

**Dr. Edwards:** Dr. McFarlane.

**Mr. MELLOY:** Yes, I am sorry. That is true. Apparently the Bill envisages the dissolution of the Health Education Council.

**Dr. Edwards:** Not necessarily. It remains as an advisory body.

**Mr. MELLOY:** It will remain as an advisory body. But once the Bill is passed it will not have the control it now has. It will then be controlled by the Health Department. I do not know the desirability or otherwise of this measure. That remains to be seen. If the Health Department feels that it is in the interests of the service that this should be done, we will have to wait and see the result. I suppose that the director-general feels it desirable that any health organisation should come under the control of the Health Department. As long as the proposal does not interfere with the work being done by the council and is purely an administrative change, maybe we will not have much argument with it. That remains to be seen.

We will have a look at the Bill when it is printed. That is all I have to say. I think I have covered the measures outlined by the Minister.

**Mr. LANE** (Merthyr) (10.16 p.m.): In commencing my contribution to the debate on this Bill to amend the Health Act, I should like to address myself to one specific proposal mentioned by the Minister. He indicated that he intended, by this Bill, to enable regulations to be promulgated for the licensing of pest control operators. Although he did not express it tonight, I share his concern in the use of dangerous drugs and poisons by persons who come into a home as pest control operators and seek to spray poisonous liquids, spread powders and use fumigating gases in the family environment to destroy the pests that are usually found in a home.

I applaud the initiative adopted by the Minister and his department in setting up a system of licensing these operators. We all appreciate the difficulty in laying down criteria for the registration of these people. For example, they would not be expected to hold degrees from tertiary institutions or to have undergone any in-depth courses of training. Most of them are handymen and were formerly carpenters or other tradesmen or people with experience in the field of controlling pests in the home and other places. I applaud the proposal to ensure some control over them.

I am aware, as I am sure other honourable members are, of instances where people, particularly young people, have been poisoned to various degrees and have become ill or perhaps even worse following the improper use of poisons by some of these people who claim to be legitimate pest control operators. It is high time that the Government laid down a requirement to control them.

Having said that, I should like to express my concern at the method being adopted by the Minister to achieve this. He indicated that the amendment to the Health Act is very small. In fact, all it will do will be to insert the two words "or use" into the relevant section of the Act.

**Mr. Moore:** What do they mean?

**Mr. LANE:** It is their implication that concerns me. By the simple and quiet insertion of those two words into the Act the Minister and his department will be enabled to draw up a series of regulations to control pest control operators.

**Mr. Moore:** Very cunning.

**Mr. LANE:** I would have preferred the Minister to bring down a separate Bill which could have been described as "a Bill to license pest control operators". In similar situations, other Ministers have been required to bring down separate Bills. The Bill that I have in mind need not be a large one, and it could have the title that I have suggested. It could lay down basic requirements and

guide-lines for pest control operators. It could set out the type of equipment that they would be required to use, a system of licensing, and the like. It would come into the House in Bill form and it would be subject to public scrutiny and debate in this Parliament.

But that is not to be the case. I know that as a humble back-bencher I have little or no say in what is introduced by a Minister, particularly one who has the backing of such a large Cabinet and some members who are very well disciplined and lined up behind the 18 members of Cabinet. But that will not prevent me from airing my concern in a matter which seems to me to be quite a glaring and illiberal example of government by regulation.

**Mr. Moore:** It should never have happened.

**Mr. LANE:** I am pleased to hear the honourable member for Windsor indicate that I am not alone in my opposition. I know that sneaking in tiny amendments, and then doing what you will with the public in a series of regulations, is a neat and tidy way of accomplishing certain ends. The regulations will be drawn up at some time in the future and tabled in the usual flurry of tabling of papers and by this means restrictions and controls will be placed on the everyday lives of some people.

I think I have made it clear that I am not opposed to proper controls over pest control operators, or proper controls over the licensing of them and their use of poisons and other things that may be necessary in their trade. But the point that primarily concerns me is that this is to be done by regulation. I suggest that a more honest way of doing it, and a way that would accord with the policies of the party of which both the Minister and I are members, would have been to bring forward a Bill that could have been adequately debated. I should like to hear if any member can tell me why it would not be possible to impose these controls by means of a Bill. If it is possible to do it by regulation, surely it could be done by means of a Bill.

**Mr. Hodges:** It could be done through a subordinate legislation committee.

**Mr. LANE:** I appreciate what the Minister for Police says, but the fact is that we do not have a subordinate legislation committee. Despite a number of moves by members, particularly back-benchers, as yet no real initiative has been taken to set one up. There have been a series of promises and a series of never-never undertakings but nothing has eventuated. I have been here only a very short time—about 4½ years—and a subordinate legislation committee—

**Mr. Moore:** That is not the answer.

**Mr. LANE:** No. There have been firm proposals and yet we have not managed to get it off the ground.

**Mr. Hodges:** You may get a surprise this week.

**Mr. LANE:** If the Leader of the House proposes to bring in a motion to provide for a subordinate legislation committee, I am sure we will all be very pleased to hear about it. He might wish to rise in this debate and tell us tonight just exactly what he proposes to do. That would at least remove some of the concern felt by some of us about this provision. I invite the Minister to do just that tonight. I do not see any reason, with our normal system of open government in this State, why he should keep it to himself as a secret, smile from the front bench and say, "You may get a surprise this week." I do not know whether government by surprise is a good thing.

**Mr. Hanson:** Government by a stupid clot.

**Mr. LANE:** I do not need any assistance from honourable members opposite. I am making my contribution tonight in accordance with Liberal Party policy. It is not in accordance with Labor Party policy, and the Acting Leader of the Opposition did not seek to make this criticism tonight. Honourable members opposite do not share my concern about government by regulation any more than some Government members who sit on the front bench do. The Minister implies that, if we have a subordinate legislation committee and do all these things by way of regulation, it is all right because we have a special committee which would examine them and say, "Oh, well, they're O.K. They don't need debate so we will pass them. We will not raise them to be questioned in the Chamber." I suggest that that would not be a good principle. I think the place for these things to be debated is here openly among the members. After all, the parliamentary institution is founded on this great ideal and members come here from all over the State, some from many hundreds of miles away, to make a contribution on behalf of their constituents. I do not think the hint by the Leader of the House is a useful suggestion—that is, to do something surreptitiously in a Bill to provide all the machinery and the basic ground rules by way of regulation and then rely on a special committee on subordinate legislation or any other kind of committee to provide a limited safeguard afterwards.

I ask the Minister for Health to reconsider his proposal to introduce this provision by regulation, thus ignoring the Parliament. I do not think that there is anything to be lost by him or by anyone else. Perhaps it is a matter of face. It may be a matter of prestige or something like that. I would like to think that the Minister was big enough to see, having considered the matter—he might well have had representations from some other members—that it would be a more worthy course to provide this system of licensing under a substantive Bill.

A second proposal that I would like to have considered in doing such a thing is that a right of appeal be provided against any decision by the director-general in respect of this control or licensing. Many of us have risen here over the past few years and spoken in favour of a right of appeal or a safeguard against bureaucratic or arbitrary decisions by officials, even magistrates and judges. Rights of appeal are provided right through our legal system. One can appeal against conviction for the most simple offence where a penalty of only a few dollars has been imposed. It is our legal right to appeal against a decision by a magistrate or perhaps even a justice, at the lowest level, to a higher court or higher authority. I see no harm in providing for a right of appeal against an arbitrary decision by the director-general in this particular instance. Surely the director-general would make a decision to approve or not approve an application for a licence for a person to operate as a pest controller on good grounds and would be prepared to substantiate them. Therefore there could be no objection to giving that person a right of appeal or a right to question those grounds. That is what I would like to see the Minister provide. I do not think it would do any harm at all and, as I have said, it would be quite consistent with what I and many of my colleagues see as basic tenets of the Liberal Party policy, namely, that we have no government by regulation and that we provide a right of appeal against arbitrary decisions. This is a decision that could affect the livelihood of many people. No doubt many people earn their living by operating as pest controllers.

**Mr. Melloy:** Isn't there a right of appeal in the Bill?

**Mr. LANE:** I would like to ensure that there was a right of appeal in the Bill. If there is, when we see it I will be happy to rise in my place and commend the Minister for being a true Liberal. In the past I have not detected in him any will to run against these basic Liberal philosophies or to deal with the public in such an arbitrary way. I should be disappointed if he sought to do it today.

While on my feet I have one other comment to make. There is an urgent need to consolidate or redraft the whole Health Act. It covers a very wide field of administration in the Health Department—from pest control operators to all sorts of things, including the Health Education Council and drugs. It would have been much better if, in the first place, the legislators had seen fit to introduce a series of separate pieces of legislation so that, when there was need for amendment, the particular section of a small Act dealing with one aspect of administration could be amended. Instead we have this great conglomeration of many matters in the one Act. It is like a coat of many colours. Gathering together all the amendments over the years in order to read the Health Act as it

stands at any time is quite a task. It is very confusing to the ordinary man in the street. Legislation should be in the clearest possible terms, in a form similar to the Criminal Code, which can be easily read by the man in the street so that he readily knows where he stands.

**Mr. Melloy:** It is very difficult for the average member.

**Mr. LANE:** It would be particularly difficult for the 11 members over there to read anything, let alone the Health Act.

The provisions covering the licensing of pest control operators should be neatly fitted into a Bill of its own, in an honest, forthright way, so that each of us could get up and make our contribution by way of criticism or commendation of the Minister for what he is doing in the very necessary area of controlling poisons.

**Mr. DEAN (Sandgate) (10.35 p.m.):** Having listened to the Minister's introduction of this measure, I felt that it would have a great influence on public hygiene. Mention was made of the disposal of food waste. I hope that by this measure the Government will not place a further burden on local authorities, which simply do not have sufficient health inspectors to exercise adequate control over the disposal of food waste by cafes in the city and outer suburbs.

It is particularly difficult over the week-end for local authorities to enforce the health regulations. At that time, because of the necessity to pay penalty rates for overtime, they usually do not employ their health inspectors. If we do impose an added burden on local authorities, I sincerely hope that the Government will provide them with more health inspectors, who although trained by and under the jurisdiction of the State, work for the local authorities.

More thought should be given to the disposal of waste products. At many garbage dumps the local authority employees are unable to dispose of waste material within a reasonable period. It is quite common for effluent from garbage dumps to find its way into nearby streams and watercourses, thereby creating this dreaded pollution that all of us are fighting.

I hope that those departmental officers who have been overseas, as well as those who are about to visit other countries, will arrive at a satisfactory method of disposal of rubbish other than by dumping. Garbage dumps are not the best means of disposing of waste. On any week-end, for example, a large number of scavengers can be seen uncovering many waste products in their search for items of value to them. Some people simply seem to have a mania for rummaging through garbage dumps. By unearthing dumped foodstuffs and other waste material, they accentuate the fly menace that besets the metropolitan area.

Mention has also been made of drugs. No doubt many parents are to blame for drug-taking by their children. On some occasions a medical practitioner prescribes too many drugs for his patient, with the result that when the course of treatment is concluded the remaining drugs are left lying around the home of the patient in places quite accessible to small children. Accidents occur when infants find the containers of drugs and swallow the contents.

The Deputy Leader of the Opposition referred in a very forceful manner to the menace of the pest exterminators. They have free access to homes. They advertise that they will destroy pests and vermin, and the householders, with complete trust and confidence in them, invite them into their homes. The householder is not aware of the chemicals used by pest exterminators. In some instances adequate precautions are taken by pest exterminators who, on fumigating a home, ask the occupiers to leave it and to keep it closed for two or three hours before they re-enter the home and ventilate it by re-opening doors and windows.

**Mr. Murray:** What do you mean by free access?

**Mr. DEAN:** They are given free access by the home owner. They do not walk in of their own volition. The property owner or occupier has to give them free access to all areas if he wants an effective job done. They therefore have free access to all parts of the home. Some of the chemicals must be powerful to be effective. Licensing might ensure some measure of control. When a person is being licensed, his character and responsible attitude in the use of these products will have to be scrutinised.

I rose mainly to deal with the inspectorial provisions of the Bill. Adequate staff will be required to enforce the legislation. The week-end is the main time when public health and hygiene are threatened, especially in cities and towns.

I look forward to examining the Bill. After studying its clauses I shall probably understand the implications and benefits more fully.

**Mr. BERTONI (Mt. Isa) (10.42 p.m.):** I commend the Minister on introducing these amendments, which will no doubt tighten control under certain sections of the Act for the benefit of the majority of the people of Queensland.

The Minister outlined a number of amendments, but I shall confine my remarks to two or three of them. Firstly, he said that health inspectors of specified local authorities will be directed to inspect Crown premises and other premises. In this context, I express my concern about the lack of understanding displayed by some health inspectors, particularly those attached to local authorities. A few inspectors whom I have come across are completely devoid of understanding. They believe that they should

abide only by the letter of the law. In Mt. Isa, it is hard to get through to inspectors that people are individuals, that every person's individuality and problems should be appreciated and that simply because they are health inspectors they should not throw the book at people. If these inspectors are to police the upgrading of food preparation in tuckshops, I would query their capacity to deal with this subject. I sincerely hope that common sense prevails when they try to administer this portion of the legislation.

We are all interested in hygiene, which is essential in the preparation of food for young school-children. I express concern about where the responsibility should lie. Will it lie with the school or with the people preparing the food for the children? Clear guide-lines will have to be incorporated showing that the school is responsible for the preparation of food in tuckshops. When an offence occurs, those persons could be trained or educated in handling food, or dismissed if this is warranted.

However, what will happen when food is prepared for fetes on Crown premises? It is all very well to look at tuckshops and other food preparation areas, but when a fete is held food comes in from everywhere and is placed on the tables. No-one could say that, at all times, it is done under strictly hygienic methods. What part would a health inspector play in this situation?

I now refer to the provision relating to night-soil contractors. It is pleasing to know that the Minister is legislating in this area. At Mt. Isa we have had problems. It is very difficult to approach those concerned if the people themselves do not conduct a hygienic operation. I am happy that this situation will now be covered.

I know that many honourable members have raised questions about pest controllers. I agree with the Minister that they should be licensed.

**Mr. Moore:** But not by regulations.

**Mr. BERTONI:** The honourable member may have a point, but I am not coming into that argument at this stage.

The point is that they handle extremely dangerous poisons and there should be some method of licensing or control over them. Pharmacists handle poisons and we exercise control over them. We have control over doctors. We have control over storekeepers who sell various types of poisons. But we have no control over pest exterminators.

Within the system of licensing that the Minister intends, I sincerely hope that some precautions of application are expressed in the operations. Some of the people in this field are extremely inefficient and certainly do not handle the poisons as we would. I had one who went through my house in five minutes. He sprayed liquid all over the place. When I questioned him, he said, "It won't do you any harm, anyway." If it was not

going to do me any harm, I do not know how it was going to do the cockroaches any harm.

I turn now to the part of the Bill dealing with the forging and uttering of prescriptions. It will be realised by everybody that a chemist is responsible for checking on any prescription that comes before him. In these days of drug addicts, more people are attempting to illegally obtain drugs from chemists, and in more recent times some have been breaking into pharmacies or engaging in the armed hold-up of pharmacies. When a prescription is handed to a chemist, it is his responsibility to see that it comes from the doctor who supposedly wrote it. Unfortunately, that is extremely difficult at times, particularly late at night. Prescription pads have been stolen from surgeries. If a prescription is written out on one of these forms, it is difficult for the chemist to check the authenticity of the prescription. If it is late at night and the doctor is not available, the chemist has to make the decision whether to dispense it or to query it. If the prescription is for drugs needed urgently or a drug that may cause addiction, it is usually imperative that the person obtain it as quickly as possible. That is when the difficulty arises.

There are people who forge prescriptions. The word "uttering" comes into the Bill because often a phone call comes from a surgery asking a chemist to do up a prescription for somebody and to have it ready. We find that the person races down to the shop and picks up the drug. The chemist gives it to him in the hope that a prescription will come down the next day. In some cases he finds that it does not and that he has made a mistake.

I know that there are safeguards, but at busy times and when a doctor may have to leave his surgery immediately or if he is running late, that situation often occurs. It has happened to us with the Royal Flying Doctor Service and other areas where information is obtained over the phone which does not necessarily come from a doctor. We then have to ascertain whether the information is correct or not. Usually it is. However, one finds a case or two in which it is not. It is extremely dangerous.

I congratulate the Minister on tightening up on that Act in order to make it safe for everybody concerned. At this stage I wait for the Bill to be printed and I commend the Minister on introducing tighter provisions.

**Mr. BYRNE** (Belmont) (10.50 p.m.): In speaking to the Bill to amend the Health Act 1937-74 in certain particulars, I should like to touch upon two particular aspects.

The first deals with a rather practical situation the ordinary person finds himself confronted with almost every day of the week but perhaps does not take into account. It is a question of hygiene and relates to the mixing of milk drinks—malted milks and the like.

It has always astounded me that, as milk is a substance able to carry golden staph, and is a source of many viruses and illnesses if not hygienically kept, provision has not been made for milk-shake mixers to be maintained in a more hygienic condition. We seem to make so many regulations in relation to hygiene in the preparation of sandwiches and other foodstuffs and of certain machines that dispense milk; but a malted milk mixer is left open to the air, to insects including flies and, overnight, to any other insects in the vicinity. Many of those insects carry germs, and the air itself is a great carrier of germs.

When a person orders a milk drink, the ingredients are put into the container; the container is placed onto the mixer; the milk is whipped up, and the container is withdrawn and given to the customer. There stands the mixer, sometimes with streaks of milk running down its sides. Sometimes, in some cafes and restaurants, a water-filled container is standing by and the mixer is rinsed. In many cases it is not and it may stand for five minutes, 10 minutes, 20 minutes or half an hour. During that time it is open to the air and to insects. My point is that in this specific instance little or no concern is shown for hygiene. Yet very tight regulations govern other milk-dispensing machines and a variety of instruments used in the manufacture and dispensing of foodstuffs. I bring that matter to the attention of the Minister because I think it needs to be looked into and perhaps something can be done about it.

My second point follows on from what the honourable member for Merthyr had to say. It deals with the licensing of pest control operators. Several months ago I wrote to the Minister on this subject. In my electorate several pest control operators approached me because they had heard that a form of licensing was to be introduced. They were concerned and desired to know how it would be introduced. At that time it was my instructed belief that there was an intention to introduce legislation dealing with the licensing of pest control operators. I told those people that. They were happy with it because they were just as much concerned as we, as representatives, that householders are protected in relation to pest control operators and their use of poisons.

I point out to the Minister that if it is the intention to introduce licensing by way of regulation, we have to question the very concept of the regulation or the subordinate legislation. If a Bill introduces a regulation which is to enable the licensing of a certain profession, I think we are beginning to be ruled by regulation. My argument is that for a regulation to come within the confines of an Act there should indeed be within the Act certain principles established beyond which parameters, subordinate legislation or regulations do not go. The relevant section of the Act reads—

“The licensing of persons or classes of persons to sell poisons or restricted drugs

or dangerous drugs or biological preparations or therapeutic substances under and within the meaning of the Therapeutic Substances Act 1953 of the Commonwealth . . .”

**Mr. Burns:** Which clause is that?

**Mr. BYRNE:** It is section 152 (xvii) of the principal Act. I point out that if it is the intention to introduce the licensing of persons or classes of persons to sell or use, there is indeed a very specific change in the power of the regulations. It is going from people who sell all sorts of things, some of which are poisons or drugs, to the licensing of people who only use those poisons. We are therefore going from only part of a person's profession to the total concept of that profession, and licensing for this purpose is to be determined simply by regulation.

I consider the introduction of regulating powers at that conceptual level to be inadvisable. If we do such a thing, I believe that we are beginning to ignore minorities in the community, and also beginning to ignore the fact that, whilst we bring down Bills dealing with the licensing of, for example, certain bikes and certain people, in the case of pest control operators we are introducing a licensing system which depends completely upon regulations. I believe that the introduction of regulations of that type goes beyond the powers and the basic parameters of the Act itself. Subtle and simple as the change may be, which no doubt makes it easier for the department concerned, it is in great measure a denial of the democratic rights of Parliament. It also ignores the rights of those who desire to be pest control operators. If it is considered by Parliament that various people should be licensed in their occupations and Bills have been brought down for that purpose, I think it is either a gross oversight or a disregard of the rights of the individual that pest control operators are to be dealt with in a cursory manner by the insertion of two words in a regulation.

I think that this is an important point for our consideration. It is something that has perhaps been overlooked, in that the introduction of the extra words in the regulation moves from stating specific matters in relation to a person's general profession, to determining totally that person's profession. It deals not merely with selling certain items but with totally using all the items that are being determined by regulation.

I would appreciate it if the Minister would explain which principle of the Act is able to incorporate the concept of introducing by regulation the licensing of a person's whole profession. I think that that is a very wide and far-reaching provision. As poisons are dangerous substances that can have detrimental effects on the community, and as almost everyone at some time or other has pest control operators on the premises to eradicate various household pests, I think that this Parliament has not only the right but

the responsibility to look at the whole matter of such licensing. We could well be beginning to deny members of the Parliament the right to have a say in the licensing of operators who could have an effect upon large numbers of people in their electorate. That is how far-reaching that profession is and that is how far-reaching two words in a regulation can be. I cannot see why it should be done in such a surreptitious manner, if indeed it is being done.

I would very much appreciate the Minister's answering the two points I have raised. Firstly, what is the principle established in the Bill that enables the introduction of the two words that are apparently proposed in the clause thereby broadening the power and capacity of the regulation? Secondly, why is it not possible for such a thing to be the subject of a very wide-ranging discussion in the Parliament as it relates to a minority profession which affects almost every person in our electorates? I think that is a very important consideration which members should look at and a problem which must be solved before this Bill is passed.

**Mr. HANSON** (Port Curtis) (11.1 p.m.): It was a rather pleasing and refreshing change to hear the honourable member for Merthyr acting quite courageously, for a Liberal, in asking certain questions of the Minister pertaining to very important provisions in the Bill. For years and years, we of the Opposition have complained endlessly about government by regulation. We are on record on many occasions as having called divisions on this very odious parliamentary practice. Out of the blue the honourable member has finally decided to take issue with a Minister of his own party and, as I say, this is a refreshing change indeed. It is a pity that there is not some consistency within the ranks of the Government in this regard. I well recall the day when a Bill dealing with royalties came before the Parliament and we forced a division on this very point, the prescribing of something by regulation. As I said, we have done this on many other occasions.

The members of the Opposition concur with the setting up of a committee on subordinate legislation. We maintain it should have been introduced months and preferably years ago because of the changes that have occurred not only outside the Chamber but inside it. It is becoming more and more apparent that this Committee should be part and parcel of the parliamentary system. Why has not a subordinate legislation committee been introduced? The answer is obvious to every member of the Opposition and every member of the Government. The Premier has been the force hindering the initiation of this committee. He has bludgeoned his way along and apparently people in the Government parties are finally getting him to the starting point.

**The CHAIRMAN:** Order! I am not at all sure how this question of the subordinate legislation committee arose, but I do not see its relevance to the Bill under discussion.

**Mr. HANSON:** As I said, Mr. Hewitt, it was very refreshing to hear the honourable member for Merthyr refer to it and naturally I wanted to mention it in passing. I thought I would be helpful in my remarks.

I want to take issue with the previous speaker, the honourable member for Belmont. In the true spirit of Liberal philosophy, and being opposed to matters agricultural and rural, he rose and berated the people who produce our milk.

**Mr. BYRNE:** I rise to a point of order. I did not berate anybody.

**The CHAIRMAN:** Order! Does the honourable member ask for a withdrawal?

**Mr. BYRNE:** Yes, I do.

**The CHAIRMAN:** Order! There is no point of order.

**Mr. HANSON:** If he did not want to berate milk producers, he certainly did talk about the disadvantages of milk, milk shakes and malted milks. That was quite obvious. Isn't it part and parcel of the philosophy of Liberals to oppose any matters bordering on agricultural pursuits, the concern of their brothers in the coalition? We on this side told the Country Party—now the National Party—that things like that would occur. What do we see today? Many of them are not drinking milk. In the photograph the other day, we saw the glasses of champagne. That is how the National Party is moving. They have given away the jodhpurs for the fine suits one buys at Rothwells and similar establishments. They are wearing dancing pumps in the barn and all sorts of flash footwear at Lennons or at the Top of the State. That is the way the National Party is moving.

**The CHAIRMAN:** Order! I suggest that the honourable member come back to the Estimates.

**Mr. HANSON:** It is no use crying over spilt milk; there is enough water in it already! It is part and parcel of the philosophy of honourable members opposite. The people who will be weeping will be those in the National Party.

I agree with the Minister when he says that the Health Act should be amended regularly so that its intentions can be given effect to. Changing conditions make this very necessary.

The Minister made great play of the disposal of night-soil and refuse. Coming from a very alive community where huge sewerage contracts are under way, I can say that the disposal of night-soil does not bother my electorate as much as it once did.



No doubt it would bother Government members because on occasions they know how to use the bucket!

However, there is very serious concern on all sides about the disposal of refuse. In that respect modern packaging has created a considerable problem. In Brisbane and many provincial cities and towns, areas have been built up with rubbish. Years ago Lang Park was a rubbish dump. Soil was placed over the dump, and that area is now an excellent playing field. Perhaps the busiest place in any community over the week-end is the local rubbish dump. Vehicles are constantly being driven to dumps to drop household refuse because local authorities are completely unable to cope with the demand. Their finances are severely strained, and with the huge imposts placed on them they cannot deal with the disposal problem.

The honourable member for Sandgate spoke about the scavengers that hang around rubbish dumps. Many people go there through sheer economic necessity but, there are others there day and night who will pick up anything. On the other hand, of course, some can render a service. I recall an instance years ago when an inmate of the Brisbane Prison was given permission to go under guard to a dump in New South Wales to obtain equipment for sewing machines that had been put out of action in the gaol. He knew where to obtain certain needles that were unprocurable during the war years. He told the authorities that he could obtain them and went to a certain dump in New South Wales, where he did so. Thereafter the machines were able to function.

I know of a man occupying a high executive position in a certain company who can go to any dump in Australia and obtain certain items for caterpillar tractors. In fact Hastings Deering actually refers to him if it desires to secure particular parts for tractors of a certain age. He is able to tell the company in a flash that certain equipment for, say, a D.4, can be obtained at a certain dump in Perth. The man is a genius. He is, of course, engaged in the sale of caterpillar tractors. He is a very high executive of a company the name of which is mentioned many times in debates in this Chamber.

As has been said, garbage dumps are the meeting place of large numbers of scavengers, who constitute a nuisance. No-one would object to the proclamation of by-laws and ordinances preventing their activities.

It is unfortunate that many persons dump good-quality clothing and other wearing apparel instead of washing it and donating it to the Salvation Army, the St. Vincent de Paul Society or some other charitable organisation.

As I have said, the finances of local authorities are strained. Many business houses use private vehicles to make two or three

trips a day to the dump to dispose of waste material. The business in which I have an interest does just that. The Minister has spoken of private refuse services. It is wonderful to think that they are being set up to render a necessary service to the public. Provided they maintain a high standard of ethics, as we will demand of them when we become the Government, they will play a very important role in the community.

The Minister has referred to compacting stations or stations where refuse is collected. I suppose that his remarks apply only to the metropolitan area and that these stations will not be set up in the provincial towns.

The manufacture and handling of food and drugs is a matter of vital concern to all members of the community. Any tightening up of the regulations will be supported by the Opposition.

No-one would deny that, with monotonous regularity, health inspectors visit eating houses and catering establishments during the day in the performance of their duties in a well-organised fashion. No-one objects to that. The public are entitled to eat in clean and hygienic premises. However, everyone knows that after such a place is closed at night—it might be 8 or 9 o'clock—and the lights are turned out, the place comes alive with vermin—provided, of course, vermin are there. A responsible proprietor of an eating establishment would carry out his own inspection of his premises and keep them clean. It would be impossible for Government health inspectors to make inspections at all hours of the night. As I say, after the lights have gone out the vermin come out in large numbers. This happens, too, of course, in our own homes when vermin fly in through open windows. Any home-owner who turns the light on an hour or so after going to bed would soon find out whether or not his house is being visited by cockroaches.

While we are licensing pest exterminators, we should provide regulations controlling the poisons handled by them. Some pest exterminators are honest battlers who render a wonderful service in many country towns and suburban areas of the city of Brisbane. It is unfortunate that many big-name companies which advertise extensively are subject to a multiplicity of complaints. They use various dodges and can be described only as cheats. Their operators have been known to walk underneath a house to carry out an inspection, tell the home owner that borers or white ants are infesting it, spray a little water around and charge \$20 to \$25, leaving the owner with the borers and white ants. By regulating the poisons used, we can make sure that the person paying for the service will have a chance of getting the honest deal to which he is entitled.

I am very happy to note the refreshing change in the Chamber evidenced in the remarks of the honourable member for Merthyr. I hope to see an extension of his

courageous stand. I understand that the next speaker may be the pseudo-erudite member for Windsor. I hope that he makes similar remarks espousing the philosophy of the Liberal Party as he knows it.

**Mr. CASEY** (Mackay) (11.17 p.m.): I may be erudite but I am certainly not like the honourable member for Windsor.

One facet of the administration of the Health Department that concerns me greatly concerns food additives. Today I asked the Minister a question—and he gave me a very good answer—about the use of nitrous oxide, or laughing gas, in the manufacture of whipped cream. I was glad to hear from the Minister that the quantities used are not harmful. Although the quantities used are not harmful, I point out that, by using nitrous oxide, or laughing gas, cream can be whipped to almost twice its normal volume. The use of additives in certain foods means that the housewife is being rorted by some manufacturers in the quantity of goods that she receives.

Whipped cream is but one of the foods in which artificial preservatives or additives of some type are used. As no doubt you, Mr. Hewitt, and all other honourable members are aware, we are in the age of frozen foods. Very few houses in Queensland do not have a deep freeze, or a freezing chamber in a refrigerator. Supermarkets are full of deep-frozen foods from all parts of the world. Supermarkets in the city of Brisbane and any town throughout Queensland sell frozen foods manufactured in New Zealand, England, the United States and Japan. Most of them have some type of preservative to maintain quality in one way or another.

I realise that the Commonwealth Government has laboratories to test imported frozen foods and that in Queensland the Health Department carries out regular, comprehensive checks of many foods to ensure that the standards laid down for preservatives or additives are adhered to.

It is surprising what can be done with some of these foods and the type of thing that is being put across to the people. As the honourable member for Windsor would recall, when he and I were in Japan last year we saw an instance of what can be done with food. In a meat plant we saw frozen mutton from Australia and horse meat from Taiwan being combined, or mixed and munched up together, and it came out at the end of the line as prepackaged ham. It looked exactly like sliced ham, packaged up, ready for marketing to the housewives in Japan.

**Mr. K. W. Hooper:** Did it taste like it?

**Mr. CASEY:** I don't know. I know I certainly didn't eat any, because I prefer good wholesome food. The member for Windsor might have. The Minister for Transport was with us, too, but he was off his food at that stage.

I quote that illustration to give honourable members an idea of the type of thing that is being done with food these days.

Most of the preservatives that are being added or the type of material that is used to artificially flavour or colour many foods are poisons or drugs that, if taken in quantity, can be harmful to human beings. Consequently, we have regulations and testing procedures in our State to control the additive that is included in any particular food to ensure that it is not harmful to the individual.

However, because there is so much of this type of food about, I am becoming concerned that we should consider the problem of the total intake of these additives, rather than look at the matter on the basis of an individual item of food. It even occurs in canned food, which is controlled by regulations for packaging and labelling. We as human beings are taking so much of this into our systems that we may in fact be taking harmful doses. I believe that, in the interests of public health, we must now instigate research into the over-all effects of these artificial additives that are being placed in our foods.

While I am on the subject of modern foods, I would like to advocate that we conduct a little more research or more testing of some of the take-away foods being sold hell, west and crooked. We are bringing in certain regulations tonight dealing with the Health Act. I sincerely hope that the Health Act is further upgraded to give us additional regulations to cover take-away foods.

The strictest standard laid down in the Health Act for food relates to the good old Australian meat pie. It is strongly controlled, strongly regulated. The regulations are very strictly policed, not only by Government health inspectors but also by local authority inspectors in some areas. The meat pie is regularly tested. It must come up to a high standard.

But in our food-eating habits, we Australians are moving a little away from the meat pie. What about Chicko rolls? What is laid down as to how much chicken should be included in a Chicko roll? I do not know. I guarantee that the Minister would not know either. Is there any chicken in it at all?

**Mr. Simpson:** It mightn't be a chicken roll.

**Mr. CASEY:** It is quite true, as the member for Cooroora says, that it might not be a chicken roll. There might not be chicken in it at all. If there is not, a lot of kids and a lot of the people who are eating Chicko rolls are certainly being deceived, because they buy them with the thought in mind that they are buying something that contains chicken.

What about fish cakes? How much fish is in a fish cake? How much bread

is in it? How much of other products is in it? A piece of cooked fish bought at a fish shop is in batter. It is quite easy to tell how much fish is in it. But what is the fish content in fish cakes? They are becoming very popular in the eating habits of Australians and Queenslanders.

We have tight regulations to control the volume of water in frozen chickens. I believe it comes under an Act controlled by the Minister for Primary Industries.

What about cooked chicken? Do any regulations cover the moisture content of cooked chicken? As soon as a cooked chicken gets cold, the water flows out of it.

**Mr. Moore:** That is not under the Health Act; that is primary industries.

**Mr. CASEY:** I reject that interjection because I clearly pointed out—

**The CHAIRMAN:** Order! The honourable member for Windsor is quite correct. It is covered by another Act. I ask the honourable member to come back to the matter under consideration.

**Mr. CASEY:** With respect, I mentioned that frozen chickens do come under another Act. I am referring specifically to cooked chicken, which is processed through an establishment that is licensed and registered for cooking and is subject to regular inspection under the Health Act. What is the water content of cooked chicken and does any regulation cover it? For instance take Kentucky Fried Chicken and the many other types of fried chicken put out as special varieties.

We talk about standards for meat pies. What about pizza pies? Is a certain quality of food specified for a pizza pie? I believe that this is the intent behind the regulations dealing with meat pies. There must be a certain quality of food in them. In fact they must be a quality product. Are pizza pies a quality product and are they controlled by our regulations? Again, I do not think so. Smaller items such as kids' Paddle Pops and ice-blocks could be referred to. I know that ice-cream is controlled.

I am interested in ensuring that the food that is processed and sold to the people is of a good and healthful standard and is not harmful in the long term. All honourable members should be interested in the food that is sold at the Gold Coast. If we are looking for places where rorts and rackets are going on in eating-houses, the Gold Coast would have the most. I guarantee that Ned Kelly would turn over in his grave 20 times a day at some of the rorts that are going on there.

Hamburgers are becoming popular in Australia. What percentage of meat is required to be in a hamburger? Is any percentage specified? What is to be the quality and the freshness of the vegetables in hamburgers? During the afternoon the lettuce is chopped up and the tomatoes and

cucumbers are sliced and left ready for use. After a certain period, the vegetables become stale. I believe that some quality of freshness of vegetables should be specified.

Another point I should like the Minister and his department to have a much closer look at is the problem that local authorities have in implementing the camping regulations under the Health Act, particularly in regard to the number of people these days who have caravans in their yards with another family living in them. Certainly this practice contravenes the camping regulations under the Health Act. Local authorities seem to have considerable problems in preventing this. I do not know whether they are properly policing the Act, or are not being determined enough, or whether the penalties are insufficient. I have been told by many local authorities that it is very difficult to get people to move these caravans. It takes a long time to get court proceedings under way. The Minister said that the Bill he hopes to bring in will include certain alterations to penalties under the Act. This is one area that is worthy of further study.

He mentioned that the disposal of night-soil and garbage in places away from approved areas was being looked at. This is of concern in the country areas of Queensland. In many respects one of the worst offenders is the Main Roads Department. The problem exists at some of the rest areas along the main roads in Queensland. There is a great dispute between the Main Roads Department and the local authorities as to whose responsibility it is to properly maintain the toilets in rest areas and to clean away the garbage, dispose of the night-soil and keep the areas generally clean and tidy. The argument is over finance. It reached a rather farcical stage earlier this year on the so-called horror stretch of the Bruce Highway between Marlborough and Sarina. The Minister for Tourism and Marine Services will recall that at one stage both the local authority concerned and the Main Roads Department said, "We have no money to clean these areas." The Main Roads Department then locked the toilets because no money was available to keep them clean. People travelling along this rather long and lonely stretch of road who had become used to using the rest areas found when they pulled up for comfort stops—which are absolutely necessary, particularly when travelling with children—that the toilets were locked. They therefore had no option but to go bush, as any good Australian, or for that matter any person anywhere, would do. A call of nature must, after all, be obeyed. I hope that the Bill tightens up this situation so that such an eventuality will never again occur. A ridiculous and farcical situation was reached, and I hope it is covered by the Bill.

**Mr. ELLIOTT** (Cunningham) (11.32 p.m.): I do not wish to speak at any great length on the Bill. I think the previous speakers have covered most of the points

to be made on it. The only matter that I wish to deal with is the proposal to control pest control operators. I believe this to be very commendable in principle and something long overdue. Flick and various other pest controllers actively pursue their business over the whole of the Darling Downs. In addition to controlling termites and various other household pests, they control rats and mice in barns, storage places and houses. They also engage in rural operations such as the spraying of army worms in barley. I should like the Minister to comment on whether this should come under the control of the Minister for Primary Industries as I would have imagined it should. If there is any conflict here, I would appreciate clarification of the position.

While the Committee is dealing with the subject of control of pest control operators, I would like to voice my apprehension about government by regulation. I am one who is opposed to government by regulation. I would hope that the introduction of the subordinate legislation committee that the honourable member for Port Curtis became so carried away with does not mean that we are going to change any of the principles to which we have hitherto adhered. I believe that Parliament is the place for the making of legislation and that there should not be government by regulation. I do not fully understand all the ramifications of this subject, so I shall not go into it any further. I shall wait for the Minister's explanation.

**Mr. MOORE** (Windsor) (11.34 p.m.): In rising to speak on the Bill to amend the Health Act, I must say in the first place, as I serve on the Minister's committee, that it is an all-embracing Act and its purpose is to improve health standards generally throughout the community. It deals with such substances as rare earth, cadmium and selenium. Of course, one does not get the complete details. Not every "i" is dotted or every "t" crossed and one does not have a clear idea of everything that is in a Bill.

I do not have much to say about the Bill but there are one or two minor points I take issue with. The first is a basic tenet of Liberal Party policy and I would not be surprised if it is National Party policy as well, and that is the issue of government by regulation. I have been a member of the Liberal Party for 28 years and one of our greatest criticisms of Labor before we took over the reins of government was that it governed by regulation. I think I have taken part in more than 30 election campaigns. Although I did not mention this in all the 30 campaigns, I stumped the country and spoke about the Liberal Party principle of government by legislation and not by regulation, yet here we have a Minister who has been in the party for five minutes introducing a provision of this sort—something that has been absolutely opposed by our party at least as long as I have been a member.

He should know better and so should our leader. Where provisions of that sort apply, they should be wiped out.

After having stumped the country year after year opposing provisions like this, I think it is time to stand up and say that this is absolutely unnecessary and that a simple Bill could have been introduced to cover this point. It is sad to see us introducing this sort of provision, but it is noteworthy that the Opposition is not standing up and saying anything about it. If there should be any criticism that the Government has a large majority and therefore there is no good debate and Bills just go through without being discussed, that criticism is knocked on the head. No-one in this Government is lying down on the job simply because we have a large majority.

Another point that arises from government by regulation is that the proposal in this Bill means that if a pest control operator wants to get a licence and is knocked back for some reason, he has no right of appeal. There is something wrong with that, too. There should at least be an appeal to the Minister, although I have seen very few Ministers go against a departmental head. In effect, it is appealing from Caesar to Caesar. I would much rather have seen legislation brought down which could be properly debated in this Chamber. We have done it many times and it could have been done on this occasion.

Another proposal in the Bill relates to the general upgrading of cafes, hotels and school tuckshops. If anyone fancies that we should upgrade a school tuckshop to the standard of a hotel or a cafe with stainless-steel cutlery and work lunches, etc., for one day a week when it is being controlled and run basically by the parents and the hygiene standard would be that which applies in their own homes, then there is something wrong with that person. When we start going overboard about things like this, there is something wrong. As I say, the night is getting on and I will not labour the point. Generally speaking, there is nothing much wrong with the Bill that I can see but I just do not like this section in which we are starting to introduce things by regulation. That is completely contrary to Liberal Party policy.

**Mr. DOUMANY** (Kurilpa) (11.39 p.m.): I will not keep the Committee very long, but I would like to ensure that any confusion which might arise about products used in rural industries has been very carefully considered by the Minister.

The existing Health Act contains a very open-ended section defining poisons, etc. With the range of products, preparations and possibilities in that section, there could be a good deal of overlapping with analogous provisions of Acts administered by the Department of Primary Industries. We do not want to have unnecessary fettering of the use of poisons, weedicides, and so on, in agriculture.

We have enough trouble at the moment with the extremely powerful and articulate lobby that does not take account of the realities of economic production. I should hate to see the Health Act adding to the problems of primary producers.

I endorse the strength that the Bill will bring to the enforcement of higher standards of hygiene and cleanliness in all areas of food preparation and the handling of food. That is essential.

However, another part of the existing Act deals with food factories. I trust that the proposed provisions will not extend to factories handling meat. We all know the stringency of the present regulations enforced by the Department of Primary Industries on abattoirs and meat-processing factories. The regulations themselves are excessive, and they are enforced much too strictly. That adds to the costs of the industry and makes economic performance by many firms in that field extremely difficult. I trust that the Minister is mindful of these economic consequences, because we do not want to see a heavy drag on either businesses or primary producers through the operation of the provisions of the Bill.

**Hon. L. R. EDWARDS** (Ipswich—Minister for Health) (11.42 p.m.), in reply: I thank honourable members for their contributions to the debate. Of course, I do not agree with some of the submissions that have been put forward, and I shall certainly have more to say about them in my second-reading speech.

Motion (Dr. Edwards) agreed to.

Resolution reported.

#### FIRST READING

Bill presented and, on motion of Dr. Edwards, read a first time.

### EXPLOSIVES ACT AMENDMENT BILL

#### SECOND READING

**Hon. L. R. EDWARDS** (Ipswich—Minister for Health) (11.44 p.m.): I move—

"That the Bill be now read a second time."

In my opening speech I gave honourable members a broad outline of the purposes of the Bill. Now that they have had an opportunity to study this legislative proposal, I propose to elaborate upon its intent.

The Explosives Act is a safety Act. Its provisions extend to the manufacture, sale, carriage, storage and use of explosives in this State, and I feel sure that all honourable members will agree that stringent controls on explosives are required in the community.

When the Bill was introduced, I informed honourable members of the establishment of a representative committee by Cabinet to examine all aspects of control of the use of explosives. The storage of explosives generally and at Government magazines has also been under consideration and, following

examination of a report prepared by the Department of Works, Cabinet approved the establishment of an interdepartmental committee to investigate and report on the upgrading of the existing magazines at Helidon, Bajool, Brookhill and Queerah and the feasibility of replacement of these magazines.

Although the report of the Department of Works revealed some shortcomings in the existing magazine buildings, the control exercised by the magazine keepers on the stored explosives and the location of the magazines away from habitation ensure that there is no risk to the community. All too often one hears of the theft of explosives from quarries for suspected criminal activities, and the interdepartmental committee is also to report on improvements necessary in the storage, handling and transport of explosives outside of magazines in quarries and on private sites. The committee has now been constituted and has commenced its deliberations.

The Queensland Marine Act 1958-1972 now includes reference to air-cushion vehicles, and in the interests of uniformity the definition of "vessel" contained in the Explosives Act 1936-1971 is amended in the Bill by inclusion of reference to air-cushion vehicles. A suitable definition for hovercraft or air-cushion vehicle is also provided. Although the present use of such a vehicle in the Torres Strait area has not been a resounding success, indications are that private enterprise could commence hovercraft services in Queensland in the near future, and these amendments are therefore justified.

Saturated solutions, of which monomethylamine nitrate is an example, are utilised in the preparation of certain explosives. The Bill seeks to amend the definition of "substance" to include any solid in solution and in equilibrium with that solution.

The meaning of "manufacture" has also been redefined due to circumstances pertaining at a certain mine. At present, a non-viscous liquid explosive is manufactured in a licensed factory at the mine and in some instances could be used in that form in the mine. However, in upward drill holes it is necessary for a further chemical to be added to convert the liquid to a gel. As this chemical changes liquid to a gel rapidly, it is essential that the procedure be carried out in the mine at the point of use. This process is considered to be an extension or continuation of the manufacturing process of the explosive and the definition is amended to include this. The provisions of the Act will then apply to this procedure.

Recognition of the foregoing process as manufacture would normally require the mine to be licensed as a factory. As suitable control will now be able to be imposed by the Chief Inspector of Explosives in the production of the gel, licensing of the mine as a factory is not considered necessary or

desirable and a clause to provide exemption from this requirement has been included in the Bill.

The Queensland Marine Act grants to harbour masters and other specified personnel the powers of an inspector under the Explosives Act. These authorised personnel then supervise and control loading and unloading of explosives in Queensland ports. It has been found in practice that, on occasions, explosives are unloaded from a ship into lighters for movement to the shore and loading onto rail or road transport. Similar procedures are also followed in loading operations in some instances. As the supervision of the harbour master or his officers does not usually extend to the portion of transportation by lighter, the Bill seeks to authorise an inspector of explosives to supervise this operation if it is not supervised by the harbour master or his officers and thus ensure supervision of all stages of loading and unloading of explosives in Queensland.

The Chief Inspector of Explosives is furnished monthly with advice of sales and disposals of explosives from the four Government magazines. To ensure that all explosives are stored in accordance with the regulations made pursuant to this Act, that there is no excess storage, and that all explosives manufactured are accounted for, it is desirable that the licensed factories supply similar information to the Chief Inspector. A clause contained in this Bill will enable the Chief Inspector of Explosives to obtain any necessary information from the licensed factories in this regard.

Honourable members opposite, when the Bill was first presented, sought control on sales and storage of explosives. Regulations made pursuant to the Act are considered to provide ample safeguard in that persons licensed to sell explosives are required to maintain records of quantity of explosive sold, date of purchase, purpose for which purchased and name and address of purchaser. It is incumbent on the licensee to obtain proof of identity of the purchaser before effecting the sale of any explosive.

The regulations prescribe that no person may keep for his private use, on any premises, more than five kilograms of gunpowder or nitro-compounds, and in the case of a bona-fide farmer, 25 kilograms. These quantities of explosives must be stored in a secure, dry place and may be retained for no longer than three months.

I previously advised honourable members of the recommendation of the committee formed by Cabinet that the Act and/or regulations be amended to provide for the issue of a shotfirer's licence to persons who are using explosives. A shotfirer is a person who prepares and sets explosives, attaches the fuse or detonator and fires and detonates such explosives. One or all of these functions may be carried out by a shotfirer and, in all respects, these functions could only be

performed by a licensed shotfirer. The term "shotfirer" is in common use in all areas where explosives are utilised.

A clause in the Bill provides the necessary head of power to make regulations relating to the conditions under which a shotfirer's licence may be issued. Courses of instruction are to be set up leading to the issue of a certificate of competency which will be accepted by the Chief Inspector of Explosives as evidence of the holder's ability in the use of explosives. The chief inspector will issue shotfirer's licences to persons with this certificate who make application on the prescribed form. Licences may also be issued without further examination to persons who previously have discharged the functions of a shotfirer competently and to the satisfaction of the chief inspector.

In future amendment of regulations made pursuant to the Act, consideration will be given to whether it would be expedient and desirable to relate a shotfirer's licence number to purchases of explosives.

To ensure that adequate safeguards exist for road transportation of explosives, the Bill includes a clause which will empower the Chief Inspector of Explosives to specify the type and condition of vehicle in which the explosives may be carried. Present practice is to license a person to transport explosives, and although certain conditions are prescribed, no control exists over the actual vehicle used.

From time to time it is necessary to store explosives for a short time in the laboratory of the Government Analyst for testing purposes. This laboratory is not a specified place for storage of explosives within the terms of the Act. A clause is provided in the Bill to exempt from the requirements of the Act small quantities of explosives held for testing purposes by inspectors of explosives.

A further clause of the Bill will provide the head of power to make regulations considered desirable from time to time, adopting wholly or in part standard rules, codes or specifications of bodies such as the Standards Association of Australia.

Penalty provisions of various sections of the Act have been converted to decimal currency and increased to a level more commensurate with present money values.

In conclusion, I remind honourable members that this is a safety Act, and the Bill now under consideration seeks to improve administrative practices and reinforce the present provisions of the Act.

I commend the Bill to the House.

**Mr. MELLOY** (Nudgee) (11.53 p.m.): I thank the Minister for his second-reading speech. However, I would have appreciated his including in his introductory speech many of the comments he has now made. I shall be interested to read the speech when it is in print, because in it he outlined in detail many of the provisions in the Bill.

The Minister declared that this is a safety Bill, and the Opposition finds nothing in it with which to quibble. It provides for the safe transportation of explosives in air-cushion vehicles and for further safeguards in the manufacture of explosives.

In the Committee stages we may query the provision of facilities for obtaining a shotfirer's licence in remote areas, but we will not spend long on that. We would also like to know something about the policing of shotfirers on road work in such areas.

Over all, the Opposition agrees with the provisions in the Bill. We regard them as essential in the safe handling of explosives.

**Mr. LANE** (Merthyr) (11.55 p.m.): The Minister has indicated that this Bill is one that deals primarily with a safety Act. One recognises quite readily the need for safety in this field. Very dangerous substances come within the ambit of the Act. I have had considerable experience in the results of accidents, suicides and, in fact, murders committed with explosives. I have had the task of recovering dismembered bodies under the most difficult circumstances—from thousands of feet underground, from flooded rivers, in the bush and in urban areas. I know just how dangerous explosives are and how careless some people—particularly those engaged in the mining industry—can be when handling explosives.

It has been well said that familiarity breeds contempt. That is certainly so with some people who use and handle explosives. Explosives are used frequently to end people's lives by suicide or homicide where explosives are an everyday part of a person's life, particularly on a mining field. So it is essential that we enact the provisions outlined by the Minister. To that extent, of course, it is a safety Act.

I am concerned also that stringent controls should be imposed on persons who might seek to obtain explosives for criminal purposes. The Minister has indicated that the regulations will require that a person supply his name and address and give proof of identity when seeking to obtain an explosive substance. It is very simple for any person to go across the river to Banks & Co., which is, I think, probably the nearest explosives merchant to this place, and, upon giving a name and address, obtain a quantity of explosives. The particulars are entered in a register. In mechanical terms, that is all that has been required. I am pleased to see that it will be necessary now for a person making such a purchase to give some proof of his identity.

However, I do not think it is sufficient for the policing of that aspect of the Act to leave that matter entirely in the hands of the licensed dealer, the shopkeeper or the man who runs the store or warehouse.

**Mr. Melloy:** You could buy up to 150 sticks of gellignite.

**Mr. LANE:** That would make a big mess down at Luggage Point in the honourable member's electorate.

**Mr. Melloy:** There is already a big mess down there.

**Mr. LANE:** Yes, though there is not as great a mess down there tonight with the honourable member here.

I am concerned about the policing of these provisions. I wonder what sort of inspections will be made of the registers of licensed dealers. I wonder who will have the responsibility to carry out regular inspections. I would be interested to hear from the Minister just how regularly these checks are to be carried out.

Explosives are being used increasingly by the criminal element not only to break open storage receptacles, such as safes, strong-rooms and the like, but also to commit acts of violence to other persons, particularly in the area of organised crime. If we are to prevent this use of explosives by organised criminals in Queensland, we must ensure that these provisions are policed regularly, properly and thoroughly by competent inspectors. I should like to hear at some stage during the debate just how these inspections are to be carried out.

I find it surprising that the Explosives Act comes within the ambit of the Minister for Health. From the safety aspect and because explosives are used extensively in mining, one would have thought that this Act would have come under the control of the Minister for Mines and Energy or the Minister for Industrial Development, Labour Relations and Consumer Affairs. For some strange reason it comes within the portfolio of the Minister for Health. If health inspectors have to examine these registers, I wonder whether they are competent to act as criminal investigators, which may well be necessary owing to the use that explosives are now being put to by the criminal element.

Under this Act, the police have certain powers to carry out inspections. I hope that some sort of check of licensed dealers is made by the police. I am referring particularly to the police concerned with criminal investigation and the movement of professional criminals—the crime and intelligence officers and the police attached to the Consulting Squad—who would be able to recognise readily a suspicious sale or situation during an inspection and a discussion with a licensed dealer concerning recent acquisitions of explosives. It is the use of explosives by criminals that concerns me primarily and I am certain that we will get an assurance from the Minister that this aspect of the matter is dealt with adequately.

[Wednesday, 19 November 1975]

**Mr. ROW** (Hinchinbrook) (12.2 a.m.): I rise to join the debate with a full realisation that the measures proposed by the Minister are indeed in the interests of the safety of the community in general. We are fortunate in this State that we do not have a bad history in the misuse of explosives or any malpractice in their use, although the honourable member for Merthyr has given some indication of his experience in his former vocation and of having seen evidence of the use of explosives by the criminal element. Undoubtedly it is appropriate that every possible measure be taken to ensure that explosives are kept out of the hands of those possible avenues of malpractice.

One or two aspects of this Bill concern me because of my background and vocation in primary industry. A great deal of the progress of this State has resulted from the ingenuity and pioneering ability of many of our forebears in the rural areas. The development and progress of Queensland depend largely upon a certain amount of pioneering work, which is still necessary and always will be necessary in our agricultural areas. In this field the use of explosives is quite common. From time to time, particularly with land clearing in agricultural areas, it is necessary that explosives be readily available for the removal of rocks, trees and other natural obstructions to agricultural development.

It is a fairly common practice for a farmer or settler to go to an approved place and obtain the amount of explosive necessary for the removal of stumps and rocks, and then use it in the course of what might be regarded as his daily work. For him it is simply a matter of routine. I have had recent experience of a person coming to me and saying, "I had to buy a bit of gelly to blow out that big stump. It was too much for the tractor." That is quite a common occurrence.

I hope the requirement concerning vehicles does not create an imposition for those who make use of explosives in that way. In the absence of any knowledge of the likely specification of such vehicles, I am a little apprehensive that we might severely restrict those who normally and responsibly use explosives in the manner which I have detailed. Unless the legislation permits them to carry limited amounts of explosives in the vehicles that they normally use in their daily work, I am afraid that it will place unjustified restrictions on some people.

Another thing that concerns me is the requirement to have a shotfirer's licence. I am quite sure that many people in the industry are quite competent in the use of explosives in this fairly mild form, but they would not qualify, nor should they need to, for a shotfirer's licence. I am concerned that no restrictions be placed on those who make occasional use of explosives in the

way that I have mentioned. Although regulations may not be intended to become an imposition on people, usually some overzealous inspector or other authority eventually makes difficulties. I would hate to see this done unnecessarily. I hope the Minister will give a satisfactory explanation to allay my fears.

There is also the fact that ammonium nitrate is a fertiliser that is in common use in this country, and it is openly carried in ordinary motor-trucks. When it is mixed with another simple substance that is fairly commonly found in use all over the country as a motor fuel, the compound is a powerful explosive. As a matter of fact, it is in common use in the mining industry. I also hope the restrictions imposed on the use of explosives do not mean restrictions on the use of these chemicals that are not considered to be explosives unless combined, although they are found in close proximity and in parallel usage in many situations in primary industry.

I sincerely hope that the Minister will explain how the people of whom I have spoken can be reasonably exempt from any restrictions.

**Mr. FRAWLEY** (Murrumba) (12.9 a.m.): I know the hour is late but I should like to make a contribution to the debate. It may surprise honourable members to know that I was employed as a shotfirer in 1956 by the American firm of Kaiser-Walsh-Perini-Raymond. I worked in the 14-mile tunnel between Tumut Ponds and Eucumbene Portal. Both the honourable member for Windsor and the Minister were at one time electricians, so I know that they will understand some of the problems associated with shotfiring. The Minister will understand that shotfiring in those days was carried out across two phases over 415 volts. The firing line was run on one side of the tunnel because of the danger of static electricity. We cannot be too careful in the handling of explosives. I admit that it is 19 years since I have done any work with explosives, but I was interested in the shotfirer's licence for the simple reason that if through some misfortune I was relegated to the ranks of people outside Parliament—I do not think it will happen for a while—I might have to take on a job again and I doubt very much whether I would qualify for a shotfirer's licence, because I probably could not pass the academic test.

It is not always the academics who make the best workmen, so I hope that, when the Minister's officers are considering applications for a shotfirer's licence, they do take into consideration the fact that a person in, say, his 60s had a great deal of experience or would be a competent tradesman, even though he could not pass a test. In the Snowy Mountains I saw older men who were excellent at their trade. They were very good shotfirers who knew all the safety precautions but they would never have been able to pass a written test; they could not possibly do it. They were practical men.



I leave the Minister with those thoughts. If applications for a shotfirer's licence are made by people who obviously cannot pass an academic written test, I hope the department will consider giving them an oral test. I hope they are not wiped just because they do not have the necessary academic qualifications. I know that the Minister, being an ex-tradesman, will certainly have some sympathy for these people. I commend him on the introduction of this Bill.

**Mr. KATTER** (Flinders) (12.12 a.m.): I would just like very briefly to add some comments similar to those of the previous speaker, who spoke most ably—

**Mr. Moore:** The old gouger.

**Mr. KATTER:** Yes, speaking as an old copper gouger. But I rise to speak because there are a very large number of people in my old home town of Cloncurry who go out into the country prospecting at the weekend. They do not want to do any actual mining; they want to prospect. They want to loosen up the surface rock so they can see what the underlying rock contains. It is a very simple thing to buy a stock of gelignite, put a detonator and fuse in, light it up and hide behind a rock and just clear away some surface rock. It would be most unfortunate for the mining industry and those thousands of people who live in the towns of Mt. Isa and Cloncurry, and also towns like Charters Towers and Richmond—they mine the old Croydon area—if they were to be restricted by the fact that they had to get some sort of licence.

However, I would admit that a lot of people could use these things as bombs. The institution of bombing as a political act is becoming very popular in other parts of the world. It would be very good if we licensed people, so that we would know who is morally entitled to buy these products and who is not. I stress the point that it should be on a moral basis and a moral basis alone. We should restrict the licensing of these people, and when the Minister is making the regulations, I urge him to make them along these lines. I for one would be most upset if the guide-lines were not set along those lines.

**Hon. L. R. EDWARDS** (Ipswich—Minister for Health) (12.13 a.m.), in reply: I thank honourable members for their contributions. In general I would just like to say that there is no need for concern by any honourable members about the issue of shotfirers' licences. In answer to the point raised by the honourable member for Murrumba—it is intended that persons who have competently discharged the functions of a shotfirer prior to this amendment may be issued with a licence without further examination. There will, of course, be oral examinations. These will be conducted throughout the State from time to time by a competent shotfirer. The honourable member for Merthyrr referred

to the record of sales. Sales will be recorded in sales books and will be signed. The reason for purchase will be stated and all licensed premises will be visited from time to time and the books inspected by the inspector of explosives. I think all questions raised by the honourable members have been answered.

Motion (Dr. Edwards) agreed to.

#### COMMITTEE

(The Chairman of Committees, Mr. W. D. Hewitt, Chatsworth, in the chair)

Clauses 1 to 10, both inclusive, as read, agreed to.

Bill reported, without amendment.

The House adjourned at 12.15 a.m. (Wednesday).