

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**THURSDAY, 16 NOVEMBER 1978**

---

Electronic reproduction of original hardcopy

**THURSDAY, 16 NOVEMBER 1978**

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

**PAPERS**

The following paper was laid on the table, and ordered to be printed:—

Report of The Nominal Defendant (Queensland) for 1977-78.

The following paper was laid on the table:—  
Orders in Council under the Racing and Betting Act 1954-1978.

**PETITIONS**

PROTECTION OF CHILDREN FROM PORNOGRAPHIC CHILD-ABUSE MATERIALS, PUBLICATIONS OR FILMS

Mr. CASEY (Mackay) presented a petition from 25 citizens of Queensland praying that the Parliament of Queensland will protect all

children and immediately prohibit pornographic child-abuse materials, publications or films.

Petition read and received.

**Mr. DAVIS** (Brisbane Central) presented a petition from 33 citizens of Queensland praying that the Parliament of Queensland will protect all children and immediately prohibit pornographic child-abuse materials, publications or films.

Petition read and received.

**Mr. WARBURTON** (Sandgate) presented a petition from eight citizens of Queensland praying that the Parliament of Queensland will protect all children and immediately prohibit pornographic child-abuse materials, publications or films.

Petition read and received.

### QUESTIONS UPON NOTICE

#### 1. CONNECTION BETWEEN DRUG-TRAFFICKING AND DEATHS IN NORTH QUEENSLAND

**Mr. Burns**, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) Have there been two puzzling deaths with drug links on the Atherton Tableland this year, apart from the shooting of Constable Connor, which incident the member for Barron River, on the "This Day Tonight" programme dated November 8, still suspects is a case of murder?

(2) As the two deaths were those of Reinder Djakaria Jacobi, who was found wedged between trays in the back of a bread van on an irrigation farm on January 28 near Mareeba, and Neville Brian Burns, a police black tracker, who was allegedly drowned during a police investigation on June 17 in the Upper Daintree area, will he, as a matter of urgency and without waiting to reply to this question, assign senior homicide investigators to probe the circumstances of the two mysterious deaths?

(3) In the case of Burns, will he use his authority to defer further proceedings in the part-heard inquest due to resume soon at Cooktown, pending the conclusion of such investigations?

(4) In relation to the death of black tracker Burns, was this man, who was normally stationed at Georgetown, on an official police assignment in the Upper Daintree area, near Mossman, investigating drug-cultivation allegations concerning an ex-policeman (name supplied) at the time of his death?

(5) As it is alleged that he fell, striking his head, which possibly rendered him unconscious before entering the water, did the post-mortem conducted at Mossman subsequently reveal an injury to the back of his head?

(6) Did the post-mortem show any bruises or injuries to other parts of Burns's body consistent with a fall onto rocks from some degree of height?

(7) Was Burns's body found more than an hour after the alleged fall, submerged on the right-hand side midstream in a narrow stretch of the Daintree outside the property where the ex-policeman was believed to have been engaged in drug cultivation?

(8) Were two of the four persons nominated to the Coroner's Court as next of kin named Tom and Judy Burns, the parents of Neville Burns, who, in fact, died in the Normanton district more than five years ago?

(9) In the course of the investigation which I seek, will he determine the depth of water in the relevant section of the Daintree River at the time since this death occurred during a dry period, and whether or not the incident occurred in a fast-running section of the river?

*Answers:—*

(1) I understand that on the television programme Mr. Tenni did not say he suspected murder.

(2) The two deaths referred to have been fully and thoroughly investigated. No suspicious circumstances were disclosed in either instance. In the case of the deceased Burns, investigations were made conjointly by a senior commissioned officer and the detective senior sergeant at Cairns.

(3) See answer to (2). It is not considered necessary at this time to request the deferment of the part-heard inquest.

(4) Yes.

(5) Yes.

(6) A post-mortem was carried out on the body of Burns by Dr. H. S. Tinniwood, G.M.O., Mossman, at 11.00 a.m., Sunday 18 June 1978, and he issued a certificate as to cause of death as drowning. Dr. Tinniwood made a notation on his report as follows:—"Upper air passages are full of heavily bloodstained fluid. Both lungs congested—old pleural adhesions over upper lobe right lung. Small superficial haematoma left occipital area".

(7) Yes.

(8) These persons are not recorded on the relevant police report at Cairns. On the police report concerning death, the deceased's next of kin is shown as his brother Nardoo Burns of Normanton.

(9) At the area where the fall took place there are rocks around the bank. The water was over six feet deep at that spot, and the current was running at approximately four knots. The river was approximately 70 metres in width.

## 2. POLICE RAID AND DRUG-TRAFFICKING, CEDAR BAY

Mr. Burns, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) With reference to the highly publicised drug raid in August 1976 on the hippie colony at Cedar Bay, is Cedar Bay subject to regular police surveillance in the same way as many other remote settlements in North Queensland?

(2) Was the original purpose of this exercise in 1976 the capture of major drug operators, including an escapee from the Cairns Watch-house named Wilton, who was suspected of being in the area at the time?

(3) Is this man Wilton wanted internationally on serious charges, including murder, and is his last-known address "South America" since his departure from the North?

(4) Was a police briefing held in Cairns two days before the Cedar Bay operation and is it suspected that, following this, certain major drug dealers in the vicinity received a tip-off from a police informant, resulting in their hasty exit?

(5) As he admitted in answer to a question by me on October 24 that an officer named in the Stevenson inquiry in Mareeba (name supplied) was involved in the Cedar Bay raid, was this officer also included in the pre-raid briefing at Cairns and were complaints received, even though he was not charged, concerning his actions during his presence at Cedar Bay?

Answers:—

(1) The matter of police surveillance of Cedar Bay as well as other areas of North Queensland is given requisite attention.

(2) The purpose of the exercise was to detain, if possible, drug operators. It was suspected that Wilton was in the area at the relevant time.

(3) This is understood to be so, and his last known address was alleged to be in South America.

(4) Yes, a briefing was held as stated. Allegations were made that a tip-off was given.

(5) Yes.

## 3. DISPOSAL OF CANNABIS IN POLICE CUSTODY, NORTH QUEENSLAND

Mr. Burns, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) With reference to the Premier's statement on 15 November, on drugs confiscated in North Queensland, did two

bales of cannabis confiscated in relation to court proceedings against a family (name supplied) in the Atherton district in early 1976 disappear mysteriously after the material was placed in police custody for eventual destruction?

(2) Did one of the missing bales turn up again a few months later at another drug hearing (names supplied) in Mareeba?

(3) Were there allegations at the time that the two bales were taken by police officers for sale on their behalf, and what investigations were made?

(4) Has his attention been drawn to reports in North Queensland that a large quantity of cannabis, said to be four tons, passed through Cairns in July with police knowledge and that certain police officers kept half a ton?

(5) How much of this consignment is alleged to have come from a crop grown by a former police officer (name supplied) in the Upper Daintree area that attracted some police interest in June?

(6) What action was taken over other allegations that a police officer (name supplied), when stationed in Cairns, handed a copy of a key to the ladies' toilet at the Cairns Watch-house to drug operators, who then removed for resale drugs stored there?

Answers:—

(1) Yes. However, two persons were charged with the offence of breaking, entering and stealing a portion of the confiscated property.

(2) Allegations to this effect were made by the first-named person in item 2 of the honourable member's attachment.

(3) Yes. The allegations were fully investigated, but could not be substantiated.

(4) I am unaware of any such allegations.

(5) See answer to (4).

(6) I am unaware of any such allegations.

## 4. SCHOOL VISITS BY EMPLOYERS

Mr. I. J. Gibbs, pursuant to notice, asked the Minister for Education—

(1) What were the results of a recent project in which 41 schools in the metropolitan area were visited by employers with a view to encouraging these employers to accept more school-leavers into the workforce?

(2) Could a similar scheme be implemented in the electorate of Albert?

Answers:—

(1) The project referred to by the honourable member was designed primarily to offer employers the opportunity to see for themselves what is taking place in State high schools and to confer with teachers on an informal basis about the school curriculum.

The project has been commended by many employers. The response in terms of numbers of employers who accepted the invitation varied from school to school.

(2) The project is being evaluated by members of my department and, when the report is to hand, consideration will be given to extending the scheme.

#### 5. STABILISATION OF SOUTHPORT BAR

**Mr. I. J. Gibbs**, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Is he aware that the funding for the stabilisation of the Southport bar has not yet been resolved?

(2) Will he co-ordinate a special meeting of the relevant Ministers and/or departments, including the Gold Coast City Council, Albert Shire Council and me, as the representative of the electorate in which the bar is located, with a view to establishing exactly where the responsibility for funding lies in the matter?

Answer:—

(1 & 2) I am aware that something has not been resolved in connection with the stabilisation of the Southport bar. I think that all honourable members will recall that about this time last year the Treasurer broke his leg at this spot. I do not know whether that has had any effect on the delay. A committee, including the Co-ordinator-General and the Under Treasurer, has been looking at this particular matter for some time now. I share the honourable member's concern, and I will do everything possible to expedite the matter. It is a serious situation and should be resolved as quickly as possible.

#### 6. PRINTING OF SUBORDINATE LEGISLATION COMMITTEE REPORT

**Mr. Gygar**, pursuant to notice, asked the Minister for Industry and Administrative Services—

(1) As the fifth report of the Committee of Subordinate Legislation was tabled in this House on 19 September 1978 and ordered to be printed, when the Parliament directs that a document be printed, does this direction carry any weight at all with the Government Printer?

(2) When can we expect the Government Printer to take notice of the Parliament's direction and print this report as ordered?

(3) If it is physically possible to print "Hansard" within 24 hours, why has this report still not been printed eight weeks after Parliament so ordered?

(4) What action does he intend to take to ensure that the Government Printer takes notice of the directions of the Legislative Assembly in future?

Answer:—

(1 to 4) If the honourable member had the full facts of this particular matter in his possession, I am sure that he would have framed his question in a somewhat different manner.

However, I can inform him that on 20 September 1978 the Government Printing Office received the report to which he refers. It was necessary for the Government Printing Office to seek further instructions relating to certain aspects, set the type and in the normal way ask for the proof to be approved. The proof marked "Ready for Press" was returned to the Government Printing Office on 14 November and the report was printed on 15 November 1978.

I can assure the honourable member that the Government Printer will, as in the past, continue to carry out the wishes of Parliament with all due expedition.

#### 7. LEASE CONDITIONS, CARAVAN PARK SITE, FRASER ISLAND

**Mr. Hansen**, pursuant to notice, asked the Minister for Lands, Forestry and Water Resources—

(1) What conditions will be required of the successful tenderer for a lease of the caravan park site on Fraser Island north of Happy Valley?

(2) Will the lessee be constructing permanent buildings on the site and, if so, how many?

(3) Will these buildings be for commercial undertakings not normally connected with the operation of caravan parks or camping sites?

(4) Will the successful tenderer be required to comply with local authority by-laws, particularly in regard to buildings and health, or will he or she be responsible only to the Lands Department?

Answers:—

(1) The conditions attaching to any lease granted will be determined following full examination of the successful application and after discussion with other appropriate authorities.

(2) It is expected that some buildings of a permanent nature will be constructed on the site. The number will depend on the result of examination and consideration of the successful application.

(3) Any application for permission to erect ancillary buildings consistent with the purpose of the lease will be considered on its merits.

(4) The successful applicant will be required to comply in all respects with the by-laws, town planning and other requirements of the local authority.

8. SPECIAL STAIRS FOR RAILMOTOR PASSENGERS, NORTH QUEENSLAND STATIONS

Mr. Tenni, pursuant to notice, asked the Minister for Transport—

Will special stairs be made available as a matter of urgency for elderly people to get on and off the railmotor at Kuranda, Mareeba, Atherton and Ravenshoe?

Answer:—

Yes.

9. FLOC IN SUGAR INDUSTRY

Mr. Tenni, pursuant to notice, asked the Minister for Primary Industries—

(1) Is he aware of a substance called floc in the sugar industry in parts of Queensland?

(2) Is floc threatening the sale of sugar to our very large customers?

(3) Is he also aware that floc is caused by a certain variety of sugar cane?

(4) What is the name of this particular variety, is it being phased out and when is it expected that the phasing out of this particular strain will be completed?

(5) In which areas of the State is floc prevalent?

Answer:—

(1 to 5) Floc is a substance that has many origins. It occurs in sugars in minute quantities. It is well known around the world, as it affects all sugars to varying degrees.

The floc level in some Australian raw sugar does present some problems for marketing. Whilst the formation of floc is not fully understood, field tests have shown floc to be present in all cane varieties in varying degrees.

The Sugar Board has kept the industry well informed on this subject, and will continue to do so. The board has also

arranged research programmes which have been, and are being, carried out by industry research organisations.

The Sugar Board has the matter under continuing study and has taken action to ensure that problems have not arisen with our major sugar markets.

10. EFFECT OF BEER STRIKE

Mr. Lane, pursuant to notice, asked the Minister for Labour Relations—

(1) With reference to the current beer strike, is he aware that in excess of \$5,000,000 per week is being spent interstate by Queensland liquor licensees on the purchase of beer manufactured outside Queensland?

(2) Is he also aware that, in addition to this, beer is also being imported in containers from Papua New Guinea for sale through retail outlets in Queensland?

(3) In view of this tremendous loss of revenue to Queensland's largest manufacturing industry and the more indirect financial consequences to associated industries, is he able at this time to give a detailed assessment of the total effect on Queensland industry, commerce and employment?

Answer:—

(1 to 3) In making some comment in reply to the honourable member upon the economic impact of the brewery strike, I want to say that many of the economic repercussions are manifesting themselves in industries not apparent to the casual observer.

A major impact falls on those parties who have no direct interest in the dispute. These are those firms who service the breweries by providing bottles, cans, packaging, labels, chemicals, malt, etc. These firms have suffered a severe blow to their productivity and because of the lack of orders have been forced to stand down workers or implement short time. This does not, however, obviate their problems, since fixed costs still have to be met without the benefit of revenue. Bottle merchants are another such group. Hotels and clubs, because of the shortage of supplies, have either stood down staff or put them on short time.

One aspect that should be noted is that many of these employers rely heavily on casual staff and so this group of workers has been deprived of an income. Suppliers of barley have had storage problems and a reduced market. Small farmers who use malt waste for cattle feed have been deprived of their supplies.

The two breweries have suffered losses in income that will reduce their profits, company tax paid and ability to undertake

capital works. They are large users of semi-governmental services, such as electricity and water, so these suppliers will suffer. Both companies have large-scale plant, which would entail fixed costs that are not being covered. Idle capacity is anathema in our current economic circumstances.

Perhaps the greatest losers in relative terms are the strikers themselves, who have now lost nearly three months' wages in the battle over an increase, which will have to be earned for nearly 10 years to recover the lost income. The lost wages, if spent, would have had a multiplier effect that would have benefited many other people.

As the honourable member observes, beer is presently being imported into Queensland from such far away places as New Guinea and New Zealand and it is apparent that prices are now in excess of 20 per cent dearer than the local product, if it were available. This will probably have a pronounced effect upon the Consumer Price Index for Brisbane in the December quarter and so contribute to an increase in inflation.

The longer the brewery workers remain on strike, the greater will be their financial loss. A little over a week ago, the prospects seemed good for a settlement of the dispute, but certain elements, among whom I do not include the responsible union officials involved, urged the brewery workers to hold out for another two weeks, alleging that the breweries would then come forward with a much larger offer. Such an offer has not materialised, and I appeal to those workers who have a sense of responsibility to themselves and their families to make their voices heard, to return to work and to have the log of claims determined by arbitration.

I want to express my concern at the apparent indifference being displayed by the Leader of the Opposition and members of the parliamentary Labor Party to the widespread hardship being suffered by a great number of families who are indirectly victims of this major industrial dispute. This is in keeping, of course, with the silence by members of the parliamentary Labor Party in previous instances of major disputes. I am reluctantly forced to agree with those who say that the Leader of the Opposition has absolutely no influence in these and other community issues. I am also coming round to the opinion that members of the parliamentary Labor Party are fettered because of the plebiscite system of selection, as most of the voters at plebiscites, I am informed, are Left Wing.

**Mr. Jones:** You're not very well informed.

**Mr. CAMPBELL:** The honourable member for Cairns says that I am not very well informed. Because most of the voters at

plebiscites are Left Wing—and the moderates would not bother to turn up to vote—we find now that the members of the parliamentary Labor Party are prisoners of the Left.

#### 11. AUSTRALIA-JAPAN MIGRATORY BIRDS AGREEMENT

**Mr. Lane,** pursuant to notice, asked the Premier—

(1) What negotiations have occurred between the Commonwealth Government and the Queensland Government to finalise the ratification of the Migratory Birds Treaty, involving Australia and Japan?

(2) Has he received communications from the Prime Minister following Premiers' Conferences inviting Queensland to legislate appropriately to implement obligations imposed by the Australia-Japan Migratory Birds Agreement?

*Answers:—*

(1) Discussions have taken place since 1974 at Council of Nature Conservation Ministers' meetings concerning the Migratory Birds Treaty involving Australia and Japan.

(2) In September, the Right Honourable the Prime Minister wrote to me saying he was anxious for Australia to ratify the treaty and was seeking further discussions at officer level to consider legislation which might be required of the States. I have informed the Prime Minister of my agreement to such a meeting. I understand that Queensland's existing wildlife laws are adequate to implement the treaty objectives in this State.

#### 12. QUEENSLAND VISIT OF SILVER JUBILEE EXHIBITION TRAIN

**Mr. Lane,** pursuant to notice, asked the Minister for Transport—

What amount of money was paid to the Queensland Government Railways by the Silver Jubilee Commemorative Organisation in respect of the running costs or other expenses incurred in connection with the visit to Queensland last year of the Silver Jubilee Train?

*Answer:—*

It is advised that the Silver Jubilee Exhibition Train was sponsored by the Commonwealth Government and operated over the railway systems of Australia for the purpose of commemorating the Queen's Silver Jubilee. The train was on display at the South Brisbane interstate station from 13 to 18 December 1977.

A charge was made on the organising committee by the New South Wales Public Transport Committee in respect of the hire of the train and the running costs involved, but additional costs were incurred by this department in preparation for the exhibition and throughout the period the train was on display. These costs totalled \$6,033.80.

13. DRAMA COURSE, KELVIN GROVE COLLEGE OF ADVANCED EDUCATION

Mr. Shaw, pursuant to notice, asked the Minister for Education—

(1) Has his attention been drawn to a strike by students at Kelvin Grove College of Advanced Education?

(2) Is he aware that these students feel that their future has been jeopardised by the decision to discontinue the employment of their senior lecturer and course organiser, Mr. Trukan?

(3) Was this decision made so that the teaching of puppetry could be increased at the expense of drama?

(4) As I understand that 50 per cent of the students enrolled are considering resigning, will he assure them that every consideration will be given to this problem and that the course will be satisfactorily completed at a standard comparable with that already established?

Answers:—

(1) There is no strike by students at Kelvin Grove College of Advanced Education.

(2) I am aware of the perceptions of a few students to this effect.

(3) My understanding is that considerations such as those specified by the honourable member have never entered into the matter.

(4) It is true that some students have indicated an intention to withdraw from the course. They have also referred the matter to the Parliamentary Commissioner for Administrative Investigations. Under these circumstances, I refrain from making any further observations.

14. DECLARATION OF ST. HELENA ISLAND AS NATIONAL PARK

Mr. Shaw, pursuant to notice, asked the Premier—

(1) Has Cabinet approved the declaration of St. Helena Island as a national park as reported in "The Sunday Mail" of 12 November and, if so, is he aware that the Wynnum-Manly Rotary Club has played a significant role in restoring and protecting this island's historical relics and

that members of that and other local clubs will be interested in playing a part in the future development of the island?

(2) What effect will the proposal have on the activities of the boating and fishing public who presently visit the island or fish in the area?

Answers:—

(1) Yes. Approval has been given for the declaration of St. Helena Island as a national park. My colleague the Honourable the Minister for Culture, National Parks and Recreation is formulating a plan of management for the national park, which will receive consideration at the appropriate time. Should the Wynnum Manly Rotary Club or any other local clubs have an interest in the island and its future, they should make suitable submissions to the Minister.

(2) Gazetted of St. Helena as a national park will not affect legitimate boating and fishing activities in the area.

15. BLACK-OUTS, PRINCESS ALEXANDRA AND MATER HOSPITALS

Mr. Shaw, pursuant to notice, asked the Deputy Premier and Minister for Health—

(1) How many black-outs have occurred at the Princess Alexandra and Mater Hospitals since control of electricity distribution was taken from the Brisbane City Council?

(2) At what time did the black-out on 9 November, said to be caused by a snake, occur at these hospitals?

(3) At what time was emergency power supplied throughout the hospitals and at what time was normal power restored?

(4) Who made the statement to the Press that power at the Princess Alexandra Hospital was interrupted for only 45 seconds?

(5) Were any patients dependent on electrically powered life-support machines at the time the black-out occurred and were any operations in progress?

Answers:—

I am advised—

(1) Two mains power failures have occurred at Princess Alexandra Hospital and three at the Mater Hospital.

(2) 7.25 p.m.

(3 & 4) Both the Mater and the Princess Alexandra Hospitals have emergency power installations which automatically switch on and provide emergency light and power when a mains failure occurs. The installation worked satisfactorily at the Mater Hospital but, owing to a fault in a change-over switch at Princess Alexandra Hospital,

emergency light and power was not immediately available to some sections of the hospital. Hospital staff immediately rectified the problem and full emergency light and power was restored approximately 20 minutes after the mains failure. Normal power and light was restored at approximately 8.5 p.m.

(5) In the case of the Mater Hospital no operations were in progress and all other life-support equipment would have operated normally on the emergency power.

In the case of Princess Alexandra Hospital one patient was on a respirator and was manually respired by nursing staff, who carried out an emergency routine designed specifically to meet the circumstances which arose. Two operations which were in progress were completed with the aid of battery-operated lights.

16. DEVELOPMENT AND MANAGEMENT,  
LAKE BROADWATER

**Mr. Muller**, pursuant to notice, asked the Minister for Culture, National Parks and Recreation—

As the week-end Press reports stated that Lake Broadwater is to become an environmental park, what plans does he have for the development and management of this area?

*Answer:—*

The Government is in the process of purchasing Lake Broadwater and the surrounding timbered country to preserve the lake and its catchment. Lake Broadwater is a large body of natural water south-west of Dalby. It provides valuable wetland habitat for water-birds and is also an important water recreation area for the region.

As an environmental park, Lake Broadwater will be under the control of the National Parks and Wildlife Service, with the Wambo Shire Council as trustees for day-to-day management. The service will be responsible for capital developments such as the provision of picnic facilities and toilet amenities.

Management of the area will be aimed primarily at preserving the natural habitat, that is, the lake and its timbered environs, with provision for boating to continue under controlled conditions. A ranger will be stationed at the park.

17. SCHOOL CERTIFICATES, EARLY  
SCHOOL-LEAVERS

**Mr. Bourke**, pursuant to notice, asked the Minister for Education—

(1) Why is it departmental practice apparently to deny school certificates to students leaving schools before the end of the fourth semester?

(2) Are these students required externally to again complete the whole of the fourth semester to gain their certificates?

(3) In view of the tight labour situation for young people and the need for many young people to take job opportunities at the first offer, will he review this departmental practice so as to avoid unfairly penalising those youngsters with the initiative to seek out a job early and those required by employers for various reasons to commence work prior to the end of the school year?

*Answers:—*

Let me say first of all that this is a matter that seems to come up every year, so I suggest to all members that they pay particular attention to my answers.

(1) The Education Act provides for the Board of Secondary School Studies to be the authority responsible for the issuing of Junior and Senior certificates, in accordance with the regulations. The regulations provide for those certificates to be issued to students on their completion of year 10 and year 12 respectively.

It is the board's responsibility to determine when the year is completed for this purpose. The practice is that year 10 courses of study for the purpose of the Junior certificate end on the Friday of the third last week of the State school year, and year 12 courses end on the Friday of the fourth last week of the State school year.

A student who leaves before the prescribed date has not completed the year and therefore is not eligible to receive a certificate.

(2) Junior certificates and Senior certificates are based on the school assessment of students. The principal of the school certifies that the student has completed year 10 or year 12, whichever is the case. Until the student has completed the year, the principal is not in a position to certify that the student has met that requirement. If a student fails to complete the year and leaves school, he would have to repeat the course. An external examination is conducted in November of each year for students who are not in full-time schooling.

(3) In view of the tight labour situation for young people, it is important that no one student or group of students is advantaged unfairly by being able to take up employment earlier than other students because one school has closed earlier than other schools.

If all students are to be treated fairly, it is essential that the board prescribe dates for the completion of year 10 and year 12 that are the same for all schools.

## 18. RESPONSIBILITIES IN CONVEYANCE OF SCHOOLCHILDREN

Mr. Bourke, pursuant to notice, asked the Minister for Education—

(1) Will he examine the possibility of parents of students who use school conveyance buses or public transport when travelling to and from school and when travelling on bona fide school excursions being given financial assistance, in the form of loans, in the event of a serious accident, to help with the burdens incurred from the time of the accident to the time damages are awarded following action through the courts?

(2) Are parents of students using public transport and school buses informed by his department of their rights and entitlements in the event of injury on such journeys?

(3) Are school conveyance committees fully and explicitly informed by his department of their rights, responsibilities and duties?

(4) Are parents and school parents and citizens' associations fully informed of their rights and responsibilities in relation to school conveyance committees?

(5) Is it possible for the department to have school buses more readily distinguishable by using prominent identification, for example, flashing lights?

Answers:—

(1) I would consider that this is more a welfare matter than an educational question. The provision of financial loans to children injured while travelling to and from school or on educational excursions would have to be regarded in a much wider context. I would suggest to the honourable member that many more children and adults would experience hardship following accidents in circumstances other than those he has outlined.

(2) My department does not and cannot offer a legal advisory service to parents. The parents of a child injured on public transport or a school bus must obtain their own legal advice as would the parents of a child injured in other circumstances.

(3 & 4) The rights and responsibilities of a local conveyance committee are outlined in the conditions governing the institution and operation of school road transport services published by my department. All local conveyance committees are provided with these conditions. I am not aware of any specific action taken to inform parents and parents and citizens' associations of such conditions, but members of conveyance committees are, in many cases, also members of parents and citizens' associations.

(5) My department supports the principle of clear identification of school buses, but this would be a matter for bus manufacturers and bus operators. We have no funds to implement such a scheme.

## 19. PROBATION ORDERS WITHOUT PLEA

Mr. Jones for Mr. Fouras, pursuant to notice, asked the Minister for Welfare—

As the late Honourable J. D. Herbert publicly indicated on a number of occasions that he would amend the Offenders Probation and Parole Act to bring in probation orders without plea, and as I understand that with these provisions the court may, instead of calling upon the person to plead to the charge, make an order requiring him to be under the supervision of a probation officer for such period being not less than six months and not more than three years, will he institute probation orders without plea, as indicated by his predecessor?

Answer:—

I am not aware of any public statement by my late predecessor in which he indicated that the Offenders Probation and Parole Act would be amended to provide for probation orders without plea. However, I do know that the Law Reform Commission has given some thought to this matter. At the present time, I am having a close examination made of the Act with the possibility of implementing some changes and innovations. The concept of admitting an offender to probation without the necessity of a plea being taken or a finding of guilt being recorded is one of the innovations being considered for possible introduction when the Act is next amended.

## 20. PROHIBITION ON LIQUOR ON OUTINGS FOR HOSPITAL PATIENTS

Mr. Jones for Mr. Fouras, pursuant to notice, asked the Deputy Premier and Minister for Health—

(1) With reference to ex-servicemen residents of the veterans' section of Wolston Park Hospital, have members of the Returned Services League taken these residents for a Sunday outing and have the residents been treated to little luxuries such as a drink of ale?

(2) Has an order now gone out prohibiting any liquor at these outings, under threat of cancellation of leave, and what is the reason for this departure from a custom that has prevailed over the past 30 years?

Answers:—

(1) Yes.

(2) It is true that alcohol is no longer permitted on these outings, but there have been no threats that leave would be cancelled. The reason for this change is that patients are undergoing psychiatric treatment and many are receiving psychotropic drugs. These modern drugs in combination with alcohol could have an adverse effect on the individual, and many instances of these adverse reactions have been noted. Each individual patient's clinical situation relevant to this matter is being reviewed at the present time.

21. COSTING OF POWERHOUSE PROJECTS

Mr. Jones for Mr. Fouras, pursuant to notice, asked the Treasurer—

With reference to his statement in the "Telegraph" earlier this year that his department had costed the S.E.C.Q. report estimates on the powerhouse and found it to be accurate and as he is aware that since then, in a ministerial statement to this Parliament, the Premier produced an unsourced, independent costing that indicated that the S.E.C.Q. and his department were astray to the extent of almost \$500,000,000, and in view of the long-term importance of this contract and the enormous cost of disparities involved, has he, since the Premier's ministerial statement (a) undertaken a re-appraisal of its original cost analysis of the S.E.C.Q. report and, if so, with what result and (b) undertaken a thorough cost investigation of the alternative estimates presented to Parliament by the Premier and, if so, with what result?

Answer:—

The S.E.C.Q. report is valid and the estimates are in keeping with the limits of the information that it is possible to supply at this stage. No reappraisal is necessary.

Preliminary work has commenced on the project.

22. EXTRA LAND FOR WELLCAMP SCHOOL

Mr. Warner, pursuant to notice, asked the Minister for Works and Housing—

(1) Has land adjoining the Wellcamp School been approved for school purposes and, if so, what specific area has been set aside?

(2) Have negotiations taken place between the owner and the Works Department and, if so, when will this land be resumed?

Answer:—

(1 & 2) Action is proceeding to acquire an additional area of about five acres to enlarge the site of the Wellcamp State

School. Two separate properties are involved and the Public Curator has concluded negotiations with one of the owners. A survey and exchange of land is involved in this proposal but every endeavour will be made to have it finalised at an early date.

23. ATTITUDE OF LABOR PARTY TO RURAL COMMUNITY

Mr. Warner, pursuant to notice, asked the Minister for Primary Industries—

As it was announced on 8 November that the New South Wales Labor Government had retrenched 50 officers from the Department of Primary Industries, is this indicative of the concern expressed by Labor for the rural community at large and is this same attitude to the rural population the policy of Labor in Queensland?

Answer:—

I have read recent newspaper reports of the reduction in the establishment of the New South Wales Department of Agriculture, where a number of officers have been placed on the supernumerary list. It was implied, in reports I saw, that other positions would be found for them in that department, or in other areas in the Public Service.

In so far as the Labor Government's record in the Primary Industries sector is concerned, its lack of appreciation was exemplified during the Whitlam reign. As the Queensland Labor Opposition has always slavishly followed the dictates of the Federal Labor Party, I would say that its performance would be equally as disastrous to the rural sector in Queensland.

24. DISBURSEMENT OF SOCCER POOLS REVENUE; UNCLAIMED GOLDEN CASKET PRIZES

Mr. Ahern for Mr. Hartwig, pursuant to notice, asked the Treasurer—

(1) In relation to revenue earned from soccer pools, what amount of money has been allocated for sporting and other organisations on a yearly basis since the implementation of the pools system in Queensland?

(2) In relation to the Golden Casket, what was the value of unclaimed prize-money for 1974-75, 1975-76 and 1976-77?

(3) Has there been an increase in unclaimed prize-moneys since the advent or adoption by agencies of "Name withheld at buyer's request"?

Answers:—

(1) Since the inception of the soccer pools, the following amounts have been paid into the Youth and Sports Trust Fund:—

	\$
1975-76 .. .. .	115,746.82
1976-77 .. .. .	1,630,658.89
1977-78 .. .. .	1,268,368.24
To 31-10-78 .. .. .	480,971.96

(2) The prize money which remains unclaimed as at 31 October 1978 in respect of caskets drawn during the financial years 1974-75, 1975-76 and 1976-77 is \$70,891.10, \$61,848.40 and \$66,594.98, respectively.

(3) No. Except for the fact that the name and address of a major winner is not announced at the drawing nor published in the official prize list, the procedures of advising the prize winners are followed in the normal way.

## 25. AGRICULTURAL BANK FINANCE

Mr. Ahern for Mr. Hartwig, pursuant to notice, asked the Minister for Primary Industries—

(1) What amount of money will be available for new lending projects by the State Agricultural Bank this financial year?

(2) When is it expected that these moneys will be made available for primary producers?

Answer:—

(1 & 2) The amount appropriated for advances to borrowers in the 1978-79 Estimates of Expenditure for the Agricultural Bank is \$21,918,553. No specific part of this is allocated for new projects. Because of a heavy demand for finance in the latter part of 1977-78 resulting in a high commitment at 30 June 1978 in respect of advances approved but not paid, it has been necessary for the bank to impose restrictions on lending which, amongst other things, preclude the acceptance of new business, except where the property involved is already mortgaged to the bank.

## 26. PUBLIC CURATOR OFFICE; STAFF LEVELS AND WILL-MAKING SERVICE

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

(1) What were the staff levels for each of the last three years in each classification in the Public Curator Office?

(2) Is a proposal under consideration to charge the public for the will-making service provided free for many years by the Public Curator Office?

(3) If the charge is imposed, will Queensland become the only State in Australia where the will-making service is not free?

Answers:—

(1) The staff levels of the Public Curator Office for the last 3 years were—

Classification	30-6-76	30-6-77	30-6-78
I-26 .. .. .	1	1	1
I-21 .. .. .	1	1	1
I-19 .. .. .	1	1	1
I-18 .. .. .	1	1	1
I-17 .. .. .	1	1	0
I-15 .. .. .	3	3	3
I-13 .. .. .	3	2	3
I-11 .. .. .	6	5	6
I-10 .. .. .	0	1	1
I-9 .. .. .	3	2	2
I-8 .. .. .	11	10	9
I-7 .. .. .	10	9	11
I-6 .. .. .	14	14	11
I-5 .. .. .	14	16	16
I-4 .. .. .	23	23	21
I-3 .. .. .	25	25	26
I-2 .. .. .	52	52	51
I-1 .. .. .	58	59	56
Unclassified clerks General, Clerical and male assistants .. .. .	192	155	138
Building inspectors .. .. .	29	30	30
Supervising stenographer .. .. .	2	2	2
Storeman .. .. .	0	1	1
Storeman .. .. .	1	1	1
Clerk typists and stenographers .. .. .	111	107	92
Telephonists .. .. .	0	2	2
	562	524	486

(2) The Public Curator annual report presented to Parliament on 17 October 1978 disclosed that the cost of the free will-making service provided by his Office was approximately \$460,000. Because of this, consideration may have to be given to instituting a moderate charge for the making of wills. No decision has been made in relation to this at present.

(3) I am informed that at present the public trust offices in all States of Australia make wills free of charge, but I am not aware if any offices impose any conditions in relation to the making of such wills.

## 27. CREDIT CARDS AND CHEQUES, BUILDING SOCIETIES

Mr. Milliner, pursuant to notice, asked the Treasurer—

(1) Has he investigated the statement in "The Sunday Mail" by the S.G.I.O. Building Society Chairman, Mr. Eric Riding, that the society was considering a scheme to introduce credit cards for its customers?

(2) Are building societies entitled to issue credit cards and cheques, thus acting more as a bank than as a building society?

*Answer:—*

(1 & 2) The honourable member should refer the question to my colleague the Minister for Justice and Attorney-General, who has the responsibility for building societies.

**Mr. Milliner:** I do so accordingly.

28. MISSION BEACH SOUTH ROAD

**Mr. Row,** pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) What is the reason for the delay in the completion of reconstruction works presently being undertaken on the Mission Beach South Road, which is situated in the Cardwell Shire?

(2) If the designated construction authority is unable to proceed with the works, will the Main Roads Department arrange for private contracts to be let for completion of the job?

*Answer:—*

(1 & 2) On the job to which the honourable member refers in his question, difficulties have arisen in obtaining pavement materials meeting the specifications, which are designed to ensure that the road performs satisfactorily under traffic. Work is presently in progress on the bottom layer of gravels, and quotations for the supply of the material for the top course or layer of the pavement have closed. Samples of the material that the two tenderers propose to supply are being tested to ensure that the specification requirements are met.

I can assure the honourable member that both the Main Roads Department and the Cardwell Shire Council, which is the constructing authority in this case, are aware of the need for early completion and will endeavour to have the job completed before the wet season commences.

29. UPGRADING OF BUNDALL AND FERRY ROADS, SOUTHPORT

**Mr. White,** pursuant to notice, asked the Minister for Local Government and Main Roads—

As he is aware that Bundall and Ferry Roads, Southport, are now busy arterial roads and will become even busier with the opening of the Bundall Road Bridge, what plans exist to widen and upgrade these roads?

*Answer:—*

Bundall Road became a declared main road on 1 July 1977. (The declaration includes the section known locally as Ferry Road). Prior to that date, the road was under the control of Gold Coast City Council.

Sections of the road are constricted and congested, and have been so since before the road was declared. The council prepared planning layouts that provide for an ultimate development of a four-lane divided road. These planning layouts have been accepted by the Main Roads Department as a possible basis for future designs, although the extent of property acquisition involved therein will be a major constraint on the rate at which the plans can be put into effect.

No firm programme has yet been determined for construction. The traffic patterns that evolve after the Bundall Road Bridge is opened to traffic will be an important factor in the fixing of future priorities in the area. A further most important factor will be the availability of funds. As honourable members are aware, the present Commonwealth legislation expires at the end of the 1979-80 financial year, which makes it extremely difficult to predict the level of funding that will be available in the future.

30. LINKING OF CANALS AT "THE DIP", ASHMORE ROAD

**Mr. White,** pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Is he aware that there are now two large canals abutting Ashmore Road at a place on the road known as "The Dip", west of where Ashmore Road joins Bundall Road?

(2) What does the Main Roads Department intend doing to Ashmore Road in order to link the two canals to mitigate flooding in the Nerang River and to ensure that Ashmore Road, a busy arterial road, remains flood-free?

*Answer:—*

(1 & 2) The matter that the honourable member has raised in his question was the subject of a detailed investigation requested by the Director of Local Government. It is a question to which the answers are somewhat complicated, and they require detailed checking. Therefore, I am not able to answer the question today, but I will provide the honourable member with a full written reply in the very near future.

31. FLOOD-MITIGATION CANAL, BUNDALL ROAD, EVANDALE

Mr. White, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Is he aware that no discernible progress is being made in the construction of the flood-mitigation canal crossing Bundall Road at Evandale?

(2) When is a start likely to be made on this important work to minimise flooding west of Bundall Road and on Chevron Island?

Answer:—

(1 & 2) I am advised that the construction of the flood-mitigation canal and the associated bridge in Bundall Road is a matter for the Gold Coast City Council under the terms of its agreement with an adjacent developer. Under the circumstances, it would appear that the honourable member's inquiry should be directed to the Gold Coast City Council.

## QUESTIONS WITHOUT NOTICE

### APPOINTMENT OF ACCOUNTANT TO PARLIAMENT HOUSE

Mr. HOUSTON: In asking the Premier a question without notice, I refer to the article in this morning's "Courier-Mail" headed "Accountant will be MPs' watch dog". As the continuing controversy over the question of the control of parliamentary spending has cast an unnecessary slur on officers and staff of the Parliament, can he advise whether there has been any misappropriation of funds or allegations of misappropriation of funds by the Speaker, by any other member of Parliament, or by any member of the parliamentary staff in any way whatsoever?

Mr. BJELKE-PETERSEN: I could answer that question in a lot of different ways. The honourable member must know that there has been the Peel report, and certain grey areas have come to the surface as a consequence of it. Naturally the honourable member would know that the coalition parties, and no doubt his party in its way, have been discussing all these various questions. I gave notice this morning of a Bill that will be brought down. When that debate comes on, a lot of the questions the honourable member might like to ask can be answered.

### LAND REVALUATIONS, PINE RIVERS SHIRE

Mr. FRAWLEY: I ask the Minister for Survey and Valuation: Will he arrange for an officer of his department to be available in Dayboro, in some central point of the town, to discuss problems relating to recent land revaluations in the Pine Rivers Shire?

Mr. GREENWOOD: I thank the honourable member for bringing this matter to my attention. As you would know, Mr. Speaker, the Valuer-General's Department has opened information offices at Arana Hills, Straphpine and Petrie so that expert advice is available concerning the new Pine Rivers Shire valuations. I will open a similar service in Dayboro from tomorrow morning at 9.30. If the trustees of the public hall are agreeable, the officer will be located there. That seems to be a place that would be convenient for everyone. In any event, we will have someone in Dayboro from tomorrow to see that the honourable member's constituents receive the service they are entitled to.

### APPLICATION BY A.L.P. FOR PERMIT TO MARCH

Mr. GUNN: I ask the Minister for Mines, Energy and Police: In view of the wide publicity given to the intention of the A.L.P. to apply for a permit to march, has such an application been made by the Trades and Labor Council, and what consideration will be given to any such application?

Mr. CAMM: I am aware of the publicity that has been given to the intention of the Trades and Labor Council to conduct a march through the city's streets. It is expected—and I hope that, as a responsible body, it will do this—that it will apply for a permit. It must be remembered that, following a previous application, the A.L.P. received a permit to march—which, incidentally, its members did not avail themselves of.

The recent march that caused a disturbance in which two Federal members of Parliament were involved and arrested was conducted without any permit at all. Those two members of Parliament knew full well that they themselves were breaking the law of this State and inciting other people to break the law. That is something that they could not do in other States. Uren could not march in Sydney without a permit, nor could he march in Melbourne without a permit. Neither could Senator Georges. Yet they come here and say that Queensland is different from the southern States and that they are going to show the Government of Queensland that they can march without a permit. Because they are arrested, they then cry that Queensland is an oppressive State compared with the other States.

In New South Wales and Victoria, if they were refused a permit in the first place they would have no appeal against the decision of the Superintendent of Traffic; but here in Queensland if their application to the Superintendent of Traffic was refused they could then appeal to the Commissioner of Police. So Queensland is well ahead in the issuing of permits for street marches by providing a right of appeal.

I thank the honourable member for the question. I hope that the Trades and Labor Council applies for a permit to march and that, if it does get a permit, it has the intestinal fortitude this time to conduct a march and not crawl away from it, as it did the last time it was granted a permit.

VISIT TO MARY KATHLEEN BY HON.  
P. J. KEATING

**Mr. BERTONI:** I ask the Minister for Mines, Energy and Police: Is he aware of the recent visit to Mt. Isa of the Federal Labor shadow Minister for Trade and Resources (Hon. P. J. Keating), along with other A.L.P. underlings? Is he aware that they were locked out of, and refused entry to, Mary Kathleen? Does it follow that the mining industry, and especially the people of Mary Kathleen, have no faith in the socialist policies of the A.L.P.?

**Mr. CAMM:** I think that quite a number of people in Australia, in addition to those at Mary Kathleen, have no faith in the mining policy of the Federal A.L.P.

I believe that the front gate was closed when the shadow Minister attempted to visit Mary Kathleen township. I understand that several A.L.P. radicals were there waving banners about mining. This is typical of the reaction that a lot of people have to the A.L.P.'s policy on mining in Australia.

At 12 noon,

*In accordance with the provisions of Standing Order No. 307, the House went into Committee of Supply.*

## SUPPLY

RESUMPTION OF COMMITTEE—ESTIMATES—  
NINTH AND TENTH ALLOTTED DAYS

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

ESTIMATES-IN-CHIEF, 1978-79

MARITIME SERVICES AND TOURISM  
DEPARTMENT OF HARBOURS AND MARINE

**Hon. A. M. HODGES** (Gympie—Minister for Maritime Services and Tourism) (12.1 p.m.): I move—

“That \$12,494,277 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 Authority Fund;  
Harbours Corporation Fund;  
Quarantine Incineration Fund; and  
Weipa Harbour Fund.

Dealing first with the Consolidated Revenue Fund, for which the appropriations from this fund for 1978-79 amount to \$12,494,277, I should explain that the appropriations comprise operating provisions including salaries and contingencies of \$10,840,747, marine services development of \$107,000 and special provisions amounting to \$1,546,530. 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, in recognition of the fact that the State provides and maintains navigational aids within those ports. These dues, together with pilotage charges, which are self-explanatory, are estimated to reach \$5,976,000 during the year. In addition, the department is anticipated to collect survey fees amounting to \$140,000; motor boat registrations and licences, \$1,324,000; and royalties on sand and gravel, \$500,000. Sundry income should produce a further \$576,000, and engineering and administrative services, \$1,367,000.

This revenue takes account of increased charges which became effective from 1 July 1978. Such increases having been effected to maintain the real value of the State's revenue against the eroding effects of inflation. The increased charges covered motor boat registration, which were increased by 15 to 17 per cent, fees for various certificates and licences, which were generally increased by about 20 to 25 per cent, and pilotage fees and conservancy dues, which were each increased by 20 per cent. In every case consideration was given to the time over which the charges had been effective and were confined to what was considered necessary to offset the inflationary effects. At the same time, the additional revenues which will be yielded will be sufficient to ensure that the Government's costs in relation to marine and associated matters are borne by the users of the services provided.

Trade through Queensland ports continues to increase, with an expansion over the last 10 years of some 215 per cent, from a total of 17,300,000 tonnes of cargo handled in 1967-68 to 54,600,000 tonnes in 1977-78. At the same time, the number of ships handling this cargo remained practically the same, demonstrating the increasing sizes of ships and, in turn, the improved technology which is required in the physical loading and unloading procedures, and the greater expertise which is now demanded in manoeuvring these larger ships into and out of port.

The shipping statistics demonstrate the relative growth of ports away from the capital city. In 1967-68 the cargo through Brisbane was 5,200,000 tonnes, which represented 30 per cent of the State's total while in 1977-78 the quantity through Brisbane

was 8,400,000 tonnes, or 15 per cent of the total. While Brisbane's annual cargoes have increased by some 3,000,000 tonnes over the last 10 years, the main increases have been at Gladstone by 10,000,000 tonnes, Hay Point 14,000,000 tonnes, Weipa 7,000,000 tonnes and Townsville 1,400,000 tonnes. Almost all of these increases are due to the development of exports of coal, bauxite and other minerals fostered by the State Government during this period. The greatest quantities of cargoes are handled through the ports of Brisbane, Gladstone, Hay Point and Weipa. Together, these ports handled 48,000,000 tonnes in 1977-78, or almost 88 per cent of the State's total throughput.

Gladstone and Weipa continue to handle large quantities of alumina and bauxite, the quantities of cargo passing through these ports being 14,900,000 and 10,400,000 tonnes respectively. Although Australia's production of alumina has been vigorously challenged by alternative world sources of supply, the year's figures quoted are less than 2 per cent down on those of the previous year.

In spite of some industrial unrest, record quantities of coal continue to be shipped from Hay Point. The amount exported during 1977-78 exceeded any previous year and totalled 14,300,000 tonnes.

As already mentioned, notwithstanding increasing trade, the number of vessels visiting Queensland's ports has remained approximately the same, with the result that the numbers of pilotages being performed are almost identical to the numbers of 10 years ago. The average size of ships continues to increase, which places greater demands on the skills and resources of the pilot service, besides increasing the need for greater water depths in harbours and improved navigational aids to ensure the safety of ships and cargoes.

During the year just completed, pilots of the Department of Harbours and Marine performed 5,551 pilotages and pilotage removals. The complement of the pilotage service is 48 marine officers as harbour masters or pilots spread over 13 ports, who maintain a 24-hour on-demand service on every day of the year, irrespective of weather conditions. At each port these officers are backed up by pilot launch crews and, at the port of Brisbane, radar and signal-station crews at Caloundra and Lytton maintain a 24-hour watch.

A need exists to constantly upgrade the pilot launches by progressively replacing the older vessels and by carrying out major overhauls as these become necessary. During the last 12 months, a new launch, the "Tanu", has been commissioned at Thursday Island for carrying out maintenance work and for cleaning up oil spills, in addition to its use as a pilot launch. The "Waiben" has had major repairs to enable her to be used for

pilotage work at Hay Point; and the "Champion", a vessel purchased from the Forestry Department, will service navigational aids in the port of Brisbane.

The department maintains navigational aids in all Queensland ports. These include lights, beacons and buoys marking the channels used by both seagoing and small vessels. The maintaining of these aids is costly, and increasing use is being made of plastics, which are able to withstand the corrosive effects of salt water and at the same time have resilience to withstand the effects of bad weather. Nearly all ports in Queensland, with the exception of Brisbane's main channels, are now equipped with fibreglass buoys. These need little maintenance, and at the same time facilitate servicing by being considerably lighter than steel buoys.

With the ever-increasing intensity of shore lights, it is becoming necessary to increase the power of marine lights, which in turn requires new and improved sources of energy. The use of lasers, solar panels and propane gas all serve to provide efficient lights at reasonable costs. At the department's marine depot at Pinkenba, lights are repaired and tested, and the section has designed and produced some efficient lights cheaply. Conservancy dues are levied to provide revenue for navigational aids. It is expected that during 1978-79 this revenue will amount to \$2,704,000.

Commercial vessels in Queensland—including hire boats, ferries, tourist launches, seagoing fishing vessels, harbour and river ships, etc.—require annual inspections by shipwright surveyors, engineer surveyors, or both. These surveyors are stationed at Brisbane, Bundaberg, Mackay, Townsville and Cairns. Income from survey fees is expected to yield \$140,000, while the expenditure for the current year is expected to amount to \$464,000. The survey of vessels has a strong element of public safety attaching to it, and it is felt that there is a need for cross-subsidisation from other forms of maritime revenue.

In June 1978, there were 70,129 registered private motor boats in Queensland, an increase of 5.3 per cent over the June 1977 numbers. Although the annual percentage increase is not as high as it was a few years ago, the number of vessels on our waterways demands that in the community's interest some control must be exercised over the activities of private vessel operations, and this is carried out by the Queensland Boating and Fisheries Patrol.

Increasing emphasis has been placed on a programme of education directed to boat owners, boating and fishing clubs and similar organisations, with the consequence that during the year action was taken on only 478 breaches of the Fisheries Act and 353 breaches of the Marine Act, compared with the previous year's 1,189 and 466, respectively.

The revenue from the registration of motor boats and from licence fees during the current year is expected to reach \$1,300,000, while the expenditure in connection with the operation of the Queensland Boating and Fisheries Patrol is expected to be \$1,600,000.

An amount of \$373,000 is provided for the purpose of protecting the public from shark attacks. The meshing of sharks off the more popular beaches was commenced in 1962, and currently 57 beaches between Cairns and the New South Wales border are being provided with protection. During the 16 years since the commencement of the scheme, a total of 20,600 sharks and 9,800 pups have been taken.

The provision of the services which I have been describing to this point is covered by the allocations listed under the Marine Affairs Division in the Estimates, comprising \$3,300,000 for salaries and \$3,400,000 for contingencies.

The next Vote within the Consolidated Revenue Fund for consideration is that of the Administration Division. Services performed by this division for Trust and Special Funds are recovered by internal charges for credit to the Revenue Fund. The amount to be recovered during 1978-79 is estimated to be \$300,000.

The proposed expenditure of the next Vote to be considered—the Works Division of the department—is \$1,700,000 for contingencies and \$1,800,000 for salaries, including \$355,000 chargeable to the Beach Protection and Harbours Corporation Trust Fund. The division is a service unit supplying engineering services to other divisions of the department and to harbour boards, the charges for which service are credited to the Consolidated Revenue Fund. Services which are available include the use of a hydraulics laboratory being developed at Deagon. The first model to be built and tested was of the Barron River and Thomatis Creek confluence, and it is expected that increasing use will be made of the laboratory's facilities by those bodies that need to examine silting and other problems associated with streams and waterways.

The two remaining provisions are the amounts of \$1,046,530 for crediting to the Beach Protection Authority Fund and \$500,000 to be credited to the Harbours Corporation Fund. These amounts are necessary for the operational requirements of the special funds, which I will now describe.

Those harbours of the State for which a separate port authority or harbour board has not been established are the responsibility of the Queensland Harbours Corporation. The harbours for which the corporation is responsible are Urangan, Hay Point, Lucinda, Mourilyan, Cape Flattery, Thursday Island and Weipa. Expenditure for this phase of activity is controlled through the Harbours Corporation Fund and, until 30 June 1978, through the Weipa Harbour

Fund for transactions in respect of the port of Weipa. As from 1 July 1978 the transactions in respect of Weipa have been absorbed into the Harbours Corporation Fund. The amount standing to the credit of the Weipa Harbour Fund at 30 June 1978, namely, \$1,489,380, is therefore to be transferred to the credit of the Harbours Corporation Fund, and transactions in respect of Weipa will in future be included in the same fund as the other corporation ports.

Each port derives its income from harbour dues, berthage charges, etc., these being maintained at a level sufficient to ensure that such income will keep each port financially viable as well as allow reserves to be set aside to provide for future development, repairs and contingencies such as heavy dredging commitments.

At Hay Point, port income was maintained despite the industrial unrest experienced by Utah Development Company. The balance of funds held in the working account was slightly in excess of \$1,500,000, and by June 1979 is expected to reach \$2,800,000. In addition, reserves held on account of the tug harbour and for asset replacements total \$1,900,000, and these reserves are expected to be approximately \$1,600,000 at the end of this financial year.

Work is nearing completion at Lucinda on the new wharf, jetty stem and bulk sugar storage shed, the estimated cost of which is \$58,000,000, and which is expected to be completed within the next month or two.

At Weipa, it is expected that a record \$2,300,000 will be received in harbour dues from the export of bauxite, and this will allow some \$1,500,000 to be transferred to reserves to provide for possible heavy dredging expenditure in 1979.

Expenditure connected with the provision of small-craft facilities is per medium of the Harbours Corporation Fund. Queensland, by reason of its climate and geography, is well suited for the recreational activities of boating and fishing, and the Government can be justly proud of its record in providing boat harbours, boat ramps, moorings and other facilities for use by the boating fraternity. The sum of \$500,000 mentioned earlier as having been provided for payment from the Consolidated Revenue Fund to the Harbours Corporation Fund is for the construction of public small-craft facilities, and this sum is matched by one of similar amount from State Loan Funds on a non-repayable basis. In addition, \$750,000 is being provided by the sale of debentures and \$500,000 from repayable State Loan Funds for moorings and other works within boat harbours. Provision for the repayment of these sums over a long term is by means of the State's levy on each boat harbour mooring, which in 1978-79 is expected to yield \$22,000.

During the year 1977-78, \$1,900,000 was spent by the State on the development of small-craft facilities, in addition to over \$2,000,000 on cyclone-restoration work which was funded by the Commonwealth, and approximately \$123,000 in the Fraser Island area as part of the Commonwealth's unemployment relief grant. The benefits accruing to the people of the State by way of industries associated with boating, fishing and tourism are not measurable. Where boat harbours have been developed, the demand for land and for harbourside facilities has almost always exceeded the supply.

While the port of Brisbane and the harbour board ports are not directly financed through parliamentary provisions, the development of these ports remains a prime consideration of my portfolio. I would like therefore to advise the Committee of the more important developments planned for these ports. In Brisbane, the port authority's major capital involvement is the construction of the new facilities at Fisherman Islands, on which it is expected that \$12,800,000 will be spent during 1978-79. The expenditure on the complex during 1977-78 was \$9,700,000. Besides the construction of wharves, cranes and buildings, the development necessitates substantial expenditure on reclamation, road access and services such as electricity, water and sewerage. It is anticipated that by June 1979 roads, services and one wharf and crane will be completed, and that by December in that year the terminal will be in use.

Other works to be undertaken by the authority during the current year are the widening of the Brisbane River channel between Bishop Island and the Pelican Banks, construction of a new dolphin at Pinkenba wharf and the development of port industrial lands at Hemmant.

At Bundaberg, whose main exports are sugar and molasses, the storage and loading capacities are at present adequate, and no major development works are planned for the current financial year.

Major works being undertaken at Gladstone include the construction of the Clinton coal facility, which is expected to cost approximately \$30,000,000, most of the funds being provided by the Dampier Mining Company, a subsidiary of B.H.P. Most of the earthwork is already completed, and the board is providing \$2,500,000 towards the construction of a wharf. The facility will initially be used by vessels of up to 55,000 tons, but progressively vessels of up to 120,000 tons will be catered for. The Board has budgeted for \$1,600,000 during the current year for miscellaneous capital works comprising reclamation, road-works and drainage, sewerage and the purchase of plant and equipment.

In the main, Queensland ports are viable entities, but we must acknowledge that 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 what is required to meet operational expenditures, including substantial interest and redemption payments. To maintain the board's finances, the State and the Rockhampton City Council have been making equal contributions towards the board's deficits, and the State has, in addition, provided some relief from interest on certain Treasury loans to the board. For 1977-78, the State has agreed to provide up to \$70,000 by way of contribution.

At Mackay, a fourth bulk-sugar storage shed is under construction and is due for completion in 1980, the estimated cost of \$16,500,000 being provided from Sugar Board funds. Other major developments under way are a new rail loop for the more rapid unloading of sugar, a \$300,000 tallow terminal, which will be leased to Thomas Borthwick and Co., the construction of a hydraulic model for testing the feasibility of handling ships of up to 150,000 deadweight tons and the planning to construct further berths and carry out reclamation work.

Townsville has a substantial programme of development work planned for 1978-79. The completion of the reconstruction of No. 2 and 3 berths—the total estimated cost of this project being \$3,000,000—will provide two excellent concrete deck berths well serviced by the container crane. The reclamation of 11 acres of land adjacent to No. 3 and 4 berths will provide a container storage area, for which \$540,000 has been provided in 1978-79. Other works to be carried out in the year are a roll-on roll-off pad at No. 4 Berth (\$400,000) and the completion of the dredging of a channel into Ross River (\$450,000).

Continuing development is proceeding at Cairns. Plans are nearing completion for prawn trawler facilities which will cost approximately \$1,300,000. Reclamation work is progressing in the Smiths Creek area.

I would now like to acquaint the Committee with the activities of the Department of Harbours and Marine in regard to the provisions for expenditure under special funds.

The first for consideration is the Beach Protection Authority, to which I referred earlier concerning the appropriation of \$1,046,530 from the Consolidated Revenue Fund. Briefly, the functions of the authority are to investigate and plan for preventive and remedial measures in respect of coastal erosion. The total amount budgeted to provide technical services to the authority is \$1,100,000, which includes \$844,000 for investigations into coastal behaviour and provision of advice, mainly to local authorities

on planning and remedial measures to counter erosion, and \$169,500 for the research and management of coastal dunes.

The planning and remedial measures advised by the authority are dependent on the extent of data available to the authority. To acquire data on the behaviour of sections of the coastline and the ocean forces acting upon it, which varies from season to season, necessitates the collection of data for periods of up to six years. Surveys, therefore, form a major portion of the work of the authority, and \$228,000 has been included for this purpose.

As the ocean makes great demands on both men and the equipment involved in this form of data collection, the cost of investigation carried out on our long coastline is invariably high. However, I can say with satisfaction that this State is leading Australia in beach protection research.

The last fund administered by the department is the Quarantine Incineration Fund. This fund finances the operation and maintenance of the 13 port incinerators, which supply a beneficial quarantine service to our primary industries by enabling the proper disposal of waste from ships. Quarantine is, of course, a Commonwealth Government responsibility, but my Government has been happy to assist in providing these incinerators to protect our livestock industries.

Revenue to the fund is obtained from service charges to shipping. Unfortunately, maintenance and operating costs have risen to the extent that revenues are not able to meet these costs, even with increases in the scale of charges. Many modern ships are now installing disposal units which hygienically dispose of wastes at sea, so the usage of the incinerator service has not increased. Discussions are proceeding between officers of the Treasury, the Commonwealth and my department into fair ways of funding the service.

Before concluding my remarks on the Department of Harbours and Marine, I feel that it would be fitting to comment on the staffing of the department. My thanks go to those who have filled the positions of Director and Acting Director during the financial year and since, namely, Mr. Jim Peel, Mr. Alan Britton and the current Director, Mr. John Leech, and to the other officers of the department, from whom I receive the utmost co-operation.

The 1978-79 Budget provides for an approved staff complement for the department of 469 officers. This compares favourably with the 462 officers approved for 1977-78 and demonstrates adherence to the policy of minimal growth of the service notwithstanding increasing departmental work-loads and responsibilities.

In summary, the provisions for expenditure by my Department of Harbours and Marine during 1978-79 are, in fund order—

		\$
Consolidated	Revenue	
Fund	.. ..	12,494,277
Beach Protection Authority	.. ..	
Fund	.. ..	1,114,924
Harbours Corporation Fund	.. ..	16,089,076
Quarantine	Incineration	
Fund	.. ..	210,000
Weipa Harbour Fund	.. ..	1,489,380
Loan Fund	.. ..	1,995,000
Total		\$33,392,657

On 8 December 1977, the Queensland Fisheries Service was transferred to my portfolio from the then ministerial portfolio of Aboriginal and Islanders Advancement and Fisheries. Coincidental with this, the new Fisheries Act 1976 and the associated Fisheries Regulations of 1977 were proclaimed by the Governor in Council to come into force on 1 January 1978. The budgetary provisions for Fisheries for 1978-79 therefore represent not only the first budgetary arrangements for Fisheries under my portfolio but also the first under a completely new Act and Regulations.

The fishing industry in Queensland has shown remarkable growth over recent years. The landed value of the catch in 1977-78 was \$40,400,000, prawns accounting for approximately three-quarters of this amount. Looking back into the recent history of the industry, we see that landed value of the catches has increased from \$11,800,000 in 1974-75 to \$16,300,000 in 1975-76 and \$33,600,000 in 1976-77. The industry growth represented by these amounts is an outstanding 240 per cent in three years, or an average growth rate of just over 50 per cent per year.

The functions of the Queensland Fisheries Service are divided into the broad divisions of administration and research. Enforcement activities in the fields of commercial and recreational fishing are performed by officers of the Queensland Boating and Fisheries Patrol within the Department of Harbours and Marine. However, as a result of the passing of the Fisheries Act 1976, the service has taken over responsibility for the control of marine parks, and currently employs three rangers for interpretation, research and enforcement activities in these reserves. The service has an approved staff establishment of 57 positions, with a wages staff of three.

The appropriations for the service fall under the following main headings: firstly, the Consolidated Revenue Fund; secondly, the Fisheries Research Fund—a new fund set up under the aforementioned Fisheries Act 1976; and, finally, the Loan Fund. Estimated receipts to the Consolidated Revenue Fund are \$464,200 in 1978-79, an increase of \$43,500 on 1977-78 results.

Expenditure provisions from this fund in 1978-79 total almost \$1,000,000, an increase of \$106,000 on 1977-78 figures. The responsibilities of the service in relation to nature conservation in the marine environment and to recreational fishing do not generate revenue in the form of licence fees. This is reflected in the relationship between income and expenditure from this fund.

The amount provided this year through the Revenue Fund for the Queensland Fisheries Service comprises salaries \$626,000 and contingencies \$369,000. These funds provide for the general personnel and office administration of the service's head office in Brisbane and of its laboratories and field stations at Deception Bay, Cairns, Walkamin and Bundaberg.

Research programmes funded from the Revenue Vote strike a balance between commercial and recreational fishing and conservation. A survey of trawl fish in Moreton Bay has been completed and a more specialised study has commenced on whiting—one of the most valuable fin-fish in Queensland. Tagging to provide information on movements is being carried out on tailor, another fish important to both angling and commercial interests. Aspects of the school-prawn fishery at Noosa are also being investigated.

Improvement of freshwater fishing is being provided for by initiation of a programme of stocking of dams and rivers. The Fisheries Service hatchery at Walkamin is developing methods for breeding of native fish suitable for stocking, and fish have been introduced into several dams in North Queensland. This programme will be expanded as a result of the provision of new facilities at Walkamin. Experimental stocking of dams is also being carried out in southern Queensland and stocking of farm dams is being actively encouraged. Ways of improving fish-ladder design are being examined in co-operation with the Department of Irrigation and Water Supply.

Surveys are being carried out on the ability of Great Barrier Reef corals to regenerate following commercial collection by man and damage by crown of thorns starfish. The impact of illegal fishing by foreign vessels of clams on the reef is also being assessed.

The service is engaged in an ongoing programme of mapping the State's mangrove and wetland areas to establish an inventory for resource-planning activities. The programme makes full use of satellite imagery, aerial photography and infra-red analysis of habitat areas. The Department of Mapping and Surveying is a co-ordinating agent for such photography.

Expenditure provided from the Revenue Fund is increased this year by an amount of \$10,000 to cover additional costs associated with the responsibilities of marine park administration. Provision has also been made to allow the Surf Life Saving Association of

Australia to continue its marine stinger awareness and investigation programme, the amount provided being \$9,500.

The Fisheries Research Fund, which commenced from 1 January 1978, was established by applying to it one-third of all licence fees and charges other than royalties under the fisheries legislation. Moneys accumulated to the fund are used for scientific or other research on fishing activities. It is augmented by grants from various other financial sources, such as the Commonwealth-sponsored Fishing Industry Research Trust Account.

Estimated receipts to the fund in 1978-79 are \$218,000, consisting of licence fees \$70,000 and grants \$148,000. Balance of moneys in the fund on 1 July 1978 was \$39,000. Expenditure provided from the fund for 1978-79 is \$242,000, being salaries \$18,000 and contingencies \$224,000.

Research financed from this fund is industry-oriented, as, for example, the research into scallop fishing, which is the most rapidly growing segment of Queensland fishing. The catch has, however, been subject to large fluctuations in the past and studies are under way to identify the causes and to determine how a stable fishery can be developed. The fund is also providing money for the purchase of a small trawler for exploratory fishing of scallops in order to discover the full extent of the available grounds. This vessel will also be used in exploratory fishing for certain prawn species.

Development of the oyster industry in southern Queensland has been hampered by a condition known as QX. Officers of the Queensland Fisheries Service are studying factors involved in the incidence of QX, in an attempt to minimise its impact. Improved methods of rearing oysters are also under development.

Reports of declining catches of reef fish are being followed up by underwater surveys. Methods of evaluating the effect of fishing on reef fish populations are being developed, as are management techniques for this important tourist and recreational resource. Population movements of mackerel, our most important reef fish, are being studied in North Queensland.

Commonwealth Fishing Industry Research Trust Account funds are being used in research into barramundi, mud crabs and spoilage of prawns. Investigations are under way into barramundi populations on the east coast of Queensland, and special attention is being given to breeding and recruitment. It is hoped to extend this work into the Gulf of Carpentaria. Mud crab populations are being regularly monitored at sites from Moreton Bay to Princess Charlotte Bay, assessing the effect of fishing on crab populations. Accurate measurement of spoilage is vitally important in the quality control of prawns, which are Queensland's most valuable fishery product. The role of bacteria in

spoilage and ways of reducing bacterial activity are under study and a new technique for estimating the quality of prawns is being developed.

The Commonwealth has funded further development of underwater television and photographic equipment built by the service's officers for surveys of marine parks and of the seabed in potential fisheries areas. The Commonwealth also supports the State's research on mangrove communities in North Queensland, and surveys are being carried out on Cape York Peninsula and in the Gulf of Carpentaria.

Funds totalling \$130,000 are provided from loan funds in 1978-79 for the first stage of the construction of new laboratories, offices, boat-sheds, and a ramp and jetty at Cairns. Completion of these works in 1980 will considerably extend the capacity of officers based in Cairns to carry out their work, which has been hampered by the temporary facilities in use at present. An amount of \$40,000 has been provided from the Loan Fund for the upgrading of freshwater fisheries research installations in the northern sector of the State. Improvements are being made to the ponds and other earthworks at Walkamin Research Station, together with the construction of a laboratory facility. Funds totalling \$35,000 have also been provided for the establishment of interpretive and ranger facilities associated with marine parks.

In summary, the provisions for expenditure by my Queensland Fisheries Service during 1978-79 are, in fund order—

	\$
Consolidated Revenue Fund	995,458
Fisheries Research Fund	241,548
Loan Fund	205,000
<b>Total</b>	<b><u>\$1,442,006</u></b>

Now I would like to turn to the Department of Tourism and the Queensland Government Tourist Bureau. The promotion of our tourist attractions is one of the most vital functions of the Department of Tourism and the Queensland Government Tourist Bureau, and it is unfortunate that the economic situation is preventing full realisation of our potential. During two successive years, promotional activities have had to be curtailed in conformity with the Government's overall spending restraints.

This year the publicity vote has been increased from \$685,000 to slightly less than \$740,000, but media charges and production costs have continued to rise quite sharply, so that no increase in real activity will be possible. Careful attention was given to apportioning the promotional budget so as to maximise the benefit obtained from every dollar, and it was considered that the most effective means of achieving a leadership place was to concentrate on the print media. An entirely new range of publications is being introduced, which will enable the

department to maintain the momentum of previous advertising campaigns, and the new brochures will be complemented by a modest advertising campaign in the southern States.

Over the years, the number of tourist publications has tended to grow to meet marketing needs of the time, and the time was ripe for a new assessment of print needs. The department has worked in close liaison with its appointed advertising agency to design a new series of regional brochures, and the first of these is expected off the press before the end of the calendar year. They will be of high quality with comprehensive pictorial coverage and packed full of the sort of information that the present-day tourist requires.

The advertising campaign, which will run from February to May, has been designed to reach a comprehensive demographic range. The content of each advertisement has been determined as a direct result of an intensive research programme undertaken by Consensus Research Pty. Ltd. in Sydney and Melbourne.

The research project was two-pronged in that it set out to establish attitudes to Queensland as a holiday destination and to define and describe the nature and characteristics of the Queensland tourist market. The advertisements will be placed in selected national newspapers and national magazines, and will seek to appeal to the particular needs and wants of people in defined age, income and family commitment groups.

Now I would like to turn to the Department of Tourism and the Queensland Government Tourist Bureau. Tourism is recognised as one of the world's fastest-growing industries and potentially one of the richest. As living standards rise and leisure-time increases for people all around the world, they will undoubtedly turn more and more to travel as an activity on which to spend some of their surplus resources and available time. This will be particularly so as international air travel costs become increasingly competitive.

Men in business are also finding it increasingly rewarding to engage in travel from the point of view of both maintaining closer contact with clients and associates and broadening their knowledge of activities within their particular field of interest in countries around the world.

Our own tourist industry ranks as one of the State's largest, earns around \$200,000,000 annually, employs an estimated 10 per cent of the total Queensland work-force, and, particularly in some country areas, is emerging as a very useful employer of labour as other industries become more highly mechanised.

It is obviously an industry with the potential to earn more and employ more. There are, however, some major difficulties to be faced in achieving this potential, owing to factors which place tourist activities within Australia at a disadvantage as compared with overseas. It is well known that domestic air fares are high in relation to those available to people travelling to overseas destinations, and that high costs of retaining labour make it inevitable that accommodation charges be set at relatively high levels. Nevertheless, as a country, we have a great deal of interest to offer to the overseas visitor, and this State should be able to more than hold its own with the attractions with which it is endowed.

A great deal depends on the industry itself as to how well it is promoted. There is a limit to what the Government can do on the industry's behalf, particularly in these times of necessarily constrained public expenditure. As has been the case with all Government departments, the Tourist Bureau has had to very severely limit its expenditure, with allowable increases in spending on promotional activities being less than sufficient to offset the sharp increases experienced in media charges and production costs. For 1978-79, the publicity vote has been increased from \$685,000 to slightly less than \$740,000.

We have set out to compensate for the limitation on promotional spending by apportioning the promotional budget so as to maximise the benefit obtained from every dollar. In pursuit of this objective, we will be launching a new advertising campaign that will place greater emphasis on the State as a place of things to do, with a special appeal to interest groups.

Competition for the tourist dollar is fierce and, for Queensland to get its fair share of the potentially rich tourist cake, it is essential that it combat the increasing competition with the most modern and sophisticated marketing techniques available. This is what the Queensland Government Tourist Bureau is attempting to do, given, as I have said, its limited financial resources.

A new series of brochures has been designed, and the first of these is expected off the press before the end of the calendar year. They will be of high quality, with comprehensive pictorial coverage. A modest advertising campaign in the southern States will accompany the issue of the brochures, with a view to reaching a wide range of age, income and family commitment groups.

Encouragement is being given to the industry to promote its own welfare. As an example, it has been agreed to financially assist the newly established Brisbane Visitors and Convention Bureau with a subsidy of \$2 for every \$1 provided for bureau membership, with provision for payment of up to \$50,000 in the 1978-79 Estimates. The Bureau will play an important role in attracting visitors, conventions and other events to Brisbane, providing advice and assistance for convention planners and acting as an information centre.

As a means of obtaining closer liaison with persons engaged actively in the tourist and associated industries and obtaining views as to how the Government can best assist in the development of the industry, I have established a Ministerial Tourism Advisory Board. Initial discussions have been held with the board, and the views obtained from these discussions will be useful in considering the future planning of the Government's part in the promotion area.

One of the biggest problems that has beset the industry is the lack of statistical data, so during the past year I have appointed a research officer as the nucleus of what I hope will eventually become an efficient research unit capable of providing the bureau and the industry with reliable information concerning industry and customer trends, so essential if one is to keep on top of any business.

Turning now to the details shown in the Estimates—the operations of the Queensland Government Tourist Bureau are financed from the Consolidated Revenue allocations, which appear on page 65 and total \$4,300,000. As against this, revenue is mainly in the form of commissions received by the bureau as paid into Consolidated Revenue, the anticipated receipts for 1978-79 being \$1,100,000, as shown in the Statement of Probable Ways and Means. Amounts collected on behalf of private tourist operators pass through the department's special standing fund, for which the 1978-79 expenditure provision of \$15,700,000 is shown on page 119 of the Estimates. Last year, transactions passing through the fund reached a record level of almost \$14,400,000, compared with \$12,800,000 in the preceding year.

Before concluding, I would like to mention my appreciation of the efforts of Mr. Joe Wilson, the Director-General of Tourism, and his staff throughout Queensland and in other States towards the successes that have been achieved during the past year.

**Mr. JONES** (Cairns) (12.47 p.m.): The Minister has just completed a 47-minute speech containing much detail and many figures. The Opposition is grateful to him for that. However, it is very difficult to assimilate all the information and reply to it adequately in the 20 minutes available to me. Because of the very nature of the Estimates debate, members of the Opposition will confine their comments to various sections of the portfolio, and most of my comments, naturally, will be related to tourism, which I believe to be a very important part of the Minister's portfolio. I am not, of course, decrying the difficulty of administering the activities of the Department of Harbours and Marine.

The task of members of the Opposition is not made any easier by the annual reports of the Department of Harbours and Marine and the Beach Protection Authority coming into their hands only yesterday. Probably that is not the fault of the Minister, but I say in passing that I think more effort should be made to put reports into the hands of honourable members in time for them to study their contents, determine their merits, then debate them adequately.

The \$1,400,000 being allocated to the Weipa Harbour Board and the heavy dredging that is necessary in that area calls for a great deal of comment, but at this point I will simply say that there are problems in the Weipa area, that the allocation may be very high, that the agreement may have been wrong, and that the Government's approach to the operation perhaps ought to be reviewed.

Speaking of reviews—looking at the Queensland Marine Act 1958-1975 with the amendments to it in 1963, 1967, 1972 and 1975, I think it is about time that the Act was reviewed and virtually re-written. The fees for many of the services administered by the Minister's department have been increased by varying percentages well beyond the rate of inflation—in some instances as much as 25 per cent. I realise that the department has many avenues of expenditure, and the Minister has referred to some of them, including the replacement of pilot launches and the provision of navigational aids. A great deal could be said about the annual inspections the Minister referred to, particularly the anomalous situation with shipwright surveyors and engineering surveyors. The Minister placed a great deal of emphasis on the increasing number of vessels on the water-ways and the necessity for boat harbours along the coastline.

The boat harbour in Cairns will probably be elaborated on later by other honourable members on this side. Tenders were called in 1974. We appreciate the \$1,300,000 allocation for prawn-trawler facilities and the reclamation work that is progressing in the Smiths-Creek area. We know that there are

some difficulties between the Commonwealth and State Governments over the provision of a naval base.

**Mr. Hodges:** That has been resolved.

**Mr. JONES:** I am pleased to hear that, particularly when it is realised that, with the Iwasaki project, for instance, there did not seem to be great difficulties.

No doubt quite a few comments will come from this side of the Chamber about the development of the new port at Fisherman Islands, with an expenditure of \$12,800,000 this financial year compared with \$9,700,000 last financial year.

The new Fisheries Act will evoke quite a deal of comment from honourable members on this side, particularly the regulations introduced in 1977. Certain innovations will take effect from 1 January 1978. I must pass comment on the set-up of the Queensland Fisheries Service, particularly the great job done by the former director. Mr. Reardon came across from the Department of Aboriginal and Islanders Advancement. He was well known in North Queensland as a very competent public servant of the old school.

The full allotted time for the debate on these Estimates could be spent on the administration of and research into fisheries matters and control of marine parks. I am pleased to see that mackerel and barramundi research is progressing. At this stage I should like to get some comment from the Minister about the article in the "The Townsville Daily Bulletin" on 12 October stating that fishermen in the area denied that they had voted on or for a mackerel-pooling scheme, thus indicating that they refuted any endorsement of the Fish Board proposals. The Minister will recall that I asked him a question on 10 October. The fishermen who were named in the Minister's reply say that the Minister was in error, and they will be seeking a retraction. I do not know how far that matter has gone. I wonder whether their advice is correct or whether one of the Minister's officers gave him incorrect information, which resulted in my being given wrong information. Perhaps the Minister could look at this matter and comment on it later.

I note the Minister's comments concerning the conduct of tourism in this State. The curtailment of promotional activity has added enormously to the problems confronting the tourist industry today. I personally am disappointed to see this curtailment and the Minister must be unhappy at having to come into this Chamber and refer to it. I realise that the situation is not of his making. He was an efficient Minister for Police, and he would be an even more efficient Minister for Tourism if he had the money to enable him to do all the things that he wanted to do. I realise that economic restrictions, not at the Minister's direction, are placed on the tourist industry.

In spite of the fact that, as the Minister said, tourism is the world's fastest-growing and richest industry, the promotion of tourism in Queensland is being curtailed. It is an unreal situation. The tourist industry is presently the fourth-largest industry in Queensland. It is estimated that this year its income to the State will be of the order of \$200,000,000. The figure is only an estimate, because the Minister's research facilities are limited to only one research officer. I am sure that he would be pleased to have expanded research facilities at his disposal so that he could gather better statistical information and subsequently disseminate it to the tourist operators. They are starved of information of that type. The Tourist Bureau should be wholesaling tourism, leaving the retailing to the operators. The lack of statistical data is to be condemned.

**Mr. Hodges:** The reason why tourism has not received recognition nationwide is that the industry cannot substantiate its case with figures.

**Mr. JONES:** I realise that. I do not know whether the Minister has seen the final report of the House of Representatives Select Committee on Tourism, which was presented to Federal Parliament on 26 October. The conclusions arrived at by the committee and its recommendations are worthy of earnest consideration. I hope to be able to comment on them later in my speech.

Queensland should follow the pattern set by Tasmania, which, in 1977, introduced a Tourism Act. No doubt the Minister is aware of that legislation. He should consider the possibility of introducing similar legislation in this State, because here, as in Tasmania, tourism is of great importance. It has tremendous potential. Unfortunately, however, this potential is not recognised as much as it should be.

The development of tourism in Queensland could create a great deal more employment. Over the past few years, tourism has played an important role in maintaining the economy of North Queensland. It provides employment and it has contributed largely to the escalation in the region's growth. North Queensland has promoted its natural tourist attractions and, thanks to our concentration on promotional activities, it is now known as the marlin-fishing capital of the world. Tourism has made a tremendous contribution to the decentralisation of our State.

When I was overseas I noticed that only two natural features in Australia were highlighted by overseas tourist operators. They were—I am not putting them necessarily in order of beauty and importance—Ayers Rock and the Great Barrier Reef.

*[Sitting suspended from 1 to 2.15 p.m.]*

**Mr. JONES:** Before the luncheon recess I drew attention to two of Australia's national attractions known to overseas tourists

—Ayers Rock and, in all its grandeur, the Great Barrier Reef. We in Queensland are thus fortunate that the resorts conveniently located adjacent to and on the reef have a potential for capitalising on that attention by not only drawing tourists to the area but also sending them away as satisfied customers. However, the Government must step in, identify issues that are facing the industry and act by assisting with travel facilities and involving itself more dramatically in research, promotion and marketing of the tourist industry. An awareness of the needs of the tourist industry is not sufficient; concerted action is required at all levels. Constructive development of promotional marketing based on wider research must receive a higher priority for the direct involvement of Governments by more direct financing.

Recognition of the Great Barrier Reef has been attained, I agree; but promotional sales targets ought to be set for the saleable product. The image of tourist destinations on the Great Barrier Reef will become faded at the resort end if assistance is not directly available to operators of the resorts. At present that image at some resorts is just being maintained. The Great Barrier Reef has held its image within the travel industry, and promotional emphasis ought to remain there. But, if the resorts cannot supply the goods, tourist promotion and marketing will suffer over the whole spectrum. In the present circumstances, the reef resorts cannot maintain their image for long.

Since I became Opposition spokesman on tourism, almost 12 months ago, I have travelled extensively through the tourist resorts of Queensland. I believe that they are suffering from a lack of economic stimulation. If the recommendations and conclusions of the House of Representatives' committee are implemented, they may be given an incentive.

I think that one of the problems within the industry lies in the promotion in Australia of overseas travel by Qantas and the Australian Tourist Commission, which has had its staff numbers cut by the present Federal Government from about 130 to about 60. I believe that we concentrate too much on overseas travel and not enough on domestic tourism. Such attitudes can have a detrimental effect and are pointed up by the fact that 1,400,000 Australians travelled overseas in 1977-78, an increase of 40 per cent over the previous year, contrasting with 600,000 international visitors to Australia, about 30 per cent of whom came to Queensland. Those 600,000 visitors spent approximately \$40,000,000 here.

No doubt the concern that is being felt within the tourist industry will be reflected at the tourist seminar to be held at Alexandra Headlands between next Tuesday and Thursday, 21 to 23 November. The concern is in no small way reflected in the national debate that has taken place on both the domestic and the international airlines. Over

the past few years their operations have been placed under the closest scrutiny that they have ever been subjected to. The Leader of the Opposition will no doubt make a well-considered submission on this matter during the course of this debate.

Those who do not yet realise that planning for the tourist industry is needed and that promotion is essential ought to look at some of the figures on employment. In 1947 the primary sector employed 17.6 per cent of the work-force and in 1977, 7.6 per cent. In 1947 the secondary sector employed 37.1 per cent and in 1977, 29.1 per cent. In 1947 the tertiary sector employed 45.3 per cent and in 1977, 63.2 per cent. To put it in oversimplified terms, as between those who opt for a holiday rather than a new car, more people are engaged in looking after the former. Greater numbers of people are on the move, across the board, and it is a changing feature of the work-force that we ought to take note of and cater for. It is a trend away from the desire for possession to the enjoyment of leisure. It is interesting, in conjunction with the figures that I have outlined, to note that the March figures from the Bureau of Census and Statistics show that hotels, motels and caravan parks in Queensland employed 10,584 people whereas in the June quarter they provided work for 11,069 full-time and part-time employees. The figure is escalating all the time. In this regard, we ought to be looking at the priorities of the promotional role of the department.

What we are missing is the most important component in the tourist industry—the tourist. It is a people industry and it is a person-to-person business. Public relations are paramount.

(Time expired.)

**Mr. ELLIOTT (Cunningham) (2.24 p.m.):** In rising to take part in the debate on the Minister's Estimates—

**Mr. K. J. Hooper:** Are you going to compliment the Minister?

**Mr. ELLIOTT:** In the limited time available to me, I would rather devote most of my time to discussing tourism because many other Government members, unlike the member for Archerfield, are better versed in the other aspects of the Estimates.

**Mr. Tenni:** You have had a lot of experience in your area.

**Mr. ELLIOTT:** The honourable member for Barron River is correct as far as the Jondaryan Wool-shed complex is concerned. I take it that that is what he is talking about. Obviously I will speak on that subject in a moment but, firstly, I should like to raise a few other points. I feel that we in Queensland, particularly those of us in Government, should be looking very hard at the whole area of tourism, because unlike our present

economically strong mining and primary industries, and the primary industries probably fluctuate more than any other—

**Mr. K. J. Hooper:** What has this to do with the tourist industry?

**Mr. ELLIOTT:** It has a lot to do with the tourist industry, as the honourable member will realise if he listens.

Unlike the mining industry, the tourist industry is a continuing one. Mines obviously have a limited life. Once the minerals are extracted from the ground, that is it, whereas any industry based directly or indirectly on tourism will, we hope, be here for the next thousand years or more. We face a world-wide recession for many of the commodities that utilise our mining products.

**Mr. K. J. Hooper:** What has mining got to do with tourism? You're on the wrong Estimates.

**Mr. ELLIOTT:** It has a lot to do with it.

We would then have a situation where the very big revenue earners such as mining will run down and we will not be able to continue to ride, as it were, on the mineral boom. So it is my belief that we should be looking even more seriously at tourist activities in this State and trying to lift tourism from the fourth-largest revenue earner to the largest. If ever there was a State, not just in Australia, but anywhere in the world, with the potential for this increase in revenue and a real lift in the economy, it is Queensland. We've got the lot! The honourable member for Barron River has the most glorious tourist attractions in his electorate.

The historical attractions of the goldfields, the Barrier Reef out from the coast and any number of other tremendous attractions are tremendously interesting, and so I believe we must take increasing interest in tourism development. Tourism currently earns some \$200,000,000 annually and, as the Minister said this morning, employs about 10 per cent of the State's work-force.

**Mr. Tenni:** Is it right that the honourable member for Archerfield has been tipped to replace the Big Pineapple?

**Mr. ELLIOTT:** I believe he would be a very fair replacement. He would certainly be bigger around the girth than the Big Pineapple.

**Mr. K. J. Hooper:** That's very unkind.

**Mr. ELLIOTT:** Because I know the honourable member is very emotional, I would not say unkind things about him. He would get very upset if one were to say such things about him. However, he is not what one could call thick-skinned, by any means.

Getting back to more serious matters, I believe that we should be looking at tourism not just in the coastal areas of this State but also in the Inland. We must realise that here lies the answer to the drain in

rural population. Increased tourism would bring a tremendously increased number of job opportunities to the Inland, and by that I mean not only to Central Queensland and the Darling Downs but also the Far West. We could reverse the drift of people from these areas by promoting more tourism.

We should be looking at what is happening overseas. In the wealthier industrialised countries we see an increasing trend towards automation, which will obviously lead to a reduction in working hours and an increase in leisure-time. Having more time and higher incomes, those people will be travelling more and more. I believe that we must get out and sell tourism. It is up to us to ensure that we get more than our share of this increasing traffic in tourism. That is absolutely essential.

I believe that at present a number of factors are limiting the growth of the tourist industry in Queensland, and I will deal briefly with some of them. They may have been mentioned by the Opposition or by the Minister. The obvious thing that comes to my mind is the penalty rates that employers have to pay. Until we can overcome this anomaly, the industry will be hamstrung at week-ends, at long week-ends and at holiday periods.

**Mr. Prest:** You are wrong. You are a union basher.

**Mr. ELLIOTT:** I am not a union basher. What the honourable member says is completely incorrect. If he were intelligent enough, he would know the number of people who are being put out of work and are not being employed in new work, particularly along the coast, because of this problem with penalty rates. If he were big enough, he would know that it is in the interests of the unemployed in this State—

**A Government Member:** He is big enough.

**Mr. ELLIOTT:** Yes, but unfortunately he is not big in the right areas. However, I do not wish to get side-tracked into a slanging match across the Chamber with the member for Port Curtis, who has these out-of-date ideas.

**Mr. Frawley:** Friar Tuck.

**Mr. ELLIOTT:** He is called the Friar Tuck of Gladstone.

I believe that it is important for us to look at public attitudes, and also governmental attitudes, to tourism.

**The TEMPORARY CHAIRMAN (Mr. Kaus):** Order! There is too much audible conversation in the Chamber.

**Mr. ELLIOTT:** As the Minister mentioned, we should be spending a larger percentage of the overall revenue of Queensland on tourism. If we do not do so, it will be the old story. We have to spend a certain amount of money in order to earn money, and that applies with tourism in this State. We must

put more money into various areas of tourism. We need an international-standard airport in Brisbane. That is one area of obvious need. Fortunately, such an airport is on the drawing-board.

**An Honourable Member:** When?

**Mr. ELLIOTT:** That is the 64-dollar question. We need such an airport. In my opinion, we also need an airport in the Whitsunday area. To me, that is one of the untapped areas for new trade in tourism. We need an airport capable of handling 747's, which could fly in directly from overseas carrying people on charter flights to use the resources of that area. That is the sort of thing that we need.

I also believe—many people have stated this at various times—that internal air fares in Australia contribute to a limitation of the tourist trade from the other States and from overseas. I believe also that there is a lack of tourist promotion overseas. I think that the only person in this Chamber, other than the Minister, who was interested enough in tourism to really put his money where his mouth was and to apply himself to promoting tourism was Sir Bruce Small. The Opposition used to give Sir Bruce a hard time at various periods in his career here, but we have to hand it to him that he was 100 per cent dedicated to the cause of the Gold Coast and of Queensland as a whole. He got out and sold the Gold Coast and Queensland. If we want tourist traffic to this State to increase, if we want revenue from the tourist trade to increase in real terms, we must go out and sell the State. Promotion, coupled with the other factors that I have mentioned, is the name of the game.

There must be far more unity in the industry. There is now too much fragmentation and too much jealousy between various areas and various tourist operators. No fragmented industry ever gets anywhere, whether it be a primary industry or some other industry.

**The TEMPORARY CHAIRMAN (Mr. Kaus):** Order! There is too much audible conversation in the Chamber.

**Mr. ELLIOTT:** The Queensland Government must come to the party with the tourist operators. In introducing the Estimates earlier today, the Minister indicated that a research programme is being undertaken. I believe that it may provide many of the answers to the question of what the Government should be doing, and I hope that it can be dovetailed in with what private operators are doing. Unfortunately, too often the approach by private operators to the Government is fragmented, and that is not good enough. There is fragmentation in promotional material, which leads to duplication and wastage. It is absolutely essential that everyone gets together, works out a strategy for the State as a whole, and stops nit-picking.

A "she'll be right, mate" attitude seems to permeate Australian society today, and one certainly sees it in the tourist industry. Some employers and employees—fortunately, they are in the minority—display that attitude, and at times it results in below-standard service, inadequate facilities, dull promotion and failure to seize selling opportunities. We must look very hard at that problem and try, through seminars and all other means available, to encourage people to eliminate that attitude.

There is a need for further encouragement of both private and community groups to develop projects of interest in the inland areas of the State. As I mentioned earlier, in both the Warrego and Gregory electorates there are areas of tremendous interest to tourists, and much could be made of them. People should be encouraged to travel to those areas, not just up and down the coast. They should be encouraged to travel not only by coach but also by internal airlines. I am aware of the problems relative to air services now being experienced by the honourable member for Gregory. If more tourists could be encouraged to use the present air services in western areas, it would have the secondary benefit of assisting people who live there. Obviously, if the services are used more, the greater demand will lead to better services in country areas. The effect will be twofold, and that is very important. In addition, increased employment opportunities would help to reverse the present trend for people to drift away from country areas.

While I am discussing Inland tourist facilities, I should like to go on record as commending all those associated with projects such as Brookvale Park, the Jondaryan Woolshed, and the Bernborough Centre and statue at Oakey. I acknowledge the very generous help given by the Minister and the Government for the setting up of the Bernborough Centre.

**Mr. Davis:** How much?

**Mr. ELLIOTT:** It is more an attitude than how much. The Government realised that this meant something not only to the history of racing but also to Queensland. It realised, too, that it would mean something to the growth of Oakey. It has proved to be a tourist attraction. When those three projects are linked with other interesting aspects of the Darling Downs, including the garden city of Toowoomba, it is realised that there is much to see in a day's outing. People will not go out just to look at one feature unless they have a particular quirk that way. They need a variety of attractions to look at when they make a day trip. Day-trippers could start off, say, in Toowoomba, go out to the Bernborough Centre, then to Brookvale Park, on to the Jondaryan Woolshed and then to the Bunya Mountains National Park. That would be an enlightening day's trip for anyone to make.

I congratulate all those people associated with the Jondaryan Woolshed project. They have made tremendous progress. That magnificent complex is attracting more and more people every year. If we could develop more such facilities in the Inland we would really get somewhere with tourism there.

I pay tribute to all those people who had something to do with the Brookvale Park project. All members of the National Parks Committee were there the other day. They were fortunate enough to have a guided tour of the Brookvale Park area. That project is something of which everyone can be proud. What has been achieved indicates the dedication of those who have been associated with it. Initially, it looked as if the project would have no chance of financial success. I have never seen such dedication to any project. Les Coburn worked there for years and years before anything was made out of the scheme. For a long while it appeared that the initial costs would never be recouped. It was not started originally as a money-making venture. It was commenced because of the very real concern of those dedicated people that nothing was being done in Australia to preserve our flora and fauna.

(Time expired.)

**Mr. BISHOP (Surfers Paradise) (2.44 p.m.):** I congratulate the honourable member for Cunningham on his speech on tourism. I wholeheartedly support the sentiments he expressed. I am sure he would know that by the year 2000 tourism will be the largest industry in the world. It is already the largest foreign-currency earner in the United Kingdom, France, Spain, Italy, Hawaii, Hong Kong and Singapore, and by 1985 it could be our biggest.

I am sure that members of the Labor Party would agree that tourism creates secure jobs like no other industry can. Computers cannot look after people. Experience in Europe proves that every new job created is matched by a new supply job somewhere in the economy. It is known as the one-for-one principle. If work is created for a waiter, someone has to clothe and feed him. It is perhaps callous, but practical, to say that the beauty of the tourist is that we can use every bit of him. A tourist brings literally nothing with him except what he stands up in when he arrives with his suitcase. He needs a room, food, liquor, companionship, presents and entertainment. He uses banks, hire cars and so on. Each day the average tourist spends four times the amount of money that he spends when he is at home.

The rewards from tourism are mouth-watering. Figures put out by the Australian Tourist Commission show that the average tourist in Australia spends \$550. A total of 1,000,000 additional tourists in 1985 would bring in \$550,000,000 at today's prices.

None of those statements are mine; they were made by a world travel expert and they appear in the latest addition of "Travel Week". I repeated them to highlight the lamentable lack of a positive approach to tourism in this State. For too long we have struggled along without an innovative and declared tourist policy. For too long we have suffered from a shortage of funds.

The 1978 annual report of the Director-General of Tourism shows clearly that a tremendous squeeze has been placed on the Department of Tourism, and the Minister made that quite clear in his speech. In his report the Director-General said—

"In the light of increased media and production costs, the publicity budget (for 1977-78) of \$685,000 represented, in real purchasing costs, a reduction of about 25 per cent . . ."

thus resulting in abandoning or curtailing some vital areas of promotion. He went on to say—

"The situation was further aggravated by the need to take almost \$20,000 from the Publicity Vote in order to maintain staff salaries."

As the Minister said, in this financial year the situation has not improved. Further promotional activities will be curtailed. That is simply not good enough in view of the fact that we are regaled continually with statements such as, "Queensland is the nation's tourist State," "Tourism is our fourth-largest revenue earner, employing thousands," and, "Tourism is a major element in our prosperity and development."

In answer to a question that I asked the Minister on 13 September this year, he said—

"As a major industry with enormous potential, tourism certainly deserves to be promoted more fully than at present and every effort is being made to provide sufficient Government funds to boost the industry Queensland-wide."

Queensland is losing out in the tourism race. Our major competitors—New South Wales, Victoria and Tasmania—have tourism budgets that are higher than ours. Victoria's is almost twice ours. It is easy to criticise the Queensland Government Tourist Bureau for its lack of effort in tourist areas. I do not intend criticising it. However, the fact remains that year after year the Government has starved it of funds. Queensland provides fewer incentives to regional tourist organisations and local authorities than those provided in other competing States. Victoria, for example, provides \$120,000 to 10 tourist regions plus \$1 for each \$2 raised in membership from the private sector. On top of that, it provides \$2,000 to each region by way of promotional aid. This represents a total of nearly \$200,000.

The New South Wales Government subsidised 29 tourist associations to the extent of \$122,300 in 1976. Their total income was \$700,000, of which \$362,000 was provided by

local government. The Tourist Development Fund in Western Australia granted \$350,000 to country tourist associations in 1976. While all of this activity and encouragement was going on all round Australia, Queensland was giving \$60,000 to regional tourist associations. It has been increased to \$80,000 in this year's Estimates, and there is the innovation of the 2-for-1 subsidy for the Brisbane Visitors and Convention Bureau. It may be said that in other States there are certain structural differences between the ways in which the tourist bureaus are operated. That is quite true. Nevertheless, I do not think it is possible to deny that this Government needs to step up its assistance. There is today hardly a country belonging to the International Union of Tourist Organisations that does not use incentives to promote tourism. Comparison with those incentives shows how puny are ours. There is more than adequate proof that it is imperative to create and encourage tourist facilities to ensure harmonious economic and social development.

It is not abnormal for a businessman to spend 5 per cent of his gross takings on promoting his business. If, as we are repeatedly told, Queensland prospers to the extent of \$300,000,000 by tourism, would it be unreasonable to provide \$3,000,000, or 1 per cent, to promote the industry in this State? I know that the Minister has quoted the figure—and it appears in the Queensland Year Book—of \$200,000,000. It is very easy to do a mathematical exercise on the Gold Coast alone to prove that that amount is underestimated by at least 50 per cent.

In today's economic climate, I suggest it makes extremely good sense for the Government to loosen its purse strings and invest more money in the tourist industry. This is a time of high unemployment. Tourism, everybody would acknowledge, is labour intensive. Tourism employs workers of all age groups who are less skilled than those in other areas of employment, and it is in those areas that our employment problems predominantly lie.

**Mr. Hodges:** It is more labour intensive than any other industry.

**Mr. BISHOP:** That is correct. It sustains the small businessman and, without doubt, as has been proven over and over again in this State, every tourist is a potential permanent resident.

The future of Australians will be determined by the way in which they cater for their leisure hours. They have more time to travel now, and they are going to have lots more of it in the future. Leisure time will continue to increase far more rapidly in the next 10 years than it did in the last 10 years. In the 1980s, more than 40 per cent of Australians will be employed in the leisure industry.

It is very disappointing, in my view, to see that at this moment Queensland is missing out in tourism, and it is in severe danger of

missing out in the future. The State's bed-occupancy rate is the fourth lowest in Australia. For seven months of the year, our occupancy rate is the lowest in Australia—in spite of the fact that on the Gold Coast the biggest accommodation boom in the State's history is under way. If our relative position in tourism is declining, there must be reasons because, as pointed out by other members, any speaker on tourism in Queensland will say that we have everything going for us in a physical way. We have the best climate in Australia. We have the best and largest number of accessible beaches. We have the Great Barrier Reef. We have island resorts. We have rain forests.

**Mr. Hodges:** Airport curfews.

**Mr. BISHOP:** We have airport curfews. Let us face it: you name it and we have it in Queensland. So what are the answers? To start with, I suggest the establishment of a promotion and marketing department. I suggest that the advertising of Queensland be removed from the Queensland Government Tourist Bureau and put into a new department whose sole responsibility would be to handle the specialised task of promoting Queensland. This has already been done in three other States where I understand it has worked successfully. And it is significant that they are our major competitors. I suggest that this department's task should be, amongst others, to research the existing tourism market by examining our own resources of tourism, our attractions and facilities, and their adequacy in comparison with those in other areas in Australia. We need to consider the factors determining demand and supply and examine our development opportunities.

In the result, the Government needs to determine its own policies on the future of tourism. At present there appear to be none. The Government is giving no policy directions to anyone. The Minister's parliamentary committee, of which I am a member, has not met during the life of this Parliament. In view of that, it seems strange that a Minister's advisory committee has been set up and approved by Cabinet, and I gather it has not met a great deal either.

The Director-General of Tourism, in his 1978 report, said—

"To date, there has been a paucity of research pertaining to the tourist industry in Queensland with the last major study undertaken by the Department in 1969-70. Three major proposals for research have been formulated for the 1978-79 financial year. These proposals are concerned with research and evaluation of the Department's 'Planned Advertising Campaign', a survey of tourist accommodation, i.e. units, flats, and houses on the Gold Coast and Sunshine Coast land, e.g. Caloundra, Cairns, Whitsunday and a study at localised areas of Queensland, of visitor numbers, origin of visitors and length of stay.

"The funding requirements for these research proposals have been provided for in the Department's Estimates for the 1978-79 financial year. Should the required funds be forthcoming, these research studies would provide the Department and the tourist industry with a much needed base data to assist in the decision making and policy planning areas."

I understand that no money for that research is allocated in this year's Budget. The Government, I believe, should undertake a study of the assistance that it can give to the accommodation and tourist industry. The study should, in the first place, try to determine the precise effect that the financial incentives that have been granted already have on the growth of the tourist industry. Secondly, the study should not be limited to financial incentives alone, but should attempt to give a complete picture of all the means employed by the State in this field. I suggest that the purpose of incentives is to encourage private enterprise to contribute financially to tourist organisations. Whether or not it is because of the lack of incentive by the Government, private enterprise has been sadly lacking in providing funds to promote the industry as a whole.

The report of the House of Representatives Select Committee on Tourism—and any honourable member interested in this subject should obtain a copy of it and read it—states—

"The role of Local Government is crucial to the development of Tourism since Local Government is expected to carry most of the burden of the provision of Tourist amenities."

It goes on to say that—

"More consideration should be given by State and Local Governments to the adoption of differential rating in Tourist destination areas."

If members turn to whichever sources they wish, they will see that the overwhelming weight of evidence is that this State does not know where it is going with regard to tourism. There are no policies or aims from the Government—only poor salesmanship and lack of understanding of tourism's economic worth to the State, not only for today but for the future—and no co-ordination between State, local government and regional promotional groups.

A couple of years ago, South Australia undertook a tourism development study, the aim of which was to increase the level of tourist activity in the State over a five-year period. They found that they were retaining a high percentage of the South Australian market and concluded that South Australia need attract only a small proportion of the total eastern States market to achieve large increases in tourism. They are looking for a growth rate of 8 per cent. So we have to realise that Queensland has got to get more professionally into the tourist market,

because every State is competing for a piece of the same cake. New Zealand, Fiji and New Guinea—indeed, the whole world—are cutting away at our market share.

It is illuminating to read in the Federal committee's report the following comments on the promotion of tourism—

"Reference was made by T.A.A. to a study which had found that the community's awareness of Australia's major holiday destinations and the image of Australia as a place to holiday are appallingly low. There is a widespread view that what Australia has to offer is outclassed by the rest of the world. This view has grown up almost unchallenged in the face of constant promotion of overseas destinations and the default on the part of the Australian Travel Industry to present a convincing alternative point of view. It was claimed by T.A.A. that because of pressure from overseas countries and the lack of informative domestic promotion, Australians' awareness and image of their own country has been eroded dramatically."

I would suggest that the same situation applies as regards Queensland's relativity to other parts of Australia. We are losing the battle. Outsiders sometimes say that the Gold Coast's promotional exercises are overplayed, repetitive and gaudy, but they have at least helped to put, and keep, the place on Australia's tourist map. At least Australia knows about the Gold Coast. I suggest that we need to make up our minds whether we are in the tourist industry or not. If we are not, let us say so and opt out of it.

**Mr. BURNS** (Lytton—Leader of the Opposition) (3.4 p.m.): The Government must appreciate that the tourist industry is extremely effective at encouraging decentralisation and, of course, in creating employment. It is, as I think the Minister interjected before, one of the major employers of labour as far as our State and, indeed, the world is concerned. It is time we stopped knocking our local tourist industry. All that stops it from being equal to, or better than, its overseas counterparts are Government regulations and controls. I might make the point that the National and Liberal parties have been in power in this State for 21 years, and 28 out of 31 years federally, so they must accept some of the blame.

I believe that the first thing we have to do if we want to help people in the tourist industry is to place pressure on the Federal Government to provide tax incentives to the tourist industry. Those incentives would not only assist to improve facilities but, as I said, would provide tremendous job opportunities. The Government's tax policies, as they affect private companies, depreciation allowances, investment allowances, etc., have made it virtually impossible for Queensland's privately owned tourist interests to continue to develop their facilities.

I turn to airline fares. Australian airline fares are the highest in the world. Government taxation policies put them in this bracket. I am reminded of yesterday afternoon's "Telegraph" headline, which predicted a rise in air fares. Mr. David Jull, the Liberal member for Bowman in the Federal Parliament, said that this air fare rise would be introduced next week. He said—

"This followed the parliamentary debate and passage of legislation to increase air navigation charges by 15 per cent from December 1st."

That air fare rise has nothing to do with labour costs. It will occur wholly as a result of a Government decision to charge more in taxation. The policy of slugging portions of the tourist industry has continued over the years. The more one travels around the world, the more one realises that our airlines can more than compete with overseas airlines. I believe no airline in the world is better than Ansett, T.A.A. or Qantas in the provision of services and facilities. But when we get down to it, we see that these are southern-based airlines, and their decisions, as a result of actions by the southern-based Government, are attacking this northern State's tourist industry. We must do something about it.

Not taking into account the rise in air fares that Mr. Jull is predicting will occur next week, the last increase of 5 per cent in Australian domestic air fares was the sixth such increase since the Fraser Government came to office. In total, air fares have increased by 25 per cent in two years—and people wonder why tourists are not coming to this State! Everybody knows that one can fly to Fiji and other similar places cheaper than one can fly to areas in one's own State. Basically, this is because of Government regulations and taxes.

In the U.S.A., the Carter Government has had remarkable success with its policy of de-regulation. The policy in the U.S.A. has worked so well that, overall, air-fare levels have fallen by 4 per cent while the inflation rate has increased by 8 per cent. There has been a 20 per cent increase in the number of passengers carried by the airlines. In the newspapers in America one reads of airline after airline bringing down its financial statement and reporting fat profits. The number of passengers being carried is up and fares are down. Why cannot the same position apply here?

It seems to me that one of the first questions we must ask this free-enterprise Government is: Why not introduce a little free enterprise and competition into the airline industry? Why don't we try the American system for 12 months? If we had the same success as the airlines in America have achieved, the consumer, the passenger, would benefit, as also would the tourist industry. Everyone, including the airlines, would benefit.

We must create new opportunities for competitive pricing. We must end the farcical situation where it is cheaper to fly to Fiji than it is to visit our own Barrier Reef islands.

**Mr. Ahern:** Is this A.L.P. policy, what you are reciting now?

**Mr. BURNS:** I am announcing it for the honourable member. What I say, I say on behalf of the Queensland Branch of the Labor Party.

I do not know whether any member has noticed the operations of Advance Airlines of Australia in Toowoomba. Recently it advertised that it had slashed its return fare from Sydney to Toowoomba from \$161 to \$89. That was done on 2 October, just 48 hours after T.A.A. and Ansett had announced further air-fare increases. Advance Airlines was able to reduce its air fares by nearly half at the same time as the big boys from the South were increasing their air fares. I wonder why. If Advance Airlines can do it, why can't the big boys do it?

I believe that we should change the two-airline policy in Australia, and I will be making recommendations to our convention on this basis. We should allow both T.A.A. and Ansett to enter the international market. We should allow Qantas to fly our internal routes. At one stage it suggested that it wanted to do that. We should encourage charter operations within the Australian scene. I believe that we have to accept the latest style of overseas charters. I think that when we look at the Laker operation we see that Australia is putting its head in the sand. When one gets off a plane in Greece, Spain or any other European country, one sees the airline waiting rooms full of people waiting to get on charters. Those people have been to beaches that cannot compare with ours. The authorities in those countries are selling the people sun and sand. In fact, they are selling them rock and gravel. One has to climb down iron rungs to reach some of the beaches.

Let us look, for example, at the Laker operations. A Laker advertisement in a Los Angeles newspaper reads, "London prices falling down \$220 one way." The charter operators in competition with him are offering a return fare from Los Angeles to London for \$198. I went along to the airline offices in the hotel where I was staying to check out those fares. I also checked with the people in the American Government, with whom I could make contact, and they said, "No worry about them. They are secure operations. They are not fly-by-nighters; you are not going to be left over there." One cannot fly from Brisbane to Townsville or Cairns for those sort of prices, yet people are flying half-way round the world for them. I stayed at a hotel in London. It cost me more to stay there than it would have cost me to fly from London to New York for a weekend. I was paying \$72 a day. One can fly across the Atlantic Ocean for \$69.

**Dr. Scott-Young:** Are the services on the aircraft any less than on the other ones?

**Mr. BURNS:** No. They are not much different from our economy class. The provisions are there and you buy the facilities you want. People go aboard knowing that, and when one considers the difference between the first-class fare, with the meal one possibly gets, and the economy-class fare, I cannot see the justification for the variation.

During the time that I was in the United States of America, the American Government continually asserted—and it has done so again in the last few days—that it wanted to reduce by half the fares across the Pacific. American tourists cannot come here because of the high fares and the long distances involved, but they are buying charters through Air New Zealand. They are going to Auckland and coming here for a couple of days on the way home. They should be induced to land here in Queensland.

We are coming to the time of cheaper air fares; we are talking of the time when more and more people throughout the world will want to come out and see our country. Australia has more to sell than any country that I visited while I was away. No country can compete with the facilities that we have here. I am not speaking about international hotel facilities—we do not have those; I will come to them in a moment—but the beauty spots, the beaches, the sun and the things that tourists like to see. We are held back by governmental regulations. Let us look at fuel tax, Mr. Kaus. It has a tremendous bearing on the cost of travel, and I suggest that it would be wise for the Federal Government to reduce fuel tax in order to encourage travel within the nation. Such a move would probably generate more revenue than the Government now receives from fuel tax. More people would move about. The Government continues its restrictions and then says, "People are not travelling."

Let us consider our domestic airports, Mr. Kaus. If you go round the world, you will find that many Governments, as part of their defence programmes, absorb a reasonable proportion of the maintenance of airport and air navigational facilities in the defence vote. The Federal Government in this country does not. It charges them all back to T.A.A. and Ansett, which then pass them on to all the tourists who want to come to Queensland from thousands of miles away. It would be worth while looking very closely at reducing these Liberal Government costs and charges.

**Mr. Hodges:** Would you give any support to the elimination of the airport curfew?

**Mr. BURNS:** Yes. I will come to that in a moment. I ask the Minister to let me develop what I have here; I do not think he will be unhappy.

We should go a little further and look at our international promotion programme, for it can be shown that tourism is the greatest earner of overseas finance. For example, tourism in Singapore increased 14.8 per cent last year, and in Hong Kong the increase was 12.6 per cent. Britain earned more than \$9,000,000 a day from overseas visitors last year—\$9,000,000 a day! Figures show that some 36.8 per cent of the total number of visitors to Fiji last year were Australians. Basically, Fiji is competing with Australia, yet Australia's contribution to Fiji's \$80,000,000 tourist industry last year was about \$29,400,000. We seem to spend more time exporting travellers overseas than endeavouring to import them.

Our promotion round the world cannot compare with that of other countries. In the October issue of "Mainliner", a magazine distributed by United Airlines, which serves 110 cities in the U.S.A. and Canada, a winter-holiday programme to the sun spots of the world was featured—a multi-page colourful brochure—and right at the back is one paragraph about Australia and New Zealand. This is what it says—

"Aussie cities range from the bustle and high-rise modernity of Sydney to the more sedate, turn-of-the century aura of Melbourne. Sydney encompasses more beaches within its city limits than you will find on many Pacific and Caribbean islands. Nature lovers adore the countryside, however, for nowhere else can they view such rare creatures as the cuddly Koala bear, the broad-billed platypus, the emu (the ostrich's kissing cousin) and, of course, the kangaroo."

That is the lot! They are talking about the sun spots of the world, and that is what Australia gets—nothing about Queensland, not a word; nothing about the Gold Coast, the Great Barrier Reef, or any of the other resorts we have to offer. This is the page that I took out of the magazine. I threw the magazine away; I did not want to keep it. It is a well-circulated magazine that is promoting Hawaii, the Caribbean, Jamaica, Greece and all the islands around the world—and we get one paragraph.

**Mr. Hodges:** That is the fault of the Australian Tourist Commission. It has done a poor job in that area.

**Mr. BURNS:** I think it is the fault of each and every one of us, because in many ways we tend to knock our own country a bit too much and we do not do enough promotion.

It is about time we tried to convince our newspapers, and especially the women's journals, to show a little more interest in travelling in our own country. I cut out of "The Australian" this morning an advertisement for a competition that it is running, with a prize of a holiday in Tahiti. "The Australian Women's Weekly" promotes tours round the world; one sees similar

things in magazine after magazine. The competition prizes are always tours to somewhere out of Australia. Why can't we get our own newspapers to promote Australia? When an overseas country wants to do something about tourism, it invites one of our papers to send a journalist over for a free trip. He writes article after article in the back pages of their magazine to promote the idea of Australians leaving this country.

The other day I read about an honourable member supporting the idea of a casino on a train. I have a different attitude. I support casinos; I believe in their tourist potential. I believe that a referendum should be held on the Gold Coast to see whether the people in that area want a casino down there. They should be given that opportunity to make up their own mind. I cannot settle on the idea of a moveable casino on a train.

**Dr. Scott-Young:** It would be like the old Kembla Grange race trains in Sydney.

**Mr. BURNS:** It most certainly would.

There are other things that should be promoted. The Government should be grabbing the opportunity to get the Australian Stockmen's Hall of Fame here. We should be supporting that project in every way. In the United States, the Wild West is promoted. People come from all over the world to see what is provided there. At the moment, people are struggling to get Government support for an Australian Stockmen's Hall of Fame. After all, that sort of thing is part of our history and heritage.

We should be doing something now about the International Exposition in 1988. The well-prepared proposals put forward by James McCormack must be investigated, and fully supported if deemed feasible. That is the way to bring people to Australia. They come here for conferences, expositions, the Commonwealth Games etc. When they go home to their own country, they might be able to send a few more back.

The message I want to put across is that we have to get up off our backsides and promote and encourage Australian tourism. We have to do it overseas, as other countries are doing it. Even the small Communist countries are beating us. The Black Sea areas are being promoted all round the world. The Communist airlines are all cutting prices to bring tourists into their own areas. They are reducing costs in order to get the overseas exchange money.

**Mr. Hodges:** If the A.T.C. won't do it, let each State do it on its own.

**Mr. BURNS:** If we have to, why shouldn't we go out and promote? I don't believe that the Federal Government is going to be able to stop cheaper international air fares. The other day the I.A.T.A. people were agreeing that they were going to change their policy on air fares. It is going to come. When it does, tourists from all over the world will

want to come here. Queensland needs to be organised; we need international hotels. Assistance should be provided by way of investment allowances and depreciation allowances. We have to do that for the tourist investors here; we are not doing enough for them now. Daily, hundreds of Germans are flying into Indonesia, but they do not come on to Australia. They go as far as Indonesia because of the cheap charters. We must grasp the challenge. We have the goods; let's provide the facilities.

Let us consider longer annual leave. That is the first thing we should be talking about at this time of unemployment. Everybody knows that we are going to have to face the problems brought about by technological change. As we face that change, we should grant longer annual leave. Longer annual leave will give us an opportunity to develop tourism.

**Mr. Moore:** Who pays the bill?

**Mr. BURNS:** We all pay it now when we pay the dole. We are paying it all the time, one way or another.

**Mr. White:** What about abolishing penalty rates?

**Mr. BURNS:** I think the honourable member is tackling it from the wrong angle. I was in Thailand when agreement was reached for a new wage of \$1.70 a day. How can we ever compete with them? There are other ways of competing. Surely we are not going to reduce our own working and living standards to compete.

Let me mention a couple of ways of competing. First of all, let us consider the investment allowance. The Federal Government's investment allowance should have been available to all industry. It was never available to most of the tourist industry. It was designed in such a way that it had no value to the tourist industry. If a high-rise building of 100 rooms was being built, the owner would have to furnish each room with a minimum of a bed, a mattress, a T.V. set, a refrigerator and a table. The minimum cost of all of these items would probably be about \$250,000. He would receive no investment allowance at all, because each bed and each other item would be counted separately. The investment allowance would be paid only on single items. If he was allowed to claim for 100 tables, 100 chairs, 100 beds, 100 carpets and so on, he would be able to claim his 40 per cent investment allowance. As none of the individual items would have a value in excess of \$500, he would receive nothing.

**Mr. Jones:** What about old buildings?

**Mr. BURNS:** If someone erects a building, it attracts little or no depreciation allowance. If, however, General Motors-Holden's buys a piece of machinery at a cost of, say

\$5,000,000 and installs it, it attracts a depreciation allowance for its entire life-span. The Government should change its attitude to these matters.

The same comments apply to restaurants. None of the tables or chairs in a restaurant attracted the investment allowance. In fact, the investment allowance was not applicable to plant used in gambling, entertainment or recreation. I have shown that the Government's policy was a bad one in relation to entertainment and recreation. As for gambling, there was no opportunity in this State to see what effect the Government's policy would have had.

The Government, by its taxation policies, brought about a ridiculous situation. Anyone who purchased an aircraft overseas, providing overseas jobs, and imported it into Australia was allowed investment allowance deductions on it. If, however, he erected a building on the Gold Coast, providing local jobs, for the purpose of accommodating tourists, he was given little or no assistance at all. The situation was crazy.

Again, the undistributed profits tax imposed on small companies—the mum and dad businesses such as we have in Queensland—is typical of the Federal Government's bad policies.

It is time that the Queensland Government looked at the tourist industry to see what could be done to improve it. The Government should look at what is happening in other countries, where Governments are building international hotels and leasing them to international companies such as Hyatt Intercontinental and Sheraton, so that tourists can be attracted to them. We should set a similar standard in Queensland to attract tourists to this State.

In Spain, the Government built 80 hotels in areas that were not attractive to commercial developers and leased them back to tourist companies. The Jamaican Government, by various means, has acquired most of the major hotels and leased them to operators. Employment has been created and the hotels are providing good returns. The Mexican Government has recently negotiated a \$30,000,000 loan to help finance the construction of hotels.

**Mr. Hodges:** New Zealand does the same.

**Mr. BURNS:** Indeed it does.

I want to deal now with the new port of Brisbane. In a recent edition of the "Wynnum Herald", which is a highly respected local newspaper, a number of questions concerning the new port are asked. The people in my area want to know: Will the new port create jobs and, if so, of what type, in the area? Will it attract new factories to local industrial areas? Will young people, many of whom are unemployed and others who are still at school, have career opportunities in trades such as electronics, mechanics, boiler-making, fitting and turning, shipwrighting

and so on? How many persons will be employed at the new port as each stage is completed? Will increased mechanisation in port and ship-handling mean fewer jobs? Or will fresh jobs be created, and how many? Will the new port create more business opportunities and give fresh impetus to those who are already in business in the Wynnum district?

We are pleased to have the new port in our area. We see it as providing an opportunity for the area to grow. We want the port as a good neighbour and we want to live as partners with it. We feel, however, that we are left out of the discussions.

The port is being developed immediately adjacent to a first-class residential area, in which people have lived for many years. They want to be involved in it and they need closer communication with the Minister's department.

I am not attacking the Minister's officers. When I was in London, I visited the Port of London Authority and I was told by Mr. Ordman and other authority officers that the men on the Brisbane Port Authority are of top quality. The people in London have the highest regard for them. There should be better communication between the Brisbane Port Authority and the people of the Wynnum area.

(Time expired.)

**Mr. AHERN** (Landsborough) (3.24 p.m.): These Estimates have particular relevance to the electorate of Landsborough and its people. The fishing industry is of particular significance in my area, and it is in relation to that industry that I address the Committee this afternoon.

The port of Mooloolaba is a very important fishing port in Queensland. In fact, the fishing industry in Mooloolaba is a \$5,000,000 industry. Approximately 100 boats come and go from time to time. As well, there are many that operate regularly from the port. Some of them are, by contemporary standards, huge sea-going vessels. The fishing industry generates an immense amount of employment in the area, both directly and indirectly.

Although much consideration is given to the fishing industry in the State, I have been worried for some considerable time that it is not being afforded the priority that it perhaps needs and deserves. Fishing is a primary industry, which is something we tend not to realise. It aids decentralisation by generating employment in remote parts of Queensland, which is a significant and important aspect that our Government is trying to foster wherever possible.

Of course, at the moment funds are short. In no Estimates debated to date have members not said that more money ought to be spent in a particular area. I appreciate that. I understand the need for restraint at both Federal and State levels. However, the fishing industry makes an enormous contribution, and

in recent times it has been facing some particular problems. What worries me most on behalf of the people in the port of Mooloolaba is the matter of mooring fees, which have been increased very harshly.

For the record, I will trace a little of the history of this. The Minister made some reference to it in his speech on the Estimates. The Harbours Corporation Fund was recently established to fund the development of small-craft amenities throughout the State. It has been given the responsibility of mooring fees, along with the other facets of its administration. As I understand it, small-craft facilities used to be funded by the Federal Government through a contribution to the States from fuel taxes paid to the Federal Government. A small amount of money was contributed to the States as a gesture towards the development of small-craft amenities. In one of the Federal five-year agreements, that was scrapped. That responsibility was handed over as the complete responsibility of the States.

The Harbours Corporation Fund has been the source of recent small-craft developments. Of course, there has therefore had to be a substantial contribution from Consolidated Revenue. The Minister stated that \$500,000, allocated by way of a non-repayable loan, is the contribution from Consolidated Revenue for small-craft amenities. On top of that, \$750,000 by way of the sale of debentures has been offered to assist the corporation in the development of mooring and ancillary works.

Of course, the fund has its general revenues by way of harbour dues and, as the Minister said, \$220,000 will be paid this year as a State levy on mooring fees. Mooring fees are now something like \$200 per annum for each Crown mooring and \$120 per annum for private moorings. On top of the mooring fee, each management authority, whether it be the Port of Brisbane Authority, a local authority or some other authority, has been given the power to impose an extra fee to recover the charges necessary for management, control, administration and maintenance of those facilities.

The outcome of this arrangement has been a very significant variation in mooring fees along the Queensland coastline in the various harbours where the Crown provides mooring facilities. In Rosslyn Bay, for instance, the cost of mooring piles is something like \$23 per metre per annum, whereas at Mooloolaba the figure is \$42 per metre per annum, or \$45 per metre per annum for the swing moorings. That is a very significant amount. I have not been able to research the correspondence completely but I believe that I am right in saying that those using the port of Mooloolaba pay the highest mooring fees in the State.

A fee of \$45 per metre per annum does not sound enormous but, considering the size of the boats operating from Mooloolaba, the mooring charges that are being levied on

some persons who own their own boats and are servicing immense debt repayments and paying deck-hands in excess of \$1,000 per annum. That is a very significant charge and it creates a lot of hostility in the area.

I have not had time to research all of the comparative figures, but some very different schedules have been adopted in other ports. That is seen to be the responsibility of the various port authorities and I suppose it is. I know that the Minister is looking at this and I ask him to look very seriously at it because there is immense dissatisfaction in that area and I cannot help being sympathetic to the criticism that is being levelled.

**Mr. Houston:** You won't get the Government to change it.

**Mr. AHERN:** The Minister said that he is having a look at it and I accept his concern.

I have made a comparison with the position in New South Wales. It is often said that New South Wales does not have the facilities that we have here but, as an instance, the fee for a prawn at Coff's Harbour, in mooring fees and charges for a considerable number of ancillary services, which appear to me to be available there, and I have been there, is \$1 to \$2 a week. That applies to both commercial and private fishing boats in that State.

**Mr. Moore:** Somebody is subsidising them, though.

**Mr. AHERN:** Somebody is, and I am about to develop that argument. There is no such thing as a free lunch. There are some mitigating factors.

The Minister has provided me with an enormous file on this subject. I have been trying to ascertain what has been going on and get some relief. What the Minister has provided me with points up the problem. He has said that in the 10-year period from 1968 to 1978 there has been a 350 per cent increase in registered power-driven craft, from 20,000 to over 70,000. The increase is continuing. It is a growth industry and we have been struggling to provide a base amenity throughout the State. I recognise that. In addition, there are thousands of dinghies and sailing craft, which have not to be registered, and they require amenities.

Levies were reluctantly but necessarily introduced in 1976. In the 10 years prior to 1976, the Government invested \$10,000,000 in the provision of boat harbours for no return from the users. This year the Government will spend \$1,329,000 on boat harbours, including 300 additional moorings, to help cut back the waiting list. The return by way of levies will be \$222,000. All of that money will be used to service the three loans that have been invested since the introduction of the levy in 1976.

The present estimated cost of providing a single mooring in a developed boat harbour is between \$4,500 and \$5,500 and the cost

will continue to escalate. In addition, something like \$1,000,000 is expended annually on public facilities, such as breakwaters, car-parking and ramps, which benefit the mooring holders as well as the non-mooring holders and for which no return is demanded. The Minister has said that he will be looking at the matter and I accept that, but there is concern and I believe that the payments at the moment are too great and I ask for some special consideration. I have put it to the Minister previously that the fishing industry should be looked at as a special case and that we ought to be fostering it.

While considering whether these facilities are necessary, perhaps the Government could give consideration to providing a subsidy on mooring fees. The Minister for Maritime Services referred the matter to the former Fisheries Minister. Of course, he is the responsible Minister now. The former Minister was sympathetic. He was worried about it and had been receiving deputations. I think the present Minister is likewise worried about it. But the Treasury pointed out that we did not have the funds to make a substantial contribution.

The fishing industry has a valuable contribution to make to Queensland's economy, but we could lose operators interstate because they could find it more economical to work there. This is something about which we should be worried. We should be encouraging the fishing industry because of the contribution it makes, as a primary industry, to decentralisation and to our economy.

**Mr. Houston:** Have you researched the amount of money spent on main roads a year against what is paid by the transport operators?

**Mr. AHERN:** The honourable member makes a valid point. I brought this matter to the Minister's attention because it is a very significant problem. There are all sorts of parallel cases when we look at the contributions made by other primary industries and the concessions that are given to them. I am making the point in the context of what the fishing industry does and can do in the future. I believe some contribution in this area is indicated and should be considered by the Government.

**Mr. Hodges:** Would you consider that the funds earned by the industry could be employed to provide the facilities for the industry?

**Mr. AHERN:** I think that has been happening through the Fish Board. I think fishermen accept, to some extent, that the user must make a contribution, but they are saying to me that they do not want to buy the whole thing. I think that the charges have got out of hand. Members of the Government know this and know that we have to do something about it. It is an enormous problem in my electorate.

In his introductory remarks, the Minister referred to the Beach Protection Authority. When I first entered this place 10½ years ago, I think the first Bill I discussed was the one constituting the Beach Protection Authority, which has made a major contribution to the success of beach protection measures generally in the State. It has fostered the co-operation of local authorities, and we have seen the very significant results achieved with a limited contribution from the taxpayers, and that should be recognised. However, our memories tend to be a little dim. We have not had a devastating cyclone for some time, and the immediacy of the problem is not seen to be as great at the moment as it should. The urgency for a lot of beach protection work has even escaped us as elected members.

I think the Beach Protection Authority is aware of the needs, but the work being carried out is not as extensive as I believe it should be. The main reason for this is that the State's contribution by way of subsidy is only 20 per cent. Again it is a money question. Where the work is related to an estuarine problem, the subsidy rises to one-third, and I believe the work being done at Noosa at the moment comes under that heading, which is excellent. But there is a lot of work that needs to be done up and down the coast and we will not be reasonably secure until that work is carried out.

With the only State contribution being the Treasury subsidy of 20 per cent, local authorities do not have a great incentive to carry out the necessary work. They do not see the urgency; but I think they should be encouraged to carry out this work. I should like to see the subsidy raised to 40 per cent or, at least, to 30 per cent. I believe that if it was 40 per cent, the local authorities would do the work.

Unfortunately, this type of work always comes in for some local criticism because people say, "After all, what are we doing it for? We are doing it for the tourists who come here from all over the place. We are fixing up the beaches after they have trampled them down." There is some ratepayer resistance, but I believe this would be overcome if the State subsidy was lifted to 40 per cent. I think that this matter has to be faced. Again it is a question of funds.

The Tourism Department is enormously important to the Sunshine Coast. I think that all of us have great enthusiasm when we think of the contribution that the tourist industry can make to the future of our State. We want to see the industry supported. We see what it can do for employment in this State. It can generate a bright future for our State. The tourist industry should be promoted enormously. By promoting the tourist industry, Queensland as a whole can benefit from the extra revenue derived, the employment opportunities created and the general progress made.

The award variations that have been granted recently have had a devastating effect on tourism promoters. There is no way in the world that one can get away from that. Recently a publican told me that he has to pay a barmaid the equivalent of a full week's wages for working on a week-end. That is the problem; it is as simple as that. This position applies not only to hotels but also to the tourist industry as a whole.

We have a bright future. What we need are more incentives. It will cost money to provide them, but they will benefit us greatly. When we get a consensus on the view that there should be more promotion in the tourist industry, I believe that one of the best ways in which we will be able to promote the tourist industry is through the regional associations. For every \$1 that we spend on promotion, other people will spend \$2, \$3 or \$4. Some of the people in the tourist industries are very enthusiastic, and they are quite successful in their promotions.

I listened to the Leader of the Opposition a few minutes ago. He has an obsession about the opportunity for attracting tourists from overseas. That is so, but there is an enormous potential for interstate tourists in my own electorate, for instance. There is a big opportunity. That trade has provided an enormous return in recent times. The regional associations are properly equipped to exploit this trade, along with their own tourist bureaus, which make a significant contribution. If they had more funds, they could do even more. Regional associations make a big contribution locally. We give them some assistance, but it is not as great as it could be.

The Department of Industrial Development makes a contribution to local authorities that are servicing the industrial estates. That help is appreciated. I think that we could assist in the way that I have mentioned.

Knowing the Minister and his department as I do, I am confident that the department will be gearing up to take full advantage of any tourist promotion that is offered when the Commonwealth Games are held in Brisbane in 1982. That will be an enormous opportunity to promote tourism. I hope that the Minister is also giving active support to the proposal for an international Expo. I hope that we, as a State, will not be backward in grabbing these opportunities and exploiting them in the interests of the tourist industry. The spin-offs are very large. I thank the Minister and his staff for the contribution that they have made to the tourist industry.

(Time expired.)

Mr. WHITE (Southport) (3.44 p.m.): In rising to speak in this debate, the first thing that I should like to do is support the remarks about tourism made by my colleague the honourable member for Surfers Paradise. He has had a lot of experience in this field, and I hope that his remarks will be taken on board

by the department. I know that the Minister has already spoken to the honourable member and said that he agrees with his views.

There is no doubt—and I think honourable members on both sides of the Chamber agree with this—that for Queensland, tourism is an absolute winner in terms of reducing unemployment and creating revenue for this State. Two things must be done if we are to progress in this area. We must try to get a reduction in domestic air fares. That matter was dealt with very ably by the Leader of the Opposition. Domestic and international air fares are being reduced everywhere in the world except in Australia. Almost every second week one picks up the paper and sees that there has been another increase in domestic air fares in this country.

Something should also be done about the abolition or reduction of penalty rates. Honourable members opposite will not agree to that. In their hearts they agree, but they will not say so publicly. It must be done if some progress is to be made in the tourist industry. Honourable members opposite must realise—and I am sure they do—that everywhere in Australia people are beginning to talk about a 7-day week and about abolition or reduction of penalty rates. It is going to come, and it will come more quickly if people who are involved with trade unions, in particular, take the initiative, as it is reported in this morning's newspaper a trade union leader has done in Western Australia. He said exactly what I am saying now. If penalty rates can be abolished or reduced and we can have a seven-day working week—and let us face it, Mr. Gunn, many people in the industry want to see penalty rates abolished but they are not allowed to do anything about it—

**Mr. Casey:** How many people want to work a seven-day week?

**Mr. WHITE:** I will take the interjection from the honourable member for Mackay. No-one wants to work a seven-day week, or very few people do; but a tremendous number of people want to work part of that week, and they are now denied the opportunity of working on public holidays and week-ends because employers cannot afford to put them on. The honourable member knows that that is a fact. Employment in the tourist industry on the Gold Coast would double overnight if penalty rates were abolished.

Let me now turn to the Estimates. I am disappointed to see that there is something like a 25 per cent reduction, in effective terms, in tourist promotion for Queensland this year. I must say—and the Minister is aware of my opinion—that it is disappointing that the Minister's committee has not met since I became a member of this Assembly. It is difficult to know what is going on in the department, and it is extremely difficult to support Government policies if one does not know what is happening until they are announced.

I leave tourism and turn to some other aspects of the department's responsibilities. The first thing that I wish to speak about is the Southport bar. I am not criticising the Minister or the department in any way because money has not yet been provided. The department just does not have the money to fund that \$10,000,000 project, and it is very disappointing that it has not been provided in this year's Budget. Over the last 12 months, in particular, Government Ministers have made public promises that the stabilisation of the Southport bar will begin when the money is forthcoming, and I must say that it is not doing the Government's image any good in my area when people see this project being fumbled and put aside month after month.

**Mr. Hodges:** How can you expect to get it when you break the Treasurer's leg?

**Mr. WHITE:** I point out to the Minister that we now have a new Treasurer-elect. So far he has declined to visit my electorate, but he is coming. I am glad to say that he has again affirmed the Government's commitment to the project.

I commend the department for the advance work it has undertaken in preparation for the stabilisation of the bar. I am disappointed that it is not mentioned in the Minister's speech, but I understand the reason for that.

The lack of a firm funding plan for the Southport bar is causing a great deal of discouragement and a certain amount of distress in planning in the area that I represent. Firm sewerage plans for the whole of the Gold Coast are being delayed because they are closely tied in with the stabilisation of the bar; the fishing industry is suffering; the prawning industry is suffering; the tourist industry is suffering. Cruising yachts cannot get in and out over the bar with any degree of safety. Recreational boats are finding it very difficult and dangerous to navigate it.

For the information of those honourable members who are not aware of the figures, I point out that as at June there were 5,292 registered motor boats, and the number is increasing at the rate of about 500 a year. The lack of a safe bar creates very dangerous conditions. Accidents occur on the bar all too frequently, fortunately with little loss of life. At this point I must pay tribute to the great work done in that area by Air Sea Rescue and the Coast Guard Association.

While the bar remains in its present state, the amount of sand coming through the bar each day is fast silting up the Broadwater, which is a unique stretch of water. Unless action is taken to prevent the silting we will be faced with some very expensive dredging to keep the Broadwater navigable. I congratulate the Minister on setting up the co-ordination committee for the planning of the Broadwater. From that body we hope to set some co-ordinated and controlled planning for that unique stretch of water.

I must emphasise that the co-ordination committee is concerned with the development of the Broadwater as a whole, not the stabilisation of the bar. I am confident that the bar will be stabilised, but like everyone else I am looking for a firm funding proposal. Once the first rock is tipped into the ocean as the start of that project, we will have a catalyst for tremendous growth beyond anything yet seen on the Gold Coast. We are all waiting for it.

I turn now to the problem of keeping some of the channels open in the Broadwater and between Southport and Brisbane. I would ask that this matter be given a great deal of emphasis. As the Minister and his departmental officers know, it is difficult to move freely between Southport and Brisbane in a boat of any draught. A cruising yacht or even a small yacht drawing 6 ft. can move only at high tide, and then with difficulty.

**Mr. Hodges:** What area are you referring to now?

**Mr. WHITE:** I am referring to the area, say, between the Grand Hotel and the Basin. I was on one recently which drew 6 ft., and we were touching. That was at high tide, too.

Cruise boats operating day trips between Brisbane and Southport cannot leave on regular schedules because they have to wait for the tide. This is a growing part of the tourist industry, and therefore I am asking that some attention be given to the problem of keeping the channels clear and, where necessary, deepening them. I realise that \$20,000 has been spent on the Whalley's Gutter area, and \$180,000 on the Southport navigation channel; but more effort is required. I make the point again that when the bar is stabilised the cruising yachts will come in, but it is no use getting them in unless they can move freely.

The honourable member for Landsborough has already mentioned mooring fees. I have spoken about them several times, and the Minister is aware of the problem. They are a matter of great concern in my electorate. In many areas the Government has spent a lot of money on boat harbours, but the Southport Basin, which is a natural basin, has required the expenditure of very little money on maintenance. Despite that, boat-owners with modest boats, and many of them with modest means, are paying up to \$500, and sometimes more, for a swing mooring in a safe boat harbour that requires no Government maintenance.

Figures put out by the department indicate that it has spent the sum of \$1,000,000 on the Southport boat harbour. I do not dispute that figure. However, I believe that that sum of money was spent over many years, perhaps even 30 years or more. There is very little evidence to show that any great amount of money has been spent on the boat harbour in recent times.

I cannot accept that it costs \$500 to put down a block of cement and a chain and to maintain it year after year. The Southport boat harbour is in a natural basin. The Government is not carrying out any work there. So I ask the Minister to look at this matter very closely, because it is causing a great deal of concern to the thousands of boat owners in Southport. Many of them are forced to moor their boats in the basin because the bridges across the Nerang River prevent them from mooring their boats upstream near their homes. Those boat owners have become quite irate at the imposition of what they regard as an inequitable mooring fee.

The mooring fee, although causing concern, is not causing as much concern as the levy imposed on berths in a private marina that is attached to the Southport Yacht Club. Recently the Government imposed a levy of \$120 per berth per year in the marina, which, too, is in the Southport Basin. As I have said, the Government is spending no money in the basin.

The marina was developed wholly and solely by private enterprise. When the developers undertook to establish the marina, no Government levy was imposed. Subsequently it was introduced at a figure of \$60. Later it was raised to the present figure of \$120. In return for paying the levy, the developers get nothing. I can assure the Minister that, if the people who developed the marina had known that the levy was to be imposed, they would not have gone ahead with its development. Neither they nor I can understand why the Government insists on imposing a levy of \$120 a year in a natural harbour, a levy in return for which the developers get nothing.

This matter is causing grave concern to people who are contemplating the development of other marinas in the area. More marinas are certainly needed. If developers know that they will be hit by a Government levy, in return for which they get nothing, they certainly will not proceed with their plans. I ask the Minister to look at this matter, too, very closely. I know that he has already considered it, and I ask him to consider it again. The imposition of the levy is causing a great deal of dissatisfaction.

When declaring this year's yachting season officially open, one of the Cabinet Ministers made to hundreds of boat owners and members of the Southport Yacht Club a public statement to the effect that he believed the levy to be inequitable and would do all he could to have it removed. So it would appear that the Government has to a certain extent committed itself to the abolition of that levy.

The Minister's department is responsible also for the supervision of the shark-meshing programme. Its efforts in this direction are to be commended. Over the years since the introduction of the programme, the number of sharks caught in offshore waters has

dropped tremendously, showing that shark numbers are likewise decreasing. The shark-meshing programme certainly seems to be acting as a deterrent to sharks who prowl the offshore waters. Certainly the number of sharks caught off the Gold Coast beaches has dropped tremendously. The programme must be considered to be a highly successful one.

I, too, pay tribute to the Beach Protection Authority. In my area it is doing a great deal of work in stabilising the beaches and dunes. From time to time it is subject to criticism, but, from what I have seen of the research work undertaken at Southport and on Stradbroke Island, I know that the expenditure involved is money well spent. It must lead to improved techniques to stabilise our beaches and dunes if and when—and it is a matter of “when”; we will certainly get them—cyclones hit again.

Responsibility for overseeing the fishing industry was transferred to this department in December 1977. I ask the Minister to look very closely at securing the funds to establish a detailed survey of the Queensland coast for fishing. I know that it is going on from area to area, but we now have a 200-mile economic zone, much of which unfortunately is being fished by foreign vessels. Surely it is not beyond us to put our own vessels into that area. The fishing industry needs encouragement. It needs Government support in terms of research and it probably needs Government support in terms of loans or subsidies to build vessels.

Many people have come to me and said that, when the Southport bar is stabilised, they would like to use that area as a base for a deep-sea-fishing operation. Unfortunately, until the bar is stabilised, that is not possible. I think that whether or not they come depends very largely on a decent survey of the area lying off South-east Queensland, to establish if the fish are there in commercial quantity. Professional fishermen tell me that they are there. I believe them. A major industry is sitting on our doorstep, but it needs some incentive and research to get it going. The Commonwealth Government is active in this field. We could ask it to do one of these surveys in the area I indicated. Just recently the Commonwealth established that there are major new fishing grounds off the west coast of Tasmania and off Western Australia. In my opinion, they should be asked to do some research here in conjunction with the State Government.

The last point I wish to mention relates to flares, which are required to be carried on boats. On the coast recently we have had several instances of flares failing to ignite. I have asked the department, and I am asking it again, to give close attention to the quality of flares that are carried in boats—if necessary, by legislation. What could be a very simple rescue operation at night—or even by day—is turned into a nightmare, possibly with loss

of life, if the flares shot into the air do not work. I repeat that recently too many of them have failed to ignite.

Although I have made some critical comments, I have meant them to be constructive. I believe that the activities of the Minister's departments are so widespread that they require a substantial influx of funds, particularly for tourism and the fishing industries, if they are to be effective. I commend the Minister and his department for the work they do, with very limited facilities. I do ask him to look very carefully at the points I have raised today.

**Mr. WARBURTON** (Sandgate) (4.4 p.m.): The previous speaker in this debate, the honourable member for Southport, mentioned penalty rates being paid in the tourist industry. I could not let his remarks go without making this pertinent point: whilst members of his Government are consistently critical of the Opposition and the trade union movement on matters of this kind, let me say for his benefit that it was the Industrial Conciliation and Arbitration Commission, certainly by application of the unions, that awarded those penalty rates to workers employed in the tourist industry.

That Arbitration Commission is available to both sides. It is available to unions of both employees and employers. It is also available to individual employers, and applications can be made at any time. There is no reason why the tourist industry, if it so desired, could not make an application to have penalty rates reviewed. It is ridiculous to suggest that the unions that have convinced the arbitration commission, which I believe every honourable member upholds, should now lodge an application to have those penalty rates reduced. The situation is clear. The employers have the right to make any application of that kind to the commission for its consideration and, if they can convince the commission, as the unions did previously, the decision will be acceptable.

**Mr. Jones:** The unions are contributing to domestic tourism by getting shorter working hours and more leisure time.

**Mr. WARBURTON:** That is correct. I know that the honourable member, who has been closely involved with the trade union movement, will agree that what I have said is absolutely correct.

In 1976-77, the expenditure of the Department of Tourism was \$3,644,475. It was increased by a rather meagre \$337,866 in 1977-78 and by \$346,573 in the present Budget. In real purchasing power, the department is much worse off. One can well understand the despondency and the apprehension of the Minister when he outlined the allocations of his departments.

As a member of the Opposition tourist committee, I am concerned that the State Government seems to be unable to grasp

the nettle and take advantage of the tremendous tourist potential of this State. This thought is shared by many other honourable members and has been expressed by previous speakers. The State Government does not seem to be able to understand that the planned injection of funds into an industry with such tremendous potential will result in significant returns in earning revenue for the State and increased employment opportunities.

On the positive side, it is pleasing to see that the industry will be encouraged to discuss its needs and problems once more at the tourist industry seminar to be held at Alexandra Headlands next Tuesday, Wednesday and Thursday. I trust that the Minister will take heed of the many suggestions that will come forward during those discussions.

I think that the Minister should have ensured that at least the Opposition spokesman on tourism was advised of the holding of this seminar. It is most unfortunate that no member of the Opposition, and particularly the Opposition spokesman on tourism, was made aware officially that the seminar is to be held.

**Mr. Jones:** An official invitation was not extended to me.

**Mr. Warburton:** I realise that. I hope that it was an oversight. I inform the Minister that in discussions that the Opposition spokesman (Mr. Jones), other Opposition members and I have had with sections of the tourist industry over past weeks we were advised of the seminar. The Opposition has taken steps to register representatives for the seminar. I had to say that because I think it is important. We are all working in the interests of our State and we believe that tourism will play a very vital role in its future economics. We will certainly have representatives at the seminar to put forward our points of view. We hope that advantage will be taken of the representations made there by the many prominent people who are listed as speakers.

When we speak of tourists generally, we should not think of them only as free spenders from overseas countries. There are also visitors from interstate, and reference was made to that group by the honourable member for Landsborough. Many of our tourists come from within our own State. Indeed, I suggest that most visitors to certain of our tourist centres, particularly those that cater for the family unit, come from within Queensland. Parts of the Sunshine Coast, with which I am very familiar, and certainly Hervey Bay until recently, although figures now show that that position has changed, would fall into this category.

Whilst we certainly need to cater for those tourists who demand what could be termed first-class attention and first-class accommodation and are prepared to pay accordingly,

there is a need to cater for our own intrastate tourists. I believe we may have fallen down in this area. Of course, local government has shared the responsibility for the provision of coastal camping and caravanning areas. It has been disturbing for me, over a period of many years of visiting the Sunshine Coast, to see the closure of some prime camping areas, obviously as a result of pressure applied to local authorities by certain people, be they developers, unit dwellers or whatever.

**Mr. Hodges:** That is the problem of the local authority.

**Mr. Warburton:** I am not blaming the Government. I am leading up to the point that I believe tourism is an all-embracing thing and that we should be interested not only in the person who comes from interstate or overseas but also in those great hosts of Queenslanders who move around the State. Whilst that responsibility is vested mainly in local government, I am about to suggest that through the Minister's department we should take more interest in, and probably give more guidance and assistance to, local authorities in setting up of facilities for tourists. I am about to show that people are changing in their general attitude towards tourism. In the very near future, our own people within Queensland could, if some of the projections come true, be the ones on whom the tourist industry in this State comes to rely more and more. I am not arguing that local government does not have the responsibility, but I do see it as needing assistance in this area.

Before the Minister interjected, I was referring to the pressure that I believe had been applied to members of local authorities to close certain prime camping and caravanning spots, which has affected the family unit. The point I make is that this family unit, if I may call it that, did prop up small business in these localities. I do not use the words "prop up" disrespectfully, but it is true that small businesses depended on the visits of these people every year, perhaps even twice yearly. They were, in fact, so dependent on them that now these sites do not exist any more, a lot of them have gone out of business. I refer not only to the ordinary small business that sold general goods but to businesses that depended on the sale of tourist novelties and so on.

I believe that the demand for private recreation is rapidly increasing. By that I mean that Queenslanders, particularly because of the advantages we have in these days of quick travel, and much better appreciation of the benefits of healthy recreation and the high cost of some forms of tourist accommodation, are keen to take advantage of better camping and caravanning facilities—where, of course, they are available.

The point was made previously that often tourism is identified in Queensland with the Great Barrier Reef and surfing beaches. I am pleased to note that Queensland's national parks are gaining prominence, and this is

very important. I believe that, with proper all-embracing publicity about the overall attributes of this State, we can encourage more Queensland people to visit these areas in Queensland. I give credit to the Government for some of the development that is taking place in national parks at present. If one does not believe in the tourist potential of national parks, one only has to look at what is happening at present. I am not advocating that suddenly great masses of tourists should enter national parks and start uprooting them. However, facilities for camping and so on should be provided close to national parks.

If one wants to see what is happening at present, one only has to go to Cooloola and similar places. There has been a general return to outdoor life and many people are now enjoying it. The people engaging in this activity are tourists; they are moving from one place to another. Instead of coming to Brisbane and spending their money here, they are moving to other places.

When we consider the tourist industry, we have to look at our own people, too. We do not want to see the tourist as a cigar-smoking American with a pocketful of money. I see that the Minister agrees.

**Mr. Hodges:** The worker who goes on a holiday to any part of the State is regarded as a tourist.

**Mr. WARBURTON:** Of course he is. The point I am making is that because people appreciate that position, a genuine attempt has been made in some areas to provide facilities for our own Queensland tourist. On the other hand, I have seen a downgrading of facilities in other areas. I suggest that the department might look at this matter, with a view to getting together with local government, which has the responsibility in many areas, to analyse the needs of the tourist industry. That is really what is required.

**Mr. Hodges:** We are doing that through the regions now.

**Mr. WARBURTON:** If the department is going through the regions and doing the exercise that I have suggested, I am pleased to hear it.

Because tourism is important, I had intended to say more on it, but as my speaking time is running out I refer only briefly to Moreton Island, which is very close to my heart. Shortly, when the Brisbane City Town Plan is gazetted, we will see the Government's attitude to Moreton Island. Believe me, it is an untouched island at the moment. It is not in the same position as, for example, Fraser Island where sand-mining was taking place. It is very difficult to stop an industry once it is operating.

Moreton Island is a clean island. It is a world wonder inasmuch as it is the highest wind-blown sand-hill in the world. If one appreciates the significance of that statement, that, in itself, should be enough to ensure

that the island is preserved. Apart from that, it is on Brisbane's doorstep. Under the City of Brisbane Amendment Act 1974, it was given to the Brisbane City Council to control. The Brisbane City Council has an excellent management plan for Moreton Island. I make a plea to the Minister to add his weight in order to save Moreton Island from being mined and to keep it for recreational purposes. If he did that, I assure him that he would have the weight of the people, particularly the people of Brisbane, solidly behind him.

I refer quickly to the Queensland fishing industry and its problems. They are properly summed up in an editorial in the news-letter of the Queensland Commercial Fishermen's Organisation in October 1978. An extract from it reads—

"I have wracked my brains in an endeavour to find a topic which will cheer fishermen in Queensland. All I can say, is Smile—tomorrow's another day . . .

"Long term planning for our Queensland industry must be commenced—not only by fishermen, but also by our Government in consultation with fishermen. It's long overdue.

"This Newsletter has since its inception, been spelling out the problems experienced by fishermen. From this, and from continual correspondence as far as the Premier of Queensland, the Government knows our problems, yet hasn't evidenced the intestinal fortitude to try to rectify them. I shudder to think what Queensland fishermen's chances of successfully competing with overseas fishermen are going to be."

That must reflect the view of an industry facing difficult times.

Members who have preceded me in the debate have mentioned what was happening in the fishing industry in New South Wales, and I refer particularly to the report of a select committee of the Legislative Assembly of New South Wales that investigated the fishing industry. Perhaps the best suggestion I could make to the Minister is that the Government of Queensland should move towards bringing down a similar report, following extensive investigations. In my opinion, such a report is absolutely necessary.

**Mr. Hodges:** Those investigations are now complete and a report is coming forward to Cabinet for discussion.

**Mr. WARBURTON:** I am pleased to hear that, and I hope that the Minister will give members an opportunity of seeing what the position is. He will recall that I asked by way of question whether or not he would allow members of Parliament to see the report into the operations of the Queensland Fish Board. Many honourable members have a vital interest in it. I certainly have, because I believe that the marketing procedures adopted in this State are right and proper for the industry, and I wish to see

them continue and the various depots throughout the State prosper. However, I have reason to believe, as have other members of the Opposition, that in fact there is something wrong with the administration of the Queensland Fish Board.

I would genuinely welcome the opportunity of making some sort of contribution, because I have been heavily involved with the fishermen in the Sandgate area. They have been concerned for quite some time. As the Minister knows, there is a Sandgate fishermen's co-operative.

(Time expired.)

**Mr. BERTONI** (Mt. Isa) (4.24 p.m.): One of the newest tourist regions in the State is that serviced by the North-West Tourist Association. It is also the largest and most isolated, taking in the towns of Burketown, Boulia, Birdsville, Cloncurry, Winton and Mt. Isa. As you can see, Mr. Row, it represents a large proportion of the State of Queensland.

The area attracts about 25,000 to 30,000 people a year, the majority of whom come by road. We must certainly thank the Government for the sealing of the Flinders Highway, which has made a tremendous difference to the number of tourists visiting the area. There are still many problems to be overcome, particularly on the Landsborough Highway between Cloncurry and Winton, some 338 km, and on the stretch between Nardoo and Burketown, which is 182 km. With the completion of the sealing of those sections, a person will be able to drive from Townsville to Mt. Isa, on to Darwin and back to Brisbane without getting off a bitumen road.

Although these areas are very low in population, they have very great potential for tourist development by virtue of the very different nature of the country. They are almost the only areas in Queensland where tourists can see the natural, unspoilt flora and fauna and other features of the wilderness. They can walk in the footsteps of the early explorers, and still come back to a comfortable air-conditioned room at the end of the day. Although Westerners set great store on their casual image, their lifestyle and their well-known hospitality, the facilities available in the large centres of the region are right up to date and would surprise many people in city areas.

The region caters for avid rock-hunters. About 53 named specimens are found in the Cloncurry-Mt. Isa region alone. The gem quality of garnet, opal and amethyst are just thrown in for good measure. It is interesting to know that the new Queensland mace contains five amethysts that came from the Mt. Isa Lapidary Club. When we see the mace later this month, honourable members can dwell upon and always remember the contribution that that region has made.

The waters of the Gulf abound with fish for game fishermen. Game-fishing in the Gulf is as famous as game-fishing outside Cairns. The potential of those waters is virtually untouched. The travellers who visit the Burke Shire are the more adventurous type who are well equipped to cope with the Gulf rivers and the rugged country around the beautiful Lawn Hill Gorges, which are becoming so popular with canoeists.

This region can offer station holidays at the Escott station near Burketown and Linda Lodge on the Georgina. I mention those two because they are very important to those who want to get away from the slick city life we have in Brisbane and the rolling seas and sunburn at the coast. If a person wants to broaden his mind a little, he should go out West on a safari tour. If he feels so inclined, he can do a little bird-watching. He can visit the Aboriginal areas. I know that the honourable member for Mackay was in that area recently, and I believe that he frequently went bird-watching. We certainly appreciated his coming to our area. We like to educate eastern parliamentarians. A fishing lodge is being established on Mornington Island and a stay there will be part of an Ansett package tour. There is tremendous potential throughout the western areas.

With Government assistance, the tourist associations could develop an alternative to the well-publicised Gold Coast, Sunshine Coast and Cairns areas. We have tremendous mining potential. Between 25,000 and 30,000 tourists each year come to Mt. Isa just to visit the mine. The tourist associations in each of the towns have done a tremendous job to develop the area. I must congratulate the Mt. Isa City Council for its excellent brochure "Isa Country". It portrays what is available in the area around Mt. Isa. It is a very attractive brochure. Looking through it, many people would be surprised at what is available in the area.

I want to talk now about the little town of Cloncurry, a town that has great potential. It lies in the heart of the North-west. It was one of the first mining towns established in the area and it is in the heart of the cattle and mining country. It is surrounded by four or five shires and it is connected to Normanton by an all-bitumen road.

Recently I attended a meeting called by the town fathers of Cloncurry. We decided upon the establishment of what has become known as the 3CA Centre, that is, a cultural community advancement centre. It has been established to help ensure the economic viability of Cloncurry.

**Mr. Casey:** How come Cloncurry got beaten for the stockmen's Hall of Fame?

**Mr. BERTONI:** The honourable member will have to ask the people involved. I certainly had nothing to do with it.

At the meeting we decided that, in addition to striving for an upturn in the beef industry—which, I am happy to say, appears to be coming about—we should do all we can to encourage tourists to the area. It was suggested that we erect in the town a 20 or 30 metre high figure of a miner, something similar to “The Big Pineapple” and “The Big Cow”. It is proposed that it will be named “The Mighty Miner”. I have a drawing of the proposed structure with me. I can see by the smiles on the faces of honourable members that they appreciate the amount of work that has gone into the planning of “The Mighty Miner”.

It is intended that the structure will be erected in the centre of town and that people will be able to walk up stairs inside one of the legs, out onto a miners’ pan, which will act as a look-out. From the look-out, people will be able to view the whole town. The structure will be a landmark for people travelling to Cloncurry from either Townsville or Mt. Isa.

**Mr. Casey:** Whereabouts do you want it?

**Mr. BERTONI:** Right in the centre of the town.

**Mr. Casey:** You know that that drawing is a good likeness of you.

**Mr. BERTONI:** I am pleased to hear that the honourable member appreciates it. I put forward this proposal in my election campaign.

I hope that the Government sees fit to make a contribution to this project. I have already discussed it with the Minister for Culture, National Parks and Recreation, and he has spoken to the members of the 3CA committee.

It is envisaged that “The Mighty Miner” will be surrounded by a mining complex in which tourists will be able to view day-to-day mining activities, such as gouging, opal-mining and so on. It will be a wonderful tourist attraction in Cloncurry.

**Mr. Vaughan:** How high will it be?

**Mr. BERTONI:** About 60 or 70 feet. A lot of work has gone into the project. Cloncurry is the obvious choice for a tourist attraction such as this, because it is the only place in Queensland where straw gold can be found. It is a very fine gold that lies within 3 feet of the surface and can be panned. As far as I know, Cloncurry is the only place in Australia where it is to be found.

**Mr. Casey:** You can’t pan for gold with the water they have out there.

**Mr. BERTONI:** They have good water there. That comment is typical of the honourable member for Mackay. He is just trying to side-track me.

In the district surrounding Cloncurry there is not only gold to be found, but also silver, topaz, garnets, maltese crosses, malochite,

amethyst, jasper, rox and smoky quartz. The whole area abounds in history. It is the birthplace of the Royal Flying Doctor Service. It is also the base of the Inland Medical Service. Cloncurry boasts an assay office—one of only two in Queensland. From Cloncurry, one can journey up to Normanton and to the Gulf, including Burketown. One can also drive across to Mary Kathleen, which is a great mine. We already know a great deal about Mary Kathleen.

Building a tourist attraction in Cloncurry is of tremendous importance to the people living in the area. I cannot stress that too greatly. Cloncurry needs something other than the cattle industry to keep it viable.

**Mr. Casey:** Yes; it needs a new representative.

**The TEMPORARY CHAIRMAN (Mr. Row):** Order! The Committee is becoming a little too facetious.

**Mr. BERTONI:** If members of the Opposition had as much faith in the area as I do, we would have no trouble in finding acceptance for this marvellous project. It is quite clear to me that they are not interested in developing these areas. They are only interested in knocking the little towns in our State. They are interested in their own wild and woolly projects and their policies, but they are not really interested in getting down to the nitty-gritty of making outback centres viable.

Once again I stress that this project must be a goer for the people of Cloncurry. I will continue to press each and every Minister to see what subsidies and grants we can get towards this project to help the people of Cloncurry.

**Mrs. KYBURZ (Salisbury) (4.38 p.m.):** We have just heard about the Eiffel Tower of Cloncurry, which was most interesting. On my recent tour of North Queensland I was surprised to see how very beautiful Charters Towers is. I had never been there before. I thought the buildings were absolutely beautiful. I am sure that I will be pleased to visit the Eiffel Tower of Cloncurry next year or whenever it happens to be built. We have heard a lot of hot air about a plan for a bridge to Stradbroke Island. A prospector monument in Cloncurry would do much more for that town than a bridge to Stradbroke Island would do for Brisbane.

There are a few questions that I want to raise on departments in the Minister’s portfolio. The contingencies for incidentals and miscellaneous expenses for the Queensland Government Tourist Bureau this financial year total the huge amount of \$715,000. I wonder why so much is required for miscellaneous expenses. However, as it seems to be the same for every other department, I am not being particularly inquisitive on this one—except to say that I think that under

a proper accounting system such an amount of money would not be included under that heading.

However, I would like an explanation of the extraordinarily large amount of \$685,000 allocated to Publicity and Special Tour Organisation. Is that the nice little drinks-and-cookies-type tours that are given to travel agents? I know that it is a widespread practice to take travel agents to pleasant places, to fly them to the islands and so on; but I cannot see why the islands and other centres should not provide the accommodation and so on for the visiting travel agents. It is extremely unfair if the Queensland Government Tourist Bureau is paying fares for any travel agent. The taxpayer, in fact, foots the bill.

The Estimates for the Department of Harbours and Marine include an amount of more than \$1,000,000 for the Beach Protection Authority. I cannot find where any additional amount is provided and I have gone through the document rather carefully. I do not believe that the Beach Protection Authority could function on only \$1,000,000. Its work is invaluable. However, a good deal of it will be a waste if the local authorities do not co-operate.

The annual report of the Department of Harbours and Marine deals with the Queensland Boating and Fisheries Patrol. What I read there was an eye-opener to me. It provides a very important service to the public. It has been in operation for 10 years and is providing a good service in educating the public. It was formerly called the Queensland Boating Patrol and had a staff of 27 officers. Its specific aims are very important to the small-boat fraternity, and quite a few city people own small boats. The aims are public education, enforcement of the by-laws and provisions for small boats, supervision of boating and fishing activities, the shark-meshing programme and the use of sea-based resources. I was very interested to read the report. In fact, those who do not live by the sea can learn from the report much of which they were unaware.

In the annual report of the Queensland Fish Board, the chairman points out that the board consists of a chairman and six members, all of whom are appointed by the Government. They include three representatives of fishermen and prawners and three consumers' representatives, with one from each group coming from North Queensland. I see no mention of any women on the board. It is a pity that consumer representation is not afforded to women, albeit in a male-dominated activity such as fishing.

Further on in the report the chairman says—

"Planning for the future is still somewhat 'hit or miss' in the two areas of immediate concern—the Gulf of Carpentaria and the 200 Mile Economic Zone."

He goes on to discuss the unpredictability of the resources of the sea and points out

that the 200-mile economic zone is not being observed by other countries in their fishing activities. He is reluctant to speculate because the future is probably due to those two factors.

He says—

"Representations from consumer groups suggest that distribution of seafood should be improved . . ."

I cannot imagine what that means except that perhaps, in the western towns, fresh seafood does not seem to be readily available.

**Mr. Hansen:** It's easier to get imported fish than fresh fish.

**Mrs. KYBURZ:** That might be the case but when I was in Quilpie last year, as I think the honourable member for Gregory will agree, fresh seafood had to be flown in and it was such a big event for the town that the people were really excited about it.

**Mr. K. J. Hooper:** You should not expect to be a gourmet in a town like Quilpie.

**Mrs. KYBURZ:** You should talk about gourmets, with your pot-belly! You can hardly see your shoes.

**The TEMPORARY CHAIRMAN (Mr. Row):** Order! The honourable member will address the Chair.

**Mrs. KYBURZ:** Mr. Row, I am addressing you now. I am sure that many people were shocked recently to learn that the Federal Government is considering letting contracts—I do not know whether it has in fact let any—to overseas fishing companies to fish within our 200-mile economic zone. The scourers of the sea, who are probably Russian, Taiwanese and Japanese, seem to be able to fish almost wherever they want to. One can see that this has caused the authors of this report a great deal of worry. In some places, for example, in South Australia, fishermen have gone as far as killing dolphins because they eat the fish they need to catch, yet within the 200-mile economic zone in the Gulf of Carpentaria foreigners are catching fish, which seems to be equally stupid.

In the annual report of the Beach Protection Authority, Mr. Leech, who is the Director of the Department of Harbours and Marine and Chairman of the Beach Protection Authority, made a few excellent and important points. He said—

"In those beach areas where development has been allowed to take place on the frontal dunes, restoration of a beach will not be achieved in the long term by the periodic build up of sand due to natural processes."

There are a lot of people literally butting their heads in the sand because they are just not going to get what they want, which is a

replacement of the frontal dunes; nor are they going to get total beach restoration. Mr. Leech goes on to say—

“Last year’s report drew attention to the large costs involved in carrying out a full program of beach restoration work in all coastal local authority areas.”

He mentions an amount of \$43,000,000, which is absolutely staggering. He said further—

“In order to ensure that the extent of the required beach protection works within the State is not increased it is necessary that all future proposals for coastal residential development allow adequate buffer zones between any structures and the sea. There is clear evidence to show that a number of early coastal subdivisions in this State are located too close to the sea and it is in the interests of all members of the community that the past practices of poor planning and management are not repeated.”

Just whose fault those subdivisions were is something upon which one can only speculate. They were probably erected before the time when local government became concerned with town planning. Mr. Leech also makes a very salient point when he says—

“All people who live along the coastline must be fully aware that the protection of property from erosion is a matter for the individual landowner concerned and that State Government funds are not available either in the form of loans or grants or subsidies for the protection of private property from erosion by the sea.”

I know that a lot of money has been spent on beach protection, particularly by local authorities, but they usually obtain their finance in the form of loan funds from the State Government. So they are obtaining the money in the form of a subsidy in a round-about way. Further on in the report, we read about a programme called COPE, which is the Coastal Observation Program. It is an extremely important programme. During this financial year the COPE maintained its recording network at essentially the same number of stations as that established after the rapid expansion period in 1976-77. I was particularly interested to read precisely what these observers do up and down the coast, and it is obvious that they are to be congratulated. They are people from all walks of life and I note that they have not been specially trained. They are just volunteers who are concerned about the weather. Mr. Leech said further—

“The standard of recording by the COPE observers throughout the State has continued at the high level set during previous years . . .”

I think it is a very important programme and one that we ought to applaud. I certainly do. The most important paragraph in the conclusion of the report would be—

“The Authority believes that beach protection is a matter worthy of consideration

by people from all sectors of the community and has pursued, through its publications, a policy of educating all members of the public on the principles of beach protection.”

I would now like to congratulate the Beach Protection Authority for the little pamphlets that it publishes. I know they are most valuable in schools, and are probably valuable to all of us who have no scientific background or knowledge either of coastal protection or dune science.

I now turn to tourism, which is the part of the Estimates that most members have spoken about. I certainly have to agree with the honourable member for Sandgate, who said that tourism is extremely important to Queensland and that discovering their own State should be important to Queenslanders. People talk to each other, neighbours talk to each other and families talk to each other and, if they have had a good time in a particular place, they tend to pass on information about it.

I think that hordes of people coming from other States or from other countries often can exploit an area. I have seen the result of that in many places around the world. One can find examples of it, if one looks for them. One finds that places that are over-exploited are not fun any more. The facilities have been provided only for the tourist. Because nearly everybody in cities like Amsterdam are tourists, nothing is free and not a single thing that one can do is free.

I have always had it in mind to write an “every person’s guide” to the average tourist facility. I think that people feel badly about many things at certain tourist resorts or in certain towns. However, they probably would not dare to say to other people, “Well, I had a good time there, but—” That “but” for a family could be something as small as dirty toilets or poor washing facilities in a caravan park. It could also refer to water being suddenly turned off when someone wanted to do some washing.

Prices, too, are an important matter. They have to be reasonable. I do not mean reasonable prices just for accommodation; food prices also have to be reasonable. Tourists buy food wherever they go. They either eat food in restaurants or buy food to cook. I get particularly annoyed when, if I am driving somewhere, I go into a garage and find that a cup of take-away coffee costs 50c or 60c. Probably the coffee has been made with a teaspoon of some cheap coffee powder. Often it appears that the person who has made the coffee has waved the coffee over the hot water in the cup, and put a few drops of milk in it. A person is charged 50c and 60c for that. I find that I have to stipulate that I want extra strong coffee. When I do that in some places people even have the hide to charge me double the

normal price of a cup of coffee. Although they put in two teaspoons of coffee, they use the same amount of water.

**Mr. Frawley:** They knew that you were a member of Parliament and could afford it.

**Mrs. KYBURZ:** They did not see me coming. I think that rip-offs like that make people very annoyed.

I think that the most annoying thing for tourists is lack of information. Often it is very difficult to obtain information. This applies particularly in the smaller towns. One might need a doctor for one's child, or one might want to find out where to buy something. I think that access to information is important in tourism. Much has been said about the quality of food up and down the coast of Australia, but I suppose that it is uniformly bad all over Australia. So one really cannot complain.

I think that too much is expected of the Government in subsidising tourism. Many members have done a little bit of whingeing. Others have patted themselves on the back and said, "I am always telling the Government it wants to spend more money on tourism. Why hasn't it done so?" Obviously, those members have a vested interest in increasing the tourist dollars in their areas. I think that people expect far too much of the Government. I do not believe that it is the taxpayer's role to provide a subsidy or money in some other way to help an industry.

If there is a surfeit of motels or accommodation, or a surfeit of tourist facilities, it is certainly the role of the Tourist Bureau to promote those facilities. It should not be the role of any Government to subsidise such facilities or accommodation. After all, people enter other forms of private enterprise with their eyes wide open, knowing that if people do not come and use the facilities, they will not make a profit. Exactly the same position should apply in the accommodation industry. If there is not much to do or to see in a place, or if there are no facilities, people will not go there. I think that that is an important point to consider when looking at the tourist industry in Queensland.

All in all, I think that my greatest congratulations go to the Beach Protection Authority. I think its work is extremely important. I certainly rue the fact that some local authorities seem to have their hands out all the time for money to protect their own beaches. They show little consideration for other local authorities in Far North Queensland, where beaches are far more subject to cyclonic weather than are southern beaches.

**Mr. CASEY (Mackay) (4.56 p.m.):** In taking part in this debate, I think it would be remiss of me not to say something about tourism, because I have in my electorate part of the greatest tourist attraction in

Queensland, the Great Barrier Reef and its associated resorts. However, initially I should like to say something about Queensland harbours.

Queensland survives only because of the income received from the export of the products of its various industries. Exports through Queensland ports now total about 41 000 000 tonnes a year, while imports total about 13 700 000 tonnes. Those figures show clearly the great volume of exports from this State. But if one examines the report of the Department of Harbours and Marine, one sees that six Queensland ports each handle over 1 000 000 tonnes a year, and together they handle over 95 per cent of cargo, both exports and imports. Those six major ports are Gladstone, Hay Point, Weipa, Brisbane, Townsville and Mackay.

In my opinion, harbour dues at ports, particularly those that are under the control of the Harbours Corporation of Queensland, are inadequate, and I believe that action should be taken to ensure that Queenslanders receive additional income from this source.

**The TEMPORARY CHAIRMAN (Mr. Row):** Order! There is too much audible conversation in the Chamber.

**Mr. CASEY:** The port of Hay Point is a good example. The only commodity that it handles is coal. No imports come in through Hay Point; it is entirely an export port. Last year, 14 300 000 tonnes of coal went through Hay Point, and the average figure for the last couple of years has been somewhat similar. The total revenue received in harbour dues was only \$2,400,000, or very close to 16c a tonne. That is for material that is quarried in Queensland and sent away. It will never be used in any manufacturing industries elsewhere in this State, so that is not the reason why the figure is so low. It is going overseas and providing feed-stock for industries in other countries; it is not providing additional employment opportunities either in Queensland or in Australia.

Let me compare Hay Point with the adjoining port of Mackay, which is only 16 miles away across the water. They are in the same district, and I think I can speak with some knowledge because, from my home, I can see both ports. Mackay, which is principally a sugar port, handles in the vicinity of 1 300 000 tonnes of cargo a year and has an income of about \$1,000,000. That gives an average of about 80c a tonne. So this State is charging five times more in harbour dues for the export of sugar than it is for the export of coal. Queensland sugar producers are paying 80c a tonne; mines operated by the overseas companies Utah and Central Queensland Coal Associates are being charged only 16c a tonne.

**Government Members interjected.**

**Mr. CASEY:** What about this, and what about that? I know that many other things come into that agreement. It may be said

that at Hay Point the company provided the facilities, and certainly it has. Apart from money made available initially by the Government through its Loan Fund, the companies concerned provided most of the capital for the establishment of the facilities at Hay Point. That should be so. It is a one-commodity port only. Once the coal contracts are finished, so is the port.

Let us compare Hay Point with Weipa. Weipa is another port that was established by the Harbours Corporation of Queensland. That corporation is providing the facilities at Weipa. The annual report presented to Parliament indicates that, in respect of the majority of the facilities provided, more than \$6,000,000 is still owing by the Queensland Government. Last year 10 400 000 tonnes of bauxite went out of that port, almost half of which was exported. Nearly 6 000 000 tonnes went to Gladstone. The income as shown by the departmental report was \$1,600,000. When that is related to harbour dues per tonne, it works out at just over 15c a tonne for Weipa, which is less than the amount for coal.

This is one area that the Government has to take a close look at. The honourable member for Landsborough was interjecting about royalties and everything else. Certainly they are all part of the agreement, but I am not discussing those things today. I am looking only at the port aspect. I have had experience of these matters, having been a member of a port authority prior to my entry into Parliament. We have to look very closely at harbour dues in Queensland, as they do constitute a means by which we can obtain income for the Government for the people of Queensland.

I suggest a 10c per tonne surcharge on coal and bauxite exports overseas. Recently the Federal Government put a \$10 a head tax on people who want to go overseas. If a 10c per tonne surcharge were imposed on all coal and bauxite exported from Queensland, it would produce sufficient funds to provide the marine facilities asked for by so many honourable members today.

During Estimates debates it is always interesting to receive information about various areas of the State. That 10c per tonne would give us enough to provide the necessary boat moorings in Queensland. In replying to a question I asked the Minister, he recognised the fact that we are short of moorings in so many areas. That surcharge would give us sufficient money to provide better boat harbours for recreational purposes; it would give us sufficient money to provide the necessary boat ramps; it would give us marinas to assist the tourist industry of the State. They could be provided on a lease-back basis. That surcharge would enable us to provide the proper facilities for Queensland's fishing fleets. We have to get some better return for Queenslanders from the vast resources that the people of Queensland own. They are their heritage. They must get some return

from those resources now—something that can be passed on to future generations. The resources I am talking about are non-renewable.

No-one can tell me that the international contracts are so tight that the overseas companies cannot be asked to pay a surcharge of 10c a tonne on the coal and bauxite exported to them. This would amount to more than \$3,000,000 a year. I am sure that the Minister would love to get hold of another \$3,000,000 a year to provide the facilities I have mentioned.

There is even the possibility that from such a fund we would be able to obtain revenue to cover at least some of the cost of the establishment in Brisbane of a passenger terminal for tourists arriving by sea. We might even succeed in capturing the Australian cruising trade. It is there, but it is no use our trying to compete with other places that offer better facilities than we do. The cruise trade will not go away. If a first-class passenger terminal could be established in Brisbane, which is much closer than southern ports to the South Pacific island resorts, Queensland could possibly capture the cruising market.

That is the main point that I wish to make in relation to the Harbours and Marine Estimates. I realise, of course, that as one man the Minister cannot swing Cabinet as a whole. However, I hope that other Ministers will press for higher returns, both direct and indirect, for the resources that we possess.

To revert to the Great Barrier Reef—virtually half the reef resorts lie off shore from the Mackay area. In fact, in the waters lying 80 miles to the north and south of Mackay, there are more offshore islands than there are off any other part of Australia's mainland. Tourists, however, have to be provided with the means of getting there.

By reason of the "Sunlander" timetable that was introduced some years ago, travel by train is a most unsatisfactory means. Once north of Rockhampton, which is the terminus for the overnight "Capricornian", the railway timetables are most unsatisfactory as far as Mackay and Cairns are concerned. They are the two main tourist resorts in the North. The timetables should be altered to make the arrival and departure times for those cities much more convenient to tourists. No tourist likes piling out of a train at midnight and having to wait around till daylight for a connecting flight to an island. Tourists much prefer interconnected rail and air services or rail and boat services. As I say, rail travel is out of the question.

As for the roads—if the Estimates under debate were those of the Main Roads Department, I could talk at length about the poor state of the Bruce Highway north of Rockhampton. Delays caused by floods, bad bridges and trouble spots that have existed for years are part and parcel of motoring in North Queensland. Road conditions

generally are very poor. Tourists who drive to North Queensland say, "Never again. That's the last time I will drive up north."

**Mr. Hodges:** It is a vital aspect of tourism.

**Mr. CASEY:** It certainly is. Approximately 85 per cent of persons who travel north of the Tropic of Capricorn during their holidays travel by road. When they are held up by floods, say at Funnel Creek, and attacked by hordes of mosquitoes, they decide never to return to Queensland again. Even people who live in the south-east corner of the State and journey north by road have had enough after being held up by floods on major roads and decide that in future they will travel interstate. If a motorist drives through the western areas of New South Wales and into Victoria, he will not find many pot-holes. He will not be so lucky in Queensland.

During this debate, air fares have received a bit of a caning. They are simply too high. But at least the two major airlines offer a concessional package deal for travel to the offshore island resorts. Recently the operators of the offshore island resorts went into this matter and they came up with the finding that if the fuel tax were abolished on flights to North Queensland, the fares would be 20 per cent lower.

**Mr. Hodges:** And the same for navigational charges.

**Mr. CASEY:** If they were reduced, possibly the fares would be even lower. A saving of 20 per cent could be effected if fuel tax alone were abolished. As sales tax is removed from goods purchased by primary producers to help them to produce this nation's wealth, why cannot the fuel tax be removed from the cost of flights to the North? If the Federal Government claims that it is impossible to remove the fuel tax, why cannot it plough back the funds that it obtains from the tax into assistance to the infrastructure? The New Zealand Government leaves us for dead in providing support to isolated tourist resorts. In fact, the New Zealand Government is a partner in the operation of many resorts in that country.

**Mr. Hodges:** The \$10 departure tax does not go into tourism.

**Mr. CASEY:** No. It goes straight into Consolidated Revenue. Of course, in Queensland, too, similar things occur in that money that is collected is not spent where it should be spent.

The operators of the offshore island resorts have to provide their own roads, power, water supply and sewerage. The cost of providing those facilities in mainland towns is subsidised. The island operators also have to provide their own jetties. Early in the piece, the Department of Harbours and Marine operated a good scheme whereby assistance was given. Now, however, many of the jetties are falling down and are in

need of either heavy maintenance or total replacement. Garbage must be disposed of. These are just a few of the problems.

The islands are just as isolated as many western towns. In many cases they have just as many people. Take the Hayman Island resort, for instance. It has facilities for 500 guests and 200 staff, and another 100 wives and children of staff members are on the island. Strictly speaking, that is a small township of 800 or 900 people. For most of the season, they have a 90 to 95 per cent occupancy. How many towns west of the Dividing Range do we find of that size? Because of their isolation, all of those townships receive subsidies from local authorities for the provision of sewerage, water supply and even power.

We have to start looking at similar subsidies for our isolated tourist resorts—particularly the offshore resorts, which have to provide all of their own facilities. On the Gold Coast, someone starting a new venture can simply hook into the facilities provided by the council, which also gets so many subsidies. The same applies on the North Coast. All of our beautiful, attractive offshore island resorts have exactly the same problems. I am referring not only to the ones in the Mackay district but also to those from Hinchinbrook north beyond Cairns. They all require support and assistance.

Another point that I mention has been raised with me by the industry itself. When it was suggested that there would be a new tourist advisory board, the industry had hoped that it would be of some assistance. However, there is disappointment over the selection of representatives on that board. For a start, there is no representative from north of Proserpine. The major tourist areas of Townsville and Cairns are not represented. We know what tremendous value tourism is to Cairns, with the Barrier Reef islands and the game-fishing. One of the major tourist attractions of the world is the Great Barrier Reef. It is right here in Queensland. It is our main tourist attraction, enticing tourists from other States and overseas.

Why has no-one from the Far North been included on the advisory board? Some members on the board are quite acceptable to the industry as a whole. However, there is considerable discontent about some aspects of the membership. The industry wants to know the criteria that were used in determining the personnel selected for the board. Who nominated the members? Which industry organisations were invited to submit the names of representatives? Which bodies, if any, are represented on the board, or do the members sit purely as individuals? What was the method of selection? These are the questions that tourist operators in Queensland keep asking me.

Was any cognisance taken of the various tourist districts—the Gold Coast, the North Coast, the Central Queensland region, the Far North or the Whitsunday region? Was

any cognisance taken of those areas as districts in the selection of people for the board? Were the appointments made on a political basis, or were they friends of someone or other along the line? These are the questions that I ask the Minister, because they are questions that have been asked of me. They have not as yet been answered by anyone.

A further point I make deals with the Great Barrier Reef. The report of the House of Representatives Select Committee on Tourism is an excellent document and I commend it to all members who have an interest in tourism. It has been compiled over three years and it certainly provides some good information on the tourist industry throughout Australia. Queensland gets several special mentions. Naturally, one of them concerns the Great Barrier Reef.

Everyone connected with the tourist industry on the Great Barrier Reef wants to know what is happening with the Marine Park Authority. One of the recommendations in this Federal report deals at some length with that.

The legislation ties down the Great Barrier Reef as a marine park, but on current figures and at the present rate, approximately 100 years will elapse before the designation of the various areas is completed. This will happen unless the staff is increased. The work must be stepped up considerably so that the zoning procedures can be implemented. I ask the Minister to take notice of this, because the Queensland Government has to commence putting pressure on the Federal Government. The staff should be increased fourfold so that the 100 years can be brought down to 25 years. That is one of the recommendations in this report.

(Time expired.)

**Mr. SIMPSON** (Cooroora) (5.16 p.m.): I rise to support the Estimates of the Minister for Marine Services and Tourism and those of the Queensland Fisheries Service, which is not included in the title of the portfolio. I am sure that its omission does not indicate any intention to denigrate the service. It seems that whenever a service, such as the Queensland Fisheries Service, endeavours to get some recognition, it is tacked onto a series of departments and its name does not appear in the title of the Minister's portfolio.

The work being done in marine services has kept pace with world standards in relation to shipping. This is important, because Queensland has a large tonnage of goods for export, which keeps Australia viable. So stable is Queensland that it is capable of exporting goods, while some of the other States are finding increasing difficulty in doing so.

It is important that we have the means by which to export, not only from Queensland but from all of Australia. This entails updating and improving our port facilities and navigation standards to make them the

best in the world. The Fisherman Islands development is an example of such facilities and it should give great impetus to the Brisbane area. We look forward to the development of the port as an asset of which Queensland can be proud. Part of the infrastructure—the transportation of goods to the port—creates certain problems for Brisbane and the Brisbane River.

History teaches us that all large cities are based on the river ports from which they have grown. Shipping is still the most economical way to shift heavy goods around the world. It seems that it will continue to be so in spite of the forecast shortage of portable fuel. We must look to atomic-powered ships and tankers as well as to a return to the use of solid fuels to feed the engines of large vessels.

The Minister's portfolio also covers beach restoration work. This work is essential, because it is a fact of nature that our foreshores and beaches are being continually eroded. Children are still being taught in school that it is a give-and-take situation; that if one area is eroded, another is built up. I am told by the people in the Beach Protection Authority that it does not work out that way and that we are in a net loss situation, especially in some of the southern areas such as the Gold Coast and the Sunshine Coast where the beaches are not being replenished. Many people are confused about that matter, just as they are about the essential part played by the primary dunes, which should be allowed to move back with the erosion and maintain frontal dunes that will hold back the storm surges, high tides and rough seas.

When man comes along and establishes a finite line of demarcation, we find that damage is caused to the frontal dune. The dune cannot move back, because roads and buildings have been built behind it. Then man comes along and drops a few rocks in front of the dune to try to protect his real estate. The effect of the high velocity of waves amongst rocks is to remove the sand and carry it out to sea. In most cases the beaches are then permanently lost.

It is a very difficult and expensive procedure to try to restore that most precious commodity on a beach, the sand itself, especially where resorts have been established. On the Gold Coast, the method of pumping sand onto the beaches has been very successful, and the recent move to re-establish the beach at Noosa Heads is an example of what can be done. Mother Nature will finally determine whether or not those moves have been successful, but we are learning more and more all the time. The beach at Noosa is now magnificent. Most people who have gone there in recent years would not have known that some 15 years ago there was a wide beach at Noosa. Now it is not only as wide but twice as long as it was then, and it is a great tourist attraction.

**Mr. Moore:** How did that come about?

**Mr. SIMPSON:** It is an interesting story. Moves were made by my predecessor and the chairman of the Noosa Shire Council to establish a canal development on the Noosa River. They were successful but the possible consequences were not thought out properly, especially the effect on the river and the canal development of exposure to wave action through the bar of the Noosa River. It was left unprotected, and seas driven by cyclone David, I think it was, swept in through the river mouth and eroded the canal development.

**Mr. Moore:** I was talking about the build-up.

**Mr. SIMPSON:** The building-up was artificial. It was necessary to protect the canal development, Hastings Street and the whole Noosa Heads area. This was achieved by moving the mouth of the Noosa River some quarter mile further north.

On looking at records going back over the last 130 years, we find that the river mouth has been moving south over the years, and all we have done is shift it further north, alter the shape of the Noosa beach and pump sand from within the river estuary onto the beach. In so doing, a primary dune some 15 feet high was built up to dissipate the waves and protect Hastings Street and the canal development. This means that man has again had a hand in what nature was doing with the river mouth and the Noosa River itself.

It will take time for that to settle down so we can find out what the lasting effects of the work will be. At the moment, we are going through a very dry period and, with the great tidal variation at this time of the year, we find that the level in the Noosa River system, which includes a large number of lakes, has dropped to such an extent that navigation is very difficult. At low tide one can walk across quite a few of these lakes. I believe that the situation will improve when there is a normal rainfall pattern in the area. The run-off will flush out the river, and its course will become more stable.

During this debate reference has been made to the work of the COPE employees and to their contribution in measuring the effect of wave actions, currents and so on. That is helpful in learning more about the sea action along our coastline. Because of the tremendous seas that have been created by cyclones and the difficulty in keeping the Double Island Point wave recorder in place, it has been dispensed with. This creates a real problem in getting the essential information that is required for basic research.

The work that is done in netting sharks is essential for tourism and for providing safety for the people who surf in Queensland. One must also refer here to the lifesaving associations and the essential service that they provide in the community, not only in saving lives but also in teaching people about the dangers that can arise in the surf. Generally they try to look after the public.

Another body that is not so well known, but which is doing more essential work as the number of boats increases, is the Coast Guard Service. Many people think that it provides a service only for people in distress. In fact, the major part of its work is educating boat owners in the use of their boats and the dangers in the seas and river bars, so that they might be less of a liability in the community. In other words, the Coast Guard Service teaches people to look after themselves and those in their charge. It also teaches people how to handle boats and how to navigate. It gives them information about river streams and the dangers of the sea, shoals, and changes in river bars.

Much has been said today about the Southport bar, which is in the electorate of the honourable member for Albert. Bars at the mouths of rivers create a problem. Changes in the bar occur at various tide times. There is difficulty in reading the bar when one is travelling in over it. The waves hide the change in the bar that occurs every day; in fact, on every tide. So there is a real problem there.

Associated with restoration work, teaching about river bars and so forth, is the question of finance. A matter of growing concern to local authorities is that they have to provide 80 per cent of the money spent on restoration work on beaches and estuaries in their shires. I believe that this Government should take that matter to the Commonwealth Government, which claims jurisdiction over the area beyond the 3-mile limit. However, the Commonwealth Government places on the States the responsibility for carrying out restoration work, and it does not give them any money to spend on that work. I believe that the Commonwealth Government, to be fair in this whole question, should take the responsibility for the whole of the Australian coastline and, together with the States and local government, make some contribution towards its protection.

I believe that the effects of canals on rivers are still being learned, but it is difficult to convince developers that they should not be allowed to proceed with canal development. The Department of Harbours and Marine is far from happy with canal development because it knows full well the problems relating to the hydrology of the river, the effect on the river mouth and bar, and how the problems are compounded. Mention has already been made of the shortage of funds for restoration work, and it seems absurd that canal development should be allowed to proceed to enable a few people to live on the waterfront when good residential sites are available close to the waterfront and good boat ramps, and so on, are also available. By allowing such development, we are only creating problems for ourselves in the future in the restoration of river bars. There are also problems of flooding. When flooding such as occurred recently in Brisbane takes place, people put their hands in their

pockets to assist those who have built in areas that are known to be subject to flooding.

I turn now to fisheries. In my opinion, we should assist Queensland fishermen to exploit the great potential of the 200-mile zone for the benefit of the State. There is a tendency to say, "It is too big for us", and leave it to other countries whose fishermen are already in the area. That is not a positive attitude; it is not an Australian attitude. We must be in whatever is going, particularly when the opportunity is on our own doorstep. In addition, I believe that it is essential for the security of the country that our fishermen should be in that area, keeping an eye on what others are doing.

While dealing with fisheries, I again advocate the setting up of an inland freshwater fisheries commission in Queensland to take advantage of the tremendous number of dams, weirs and other water storages in this State. There are not only State and local authority dams; there are many other artificial water storages. Our native fish do not breed well in those areas, so we must look for fish that will do well and enable us to exploit the tremendous potential that is there. I ask: when will the Government take a positive stand and introduce Nile perch to Queensland? Their introduction would be a big tourist attraction. Most people love to fish, and Nile perch have been known to grow to over 300 lb. in weight in Africa. They are the freshwater counterpart of the saltwater barramundi.

**Mr. Casey:** Barramundi is also a freshwater fish.

**Mr. SIMPSON:** It is a saltwater fish; it will not live in fresh water. I am not implying that all the Nile perch will be 300 lb. in weight—the waters in Queensland are not as rich as the waters in some other parts of the world—but one could expect them to attain a size and weight similar to that of the saltwater barramundi. This is one scheme that we should implement in Queensland.

**An Opposition Member:** What about carp?

**Mr. SIMPSON:** Carp has been mentioned. It provides poor angling and is of very poor quality for eating. To put the matter in context, I refer to trout. Everyone wishes to catch trout, which are good sporting and eating fish. Nile perch are also good sporting and eating fish, and that is what is needed. Obviously the normal quarantine conditions would have to be imposed.

While talking about the tourist industry, I make one more plea for the seven-day, 40-hour week, which is essential for that industry. Because that does not apply, an enormous number of jobs are being lost on the Sunshine Coast. Some people have the wrong idea that a seven-day, 40-hour week means that a person has to work seven days a week. That is absurd. It would mean that out of the seven days a person could choose

40 working hours. Many people want to work over the week-end and have time off in the middle of the week for recreation.

(Time expired.)

**Mr. MOORE (Windsor) (5.36 p.m.):** An examination of the Estimates reveals that \$17,818,649 is the total to be spent on Maritime Services and Tourism, out of which \$12,494,277 is allocated to the Department of Harbours and Marine and \$995,458 is appropriated for the Queensland Fisheries Service.

**Mr. Frawley:** Every other speaker has told us that. It is tedious repetition. We have heard that before.

**Mr. MOORE:** I suggest that the honourable member for Caboolture is a bit of a galah. I have not heard it before, and I have not been out of the Chamber. Something goes on in his head that does not go on in anybody else's head.

One of the first things that come into my mind when considering the Minister's responsibilities is beach protection. Beach protection will be an ever-recurring task. While we continue to allow the dunes to be tampered with—and we have even allowed bulldozers to flatten them out for housing development—we will never overcome the problem of erosion. Admittedly, groynes will capture sand that would otherwise go elsewhere, but building groynes is a case of robbing Peter to pay Paul. Once the sand dunes are removed, all sorts of problems arise during cyclonic or very rough weather. At such times the water should be able to capture sand from the dunes, and as it recedes deposit the sand at about the low-water mark. The sand can then be replaced on the dunes when the tidal influences change.

Building has been permitted on the Southport Spit, which is just one huge sand mass. One wonders what would happen if one severe cyclone was immediately followed by a second. I wonder whether much of the Gold Coast would be left. I am sorry to say it, but I wonder whether my friend the honourable member for Surfers Paradise would have a seat.

**Mr. Bishop:** Nonsense!

**Mr. MOORE:** I hope I am wrong because I want to see the honourable member in the Chamber for a long time to come. I am not prophesying, but sometimes when I see the huge waves coming in I wonder how much protection many of those buildings have. Houses have fallen into the sea because of bad planning in the first place. We are still permitting that same type of bad planning. We allowed it in the recent legislation covering the Iwasaki project. Even though we provide for a buffer zone of 1 to 1½ chains, it is by no means far enough.

The Minister is also responsible for the Boating and Fisheries Patrol. I do not mind boating and fisheries patrols, nor do I

object strenuously to the police-type action that their members have to take on occasions. However, the Boating and Fisheries Patrol could be put to better use if it were to concentrate on helping people and ensuring that they do not get into trouble. The patrol officers could help the boating public, just as the London bobby helps someone across the street or the Brisbane bobby helps someone across the street.

**Mr. K. J. Hooper:** With a baton.

**Mr. MOORE:** He would need a baton if the honourable member were there, but for the average citizen he does not need a baton.

The patrol officers go around checking on catches to see how many undersized crabs or fish someone has caught. They engage in harassment. I object to that. It is fair enough that the patrol officers be around all the time, particularly in rough weather and when amateurs are out on the bay, and the number of amateurs is increasing all the time. Although I might curse the patrol officers for pinching me for having caught an undersized fish, I would be happy to see them around if my boat was taking water. Their primary role should be that of guidance and help. They should not simply pull out the book and pinch people.

Trawlermen harvest fish and crabs by the thousand. Any undersized crabs and fish go, not to the market, but over the side. The trawlermen claim, of course, that they cannot avoid catching undersized fish. Unfortunately, of course, a lot of the undersized fish and crabs die before they are thrown back. The so-called experts say that that is acceptable, that the few that live and get away are able to keep the species alive.

What is the sense of a patrol officer's going up to grandpa, grandma and the grandchildren who are fishing from a boat to see whether the kids have pulled in a few undersized fish? I might say that, thanks to my efforts, more latitude is given now than before. A person may have a couple of kilograms of undersized fish. However, no-one should be pinched for having caught an undersized fish with a line. The number that is caught on lines is infinitesimal compared with the hundreds that are hauled in by the trawlermen. The situation is ludicrous.

The Boating and Fisheries Patrol officers should be there to render assistance in times of emergency, to keep a weather eye open, to warn the boating public of a drop in the barometer and of other hazards. But they are not doing that.

**Mr. Davis:** What about dredging creeks?

**Mr. MOORE:** I would be quite happy to talk about dredging creeks, such as Kedron Brook, but that activity does not come within the Minister's portfolio. I would certainly like to see something done about it, and on some other occasion I will take a Minister apart in connection with it.

**A Government Member:** What about illegal netting?

**Mr. MOORE:** I don't mind a bit of illegal netting. I have done a bit of it in my day. A man has to live.

**Mr. Frawley:** What about geligniting the fish?

**Mr. MOORE:** I have done that—but not with gelignite. I have used Mills bombs. They are always quite handy. But that is another story. That was in war-time, when a few Mills bombs were about.

Quite a bit of research is done in the Fisheries Service. When fish are tainted or poisonous species are prevalent, it is always helpful for information to be given to the general public. The service does a very good job. There is never enough money to do proper research, I suppose, but a reasonable job is being done.

In more and more overseas countries fish are being bred and harvested in the same way as we breed sheep and cattle. Fish and prawns are kept in ponds. It has been said of China that virtually all that has to be done is build a house over a pond of any size and let all the by-products of the house just drop into the water. The inhabitants will never starve; they will have enough carp to live on. They might be mighty sick of carp, but they will never run short of food.

It has been well documented that the subtropical climate—the climate experienced from Brisbane north to Rockhampton—is ideal for growing prawns. If somebody blocked off a sandy piece of waterway of about 200 or 300 acres—and it would not be a very costly operation—we could have a prawn-growing industry here. It would be cheap to operate and the product would be second to none. The climate in this area is ideal for it. I know that one or two people have it in mind to do something along those lines. However, we are not exploiting our resources. We have suitable areas. We should be promoting this industry as close to a city as possible. It could be done in areas close to Brisbane. It would be close to the market and would not be faced with a heavy freight cost. I hope that something is done to encourage a venture of that sort.

The Minister is responsible for keeping our various harbours open and dredged. When the new port is established at the mouth of the Brisbane River, there will be less dredging of the river. I just wonder how wise it is to desist from keeping all the channels open. I believe that the existing channels should be kept clear and that there should be a reasonable swing basin further up the river than the port. Just because there are port facilities at the mouth of the river, it should not necessarily follow that ships should not be allowed to go further upstream. That would be a sad mistake. We will wake up to it when it is too late—at a time when it is too costly to dredge the area. Harbour

facilities virtually have to be established in the spot where they are most needed; but, if spots can be chosen for artificial harbours that do not need dredging and continual upkeep, so much the better.

The new port at the mouth of the river will be completely Government-run, and in this regard I criticise my own Government for becoming slightly socialistic. As we are supposed to be a private-enterprise Government, that is an indictment on us. Let us show that we are a private-enterprise Government.

These Estimates deal with tourism and the sale of fish. If someone happens to pull a net at Coolangatta or along the beach at Southport, tourists watch and they see all the mullet, or whatever fish it happens to be, jumping around on the beach. They say to the fishermen, "Can I buy one?" The men have to say, "No, you can't buy one. We're sorry." What an indictment! What sort of a Government are we? All the catch has to go to the Fish Board depot. What harm would it do in a situation such as that for the fishermen to sell it to any householder who wants to walk down to the beach. What a tourist attraction—fish straight out of the sea and into the frying pan!

The average person could not catch a fish if he was in a tank with it. People like to buy fresh fish, but we are so damned stupid and mad on market control that we say all fish must go to the fish market. When the public buy it, the eyes are as dead, withered and dehydrated as those of the honourable member for Archerfield. I am describing him fairly well. This happens because we are so stupid and worried that orderly marketing might be harmed. If we were really worried about tourism, we would realise that it is the little things that people remember.

The cost of mooring pleasure craft is far too high. In days gone by a person could take out in his boat an engine block or a 44-gallon drum filled with a dry mix of cement and sand, with a piece of brass chain attached to it, and drop it over the side and he had a fairly good mooring. But now there are so many rules and regulations that people are not allowed to do anything for themselves. We are not even allowed to choose our own spot. We are becoming so bound down that our freedoms have gone and the people who own a boat, including the average working man, are finding it very hard to meet the costs. Even so, they do not make much use of their boats. They might use them a dozen times a year and they pay a good deal of money for that.

The Department of Harbours and Marine does a very good job with lighthouses and the removal of any structure below low-water mark that could foul ships. If the department cannot remove a structure, it will chart its location. Generally speaking, it does a very good job for the boating people.

We certainly need something better than the old tin shed on the Brisbane wharves for the embarkation and disembarkation of ship passengers. We need a building such as that used by the air services. The old building leaves a very bad impression on tourists.

Many people speak about tourism and the benefits that the State reaps from it. However, a person who goes from Brisbane to Cairns or some other place in Queensland only shifts the dollar from one part of Queensland to another. He is not doing very much for the economy. He is probably doing something to keep the towns alive, including some western towns, but this does not bring the overseas dollar into Queensland. A large number of people leave this country to travel overseas, so the tourist interests in this country must encourage sufficient overseas people to come to Australia so that the amount of money leaving Australia is balanced by the amount coming into the country.

I want to make an interesting little point about rail travel. People wishing to travel by air simply have to arrive at the airport and take their pick of the half dozen planes leaving for their destination every day. But pity the poor old train traveller arriving from another State and heading further north by train. He is kicked out of his pub at 10 o'clock in the morning and has to cool his heels until the northbound train leaves at 7 o'clock that night. He has nowhere to go, and he cannot wait at Roma Street Station. The facilities there are very old and need to be updated so that people, especially those with young families, have at least somewhere to sit down. People need a place provided at the station where they can wait. The existing building over the suburban passenger platforms should be renovated for that purpose.

**Mr. HANSEN (Maryborough) (5.56 p.m.):** The Estimates we are now discussing are very important to this State, particularly those of Maritime Services because, with our long coastline, such services are important to this State's welfare. They provide for the maintenance of navigation aids and the dredging of channels and ports. This is important, because siltation is a continuing problem, especially now that vessels using the ports are becoming wider and deeper in draught than they were 20 years, or even 10 years, ago. Departmental officers are responsible for patrolling all fish habitats and apprehending offenders against the fisheries regulations. They also have to check that both small and large vessels are carrying the necessary life-saving equipment.

Comment has been made by various members about the high cost of moorings. I note that the report of the Department of Harbours and Marine states that the growth in the number of private motor boats registered as at 30 June last to 70,129 is an increase of 3,566, or 5 per cent. Perhaps we are fortunate that so many of these vessels can be hauled out of the water and

taken home and not left moored, as they were years ago. A large number of bigger boats that once could not be hauled out of the water are now capable of being trailed. The demand for moorings is thus left mostly to the larger vessels.

In the main, the increase in the number of boats seems to be confined to speedboats, which have increased from 55,222 to 58,687. The number of drivers' licences increased by almost 5,000. I note that there are currently two certificates of competency and a licence for driving air-cushioned vehicles, so perhaps this is a field that we are moving into. I believe we will see more and more of these vessels operating in the sheltered waters of Hervey Bay and between the islands of Moreton Bay. Vehicles of this type already operate around the islands off Britain and I do not see any reason why they should not operate here. I take it that most of those already being operated here are of the smaller type.

I would now like to touch on fisheries, which are another of the Minister's responsibilities. I note that in his report the chairman of the Fish Board referred to the rapid development of small processing enterprises and the problem that the board faces in ensuring that fish caught within a fish supply area are not being taken interstate for processing. On the other hand, he also points out that fish being processed outside the State are entering what must be one of the largest markets in Queensland, the Brisbane metropolitan area, but this is something over which the board has no control.

Mr. Hall also touched on representations from consumer groups who suggested that the distribution of seafood should be improved, that fish should be of a better appearance, and that a wider variety should be available. It has always amazed me that one can walk into a supermarket and buy anchovies and many other types of fish from many countries, yet one cannot find any local fish, even if one looks high and low. It is also very hard to buy fresh fish.

[Sitting suspended from 6 to 7.15 p.m.]

**Mr. HANSEN:** Before the recess for dinner, I was speaking about the scarcity of local fish in the supermarkets and the need for research and promotion in order to provide fish for the local consumer. The Minister in his speech said that prawns accounted for three-quarters of the total catch recorded. If one adds scallops, which are also taken from the sea by trawling, one sees that the value of the catch by local fishermen is not great. It leaves them in the backwoods, so to speak, in income.

I believe it is essential that we maintain the Fish Board so that its resources are available, particularly to those fishermen who are not catering for the processors. Anyone who remembers the position before the board was established would not want a return to those days. It is all right for the

honourable member for Windsor to say that there are too many restrictions with the Fish Board, but it must be remembered that before it was established the fishermen had to hawk their catch around the streets to sell it. And as the ice in which the fish was stored started to melt, they had to take what they could get. They had a real problem. Now they can take their catch to the board.

Other members have referred to the inquiry that the Government commissioned P.A. Management Consultants to conduct into the ramifications of the Fish Board. For those people who think that the board is exercising too much power, particularly in the retail trade, I refer them, and particularly the Minister, to what the Premier said about orderly marketing. We on this side of the Chamber do not hail with cheers everything that the Premier says, but I think that the words he uttered about orderly marketing were true and to the point. When speaking at a graingrowers' conference in Toowoomba recently, he referred to the recommendation of the Industries Assistance Commission about the sale of wheat outside the Australian Wheat Board. He said that the adoption of the commission's recommendation would put us back in orderly marketing for more than half a century; that it would turn back the clock. He said that orderly marketing is necessary for primary industries. In the interests of people in the fishing industry and their survival, we must maintain orderly marketing. I am sure that a copy of what the Premier said on that occasion in Toowoomba is available. I think that it is very much to the point regarding the fishing industry.

Widening the fishing limits means that greater opportunities will be available for Australian fishermen. Of course, they have always had the right to participate in the region, but they have had to compete with people from other countries. Taiwan, Japan and Russia are the principal countries that have been fishing within our zone. A number of countries see the potential of extended fishing zones.

I noted in the report of the Department of Harbours and Marine that 168 new vessels are in various stages of construction under survey in Queensland. That means that they would be vessels of some size. This seems to indicate that there is some encouragement for people to invest in the industry. I believe that greater assistance should be provided to the industry. The subsidies and assistance given in some of the countries that are exporting fish to Australia would leave for dead the assistance that is given to the industry in Australia, particularly in Queensland. We have to compete with those countries.

More finance should be available at reasonable rates of interest. The fishing industry is a primary industry, and I believe that the concessional rates of interest that are provided through the Agricultural Bank should

be available to people wishing to build and outfit fishing boats. Loans are available through the Development Bank and perhaps through the new Primary Industry Bank at interest rates that are too high. Concessional rates of insurance should be available, particularly for professional fishing boats. There are ways in which people can be assisted without hand-outs.

Tourism is the other responsibility of the Minister. With over 1,000 miles of sandy beaches and sunshine for most of the year, many tourists think of Queensland only in terms of sunny beaches. This State has much more to offer. Particularly during the recession, properties were opened and shearing quarters were made available for family or group holidays to give people a taste of the Outback and enable them to find links with the State's early history.

There is the story told of the sailor who walked along with a pair of oars on his shoulders. He said he had finished with the sea for good, that he wanted to go inland and enjoy himself. He said he was going to carry the oars until he met someone who asked him what they were for; he would then know that he was far enough away from the sea. However, in our inland waters there are possibilities for fishing and other activities. People want to go to the Carnarvon Ranges and to the gemfields. There are many attractions for tourists apart from those found in coastal areas, and I believe that many people want to have a closer look at the State. The Leader of the Opposition said something to me about Hervey Bay. It is a lovely spot.

I wish now to comment on the promotion of tourism. I do not think that all tourists should be regarded as cigar-smoking, loud-talking Americans or rude Europeans. Statistics provided by the Australian Tourist Commission show that in the year ended 1976 the number of tourists from overseas and New Zealand decreased by 4 per cent and the number of tourists from Japan increased by 11.5 per cent. Generally, tourists within Australia—and we are catering more and more for people of this type—can be divided into groups. I think it can be established that the late teens and the 30s group are seeking the brighter lights and a more active participation in entertainment, and their tastes tend more towards the more expensive type of motel and hotel accommodation. The group from 30 to 55 covers the family group. They are looking for a cheaper type of accommodation, because they have less ability to pay higher charges. They are looking for calmer waters to holiday with their family, rather than surf, and it is to places such as Hervey Bay, with miles of sandy beaches, that these people come.

So, too, do those in the older group. Many of them come, and many of them stay. On many occasions one finds people in the older group in group travel and pre-booked accommodation. They are either people who have just retired and are having their long-service

leave or people whose family responsibilities have come to an end, and they are seeking their entertainment and enjoyment at a more leisurely pace. Tourists can be divided into a number of different groups, but I believe that the three groups I have mentioned are readily distinguishable.

Some comments have been made about the need to eliminate penalty rates within the tourist industry. I point out that many people are able to become tourists because of penalty rates and the additional leisure that trade unions have obtained for their members. Additional money enables people to travel further on their annual leave or long-service leave. One honourable member said that an employer might pay more wages over a week-end than he would for the rest of the week. I remind him that many tourist resorts take more money over the week-end than they do during the rest of the week.

In my opinion, consideration should be given to the staggering of holidays, because that would be of benefit to the tourist industry. It is generally recognised in the tourist industry that there are periods of peak occupancy. I know that the school holidays in New South Wales are a week behind the school holidays in Queensland. That must help the catering and the accommodation industry to some extent. The staggering of holidays could be done on a much wider basis. I understand that there were moves in this direction at one stage, and inquiries were made into the staggering of school holidays and holidays in industry.

The various State and Federal Ministers responsible for labour, tourism and education should hold meetings, and at such meetings there should be representatives of the workers, such as officials from the A.C.T.U. With staggered holidays, there would be a higher occupancy rate in motels, hotels, etc., which are built at high capital cost. It has been said in some quarters that a tourist blows in with a white shirt and \$20, and changes neither. I do not think that that applies so much today. In the main, the tourist industry is catering for Australians. The imposition of the \$10 departure tax may have one good result in that some people might think more about travelling within Australia instead of going overseas.

While speaking about tourism, I should like to refer to Fraser Island. The Government has a very big part to play in the way in which that island is developed. Most of the responsibility for the island falls on the Lands Department, the Department of Forestry and the National Parks and Wildlife Service. Many times it has been said that tourists are causing more damage to the island than the sand miners ever did. Some plan needs to be implemented very quickly. I know that a management plan has been proposed.

At present on the southern part of Fraser Island there are only two public toilets—a ladies' and a gents' within 200 yards of each other. A survey taken by the Maryborough

City Council showed that 300 people were camped on the island during the August school holidays. They were camped at various points along that large island. They were camped away from the townships, and there were no facilities for them whatsoever. They had to depend on their own good sense to clean up. Tourist rangers or park rangers should be employed. I understand that park rangers are employed only in national parks. Proper areas and facilities should be provided so that damage by tourists can be reduced to a minimum. That is why a suitable management plan should be put into effect.

The Beach Protection Authority comes within the Minister's portfolio. It has been said that \$43,000,000 would be required to rehabilitate all of Queensland's beaches. A great deal depends on the initiative of the local authority. Because local authorities are short of funds, they find it difficult to provide 80 per cent of the money required for beach restoration work. Consequently, a great imposition is placed on land-owners. For flood-mitigation work there is both a Federal Government and State Government contribution, leaving the local authority to find only 60 per cent of the cost. Such funding should be applied to beach protection. After all, it is in the national interest that we properly maintain the State's beaches.

Although the Beach Protection Authority lays down certain guide-lines, they are not always applied in a sensible way. Again I have Fraser Island in mind. Those who live near coastal beaches would have seen a blow come in and a hollow fill up with water to make a lake. There is so much fresh water on Fraser Island that the lake fills up with it. The Lands Department has sold various blocks of land in the township of Eurong and, because the creeks no longer run into the sea, one particular landholder is living in what I would describe as a pond. For 24 hours a day he has to keep a pump going to get rid of the water. He suggested that a drain be laid to take the water from his land to the beach. However, the Beach Protection Authority put a stop to that. After the 1974 flood, he received a \$2,000 grant towards the cost of carrying out that work, but he was told he could not do it. Instead of doing that, when the wet season starts he pumps the water down onto the beach.

I cannot see the logic in this. I want the Beach Protection Authority to examine the situation that has developed. I could supply it with the names of everyone involved. There has to be some practicality in matters such as this. The only alternative is to relocate the people occupying the land and let the pond remain. But what the pond could be used for, I do not know. Generally speaking, I congratulate the Beach Protection Authority on the good work that it does along the coast.

(Time expired.)

Mr. FRAWLEY (Caboolture) (7.32 p.m.): First of all, I sincerely congratulate the Minister on the way in which he is handling his portfolio. Honourable members know that, if there is one back-bencher on the Government side who will get up and bucket Ministers, I am the one. The Minister has done a good job since my entry to Parliament in 1972. In all the portfolios that he has occupied he has performed his duty extremely well. I have no hesitation in congratulating him on the job that he has done over the years.

Recently, two back-benchers took me to task for making too many interjections. Tonight I invite any honourable member—back-bencher or Minister—to interject as much as he likes. I will answer him.

The waterways of Queensland are becoming almost as congested as the roads, and just as hazardous. The number of persons taking up boating and other water sports is continuing to increase rapidly. As the traffic becomes heavier, the chances of accidents occurring become greater.

Only recently I travelled by boat from Redcliffe to Bribie Island and up the Pumicestone Passage as far as Golden Beach at Caloundra.

Mr. Davis: What—on the "Kooopa"?

Mr. FRAWLEY: The "Kooopa" could not navigate the Pumicestone Passage. The honourable member for Brisbane Central would not even know where the Pumicestone Passage is. Before I finish I will give him a geography lesson so that he will know exactly where it is.

In 1968, a total of 20,000 privately owned power-boats were registered. At the present time, the number is slightly in excess of 70,000. Like anything else, the sea attracts its share of negligent persons. This is where the Boating and Fisheries Patrol has a role to play. It does its best to allow Queenslanders to enjoy their marine environment in safety.

With a coastline of 3,000 km, Queensland has a great need for the Boating and Fisheries Patrol. The patrol has 56 officers. I have seen them operating in the Pumicestone Passage and Moreton Bay and I know that they do a pretty good job. They educate the boating public in boating safety and marine conservation. They are a well-trained and well-equipped safety-conscious fraternity. They go a long way towards preserving the fish habitats along our coastline, particularly in the Pumicestone Passage. In the four months from July to October this year, patrol officers detected 456 offences, of which three-fifths were fisheries offences.

Mr. R. J. Gibbs: Is it true that you have a reputation for robbing crab pots?

Mr. FRAWLEY: In reply to that inane interjection—the honourable member is the one who rigged the plebiscite for Baroona

when Frank Melit won it. The Labor Party found something wrong and put in a Left-winger named Camp. That shows the type of fellow the honourable member is. He should not interject.

I want to talk now about tourism, particularly as it relates to Bribie Island, which was in the Landsborough electorate since 1972. It should never have been taken out of the Murrumba electorate, which it was in since 1912.

**An Opposition Member:** Whoever the member was, he wasn't interested in it.

**Mr. FRAWLEY:** I was the previous member for Murrumba, as the honourable member well knows. When the new electorate of Caboolture was formed, I won by the comfortable majority that I usually have over my Labor opponents. In fact, Labor can't get anyone to stand against me next time.

Bribie Island, which is in my electorate, is without doubt the most historical of all the islands bordering Moreton Bay. It was on Bribie Island that Captain Matthew Flinders landed on 16 July 1799. It was from Bribie Island that the first exploration of Moreton Bay was made, 24 years before the Brisbane River was discovered.

**Mr. Vaughan:** Is this history or tourism?

**Mr. FRAWLEY:** Tourism.

It was also on 16 July that Matthew Flinders rounded Skirmish Point in a long boat, where he had an altercation with some Aborigines. He named it Skirmish Point. I inform those who want to know something about Bribie Island that Skirmish Point is on the south-east corner of Bribie Island, on the seaward side. Matthew Flinders discovered what is now known as Pumicestone Passage. In those days he called it the Pumicestone River. It is a passage between Bribie Island and the mainland, extending from Toorbul Point in the south to Golden Beach, Caloundra, in the north.

**Mr. Davis:** We all know that.

**Mr. FRAWLEY:** The honourable member has never been there. He gets lost if he leaves the outskirts of Brisbane. He's just a Queen Street cowboy.

Because of the amount of pumicestone on either side of the channel, Matthew Flinders called it Pumicestone River. It has since been changed to "Pumicestone Passage". Bribie Island was named after a prisoner who was known as Bribie the Basketman. He used to make crab pots out of cane.

**Mr. K. J. Hooper:** What did you say?

**Mr. FRAWLEY:** I said basketman—b-a-s-k-e-tman. The member for Archerfield should clean his ears out and listen.

**An Opposition Member:** You lisp a bit.

**Mr. FRAWLEY:** I have a couple of false teeth and I do lisp a bit. I must admit that.

To continue—Bribie Island was named after a prisoner who made many buoys—b-u-o-y-s, for the edification of the member for Archerfield. The prisoner was allowed to walk around free on Bribie Island. He was not chained. He was a trusted prisoner. He made many of the buoys—they were made out of cane in those days—that were used on the south-western corner of Bribie Island at a place called Bongaree, which incidentally is an Aboriginal name.

**Mr. K. J. Hooper:** What does it mean?

**Mr. FRAWLEY:** I honestly don't know what it means. I forgot to look it up.

**Mr. Davis:** interjected.

**Mr. FRAWLEY:** He doesn't know what it means. Those two Opposition members between them are half-wits.

On the south-western corner of Bribie Island at Bongaree there has been a great deal of erosion—so great that there is a danger of the sea eating into the road. I went down there recently to examine it. Something has to be done there shortly to prevent erosion of the roadway.

**Mr. Vaughan:** That's caused by the speedboats.

**Mr. FRAWLEY:** There is a speed limit in Pumicestone Passage. Yes, it would be from the speedboats; I would agree with that. There is a water ski-ing area just north of that.

**Mr. Vaughan:** Don't they have the Brisbane-to-Caloundra race up through there?

**Mr. FRAWLEY:** No. It is held on the other side, not in Pumicestone Passage. It is only possible to get up Pumicestone Passage in the two hours on either side of high tide. At other times the boat will bottom, especially at Donnybrook, where there is only 0.4 m of water.

Control of the erosion at Bongaree is far beyond the resources of the Caboolture Shire Council. Some Government assistance has to be given. When money is being appropriated for control of beach erosion, I ask the Minister not to allocate all of it to the Gold Coast. That is not the most important part of Queensland. The most important part of Queensland is the Sunshine Coast. He should cut down the Gold Coast allocation and, for a change, give us a bit of the money for erosion control especially around Bribie Island and at Golden Beach, Caloundra.

**Mr. K. J. Hooper:** I agree with you. What is this mystic aura of the Gold Coast that the Sunshine Coast doesn't have?

**Mr. FRAWLEY:** I wouldn't live at the Gold Coast if I was given free board and accommodation.

The Caboolture Shire Council has recently been authorised to reclaim 2 ha of land below the high-water mark at Sylvan Beach, Bribie Island, which is on the Pumicestone Passage. Part of that land, when reclaimed, will be used by the Bribie Island Boat and Fishing Club as a sea-rescue station to house its rescue boat and radio. At the present time the operations of that very efficient club are conducted from a private home, where the club has its radio installed. Its members have performed many sea rescues and provide a service that I would say is equalled only by the Moreton Bay air-sea-rescue group and other organisations that do such a good job in sea rescue. They have provided a very good service at Bribie Island. I can recall that on one occasion the member for Brisbane Central was down there, drunk in his rowing boat. He lost his oars and they towed him into Bribie Island and saved his life.

At last the hopes of the Bribie Island Boating and Fishing Club have been realised. For four years it has been trying to get suitable land on Bribie Island on which to erect premises. The Minister has given the club permission to build its headquarters on this land.

The remainder of the reclaimed land will be used as a car-park for the many people, especially those from Brisbane, who visit Bribie Island to enjoy the good fishing and environment there.

**Mr. K. J. Hooper:** You have ruined Bribie Island with all of the development.

**Mr. FRAWLEY:** There is still plenty of room on Bribie Island for development.

**Mr. K. J. Hooper:** Who has the pub on Bribie Island?

**Mr. FRAWLEY:** A new hotel is being erected on Bribie Island. The licensee of the hotel on the seaward side of the island is Bluey Piva. My cousin used to have it many years ago.

**Opposition Members interjected.**

**Mr. FRAWLEY:** I will handle as many interjections as they like to make, but the Minister wants to hear some sensible submissions tonight.

A boat ramp is to be provided north of the bridge on Bribie Island. I led a deputation from the Caboolture Shire Council to the Minister some time ago and he generously gave it the funds to build a boat ramp at Beachmere in conjunction with the car-park. I well remember his promise to supply the funds for the boat ramp on Bribie Island when the car-park was provided. The work is in the process of being done now. But another boat ramp is needed for the exclusive use of the boating and fishing clubs and the air-sea-rescue organisation and I intend to ask the Minister to provide funds for that one, too, because that body will provide a worthwhile service.

**Mr. K. J. Hooper:** Do you think he will accede to your request?

**Mr. FRAWLEY:** I think he might, because he is an intelligent Minister.

The Moreton Region Coastal Management Study was carried out a few years ago. I am afraid that many people are under a misunderstanding in that they believe its recommendations are binding on this Government. That is not so. They are only recommendations.

**Mr. K. J. Hooper:** Which report are you talking about?

**Mr. FRAWLEY:** The Moreton Region Coastal Management Study. It is in the Parliamentary Library. The honourable member should go and read the four volumes of it.

**Mr. Davis:** I have read it right through.

**Mr. FRAWLEY:** Well, that's a statement!

Some of the recommendations concerning Pumicestone Passage cannot be realised. One recommendation was that Goat Island—

**Mr. Davis interjected.**

**Mr. FRAWLEY:** That is where the honourable member for Brisbane Central ought to be.

It has been recommended that Goat Island, which is privately owned, be made a habitat reserve. There were many other recommendations.

Bribie Island must be kept in its present state as far as possible. Development must be planned very carefully. It is essential that Pumicestone Passage be retained as close as practicable to its present condition. It has a pleasing landscape and its value for recreation, fishing and boating is unparalleled. It is one of the safest places to which a family man can take his children. Travelling by the new Bruce Highway along the Burpengary bypass and turning off at Caboolture, Bribie Island is only 70 km from Brisbane and that is no distance at all in a modern motor car. This explains why so many people visit Bribie Island at the week-end.

**Mr. Vaughan:** What do you think about the reimposition of the toll on the bridge?

**Mr. FRAWLEY:** I do not intend to talk about that tonight. I do not want to comment on the reimposition of the toll on the bridge to Bribie Island.

**An Opposition Member interjected.**

**Mr. FRAWLEY:** I can. I just do not want to. I do not fire all my shots at once. When the honourable member has been here longer, he will learn to do that. Some members over there are mere political tyros and still wet behind the ears. They are still used to rigging plebiscites in the darkened back rooms of Trades Hall.

**Mr. R. J. Gibbs interjected.**

**Mr. FRAWLEY:** I knew that that would sting the honourable member for Wolston. He has rigged many a plebiscite.

**Mr. R. J. Gibbs:** What about the plebiscite you were in? They tried to rig it to get rid of you.

**Mr. FRAWLEY:** Yes, and I won it by 72 votes to 9 on the first ballot.

The channel in Pumicestone Passage is becoming silted, especially at the northern end near Golden Beach, Caloundra. For the interest of honourable members, let me point out that Caloundra, with 1,500 voting people, is in the electorate of Caboolture. It was included in the last redistribution. I am happy to represent that area because in it is a very worthwhile organisation called the Golden Beach Progress Association. I went to Golden Beach a couple of weeks ago and met members of the Landsborough Shire Council, the Golden Beach Progress Association and the Caloundra Waterways. They are all good men who are concerned about the problems facing Golden Beach.

I also spoke to representatives of the power-boat clubs. They are greatly concerned about the silting up of the northern end of Pumicestone Passage. The Minister has agreed to meet a deputation from these good people to discuss some of their problems. There is a chap up there who hires out boats with small outboard motors on them, but at low tide they cannot go out on a straight course. They have to go all over the place, otherwise they would become beached on sandbanks. When I was up there a couple of weeks ago, I went out in a 19 ft. 6 in. Haines Hunter, which has only a very shallow draught, yet we hit two sandbanks. In fact, at low tide in some places there is only .4 of a metre of water.

**Mr. Prest** interjected.

**Mr. FRAWLEY:** I advise the honourable member for Port Curtis not to go swimming up there because the sharks are fond of porpoises and they might get on to him by mistake.

As I said, Bribie Island is used extensively for recreation purposes. This use will increase when the new overpass over the Bruce Highway near Caboolture is finished, I hope at the end of this month or next month. This will mean that more people will go to Bribie Island because of its nearness to Brisbane. Parts of Bribie Island would make an ideal national park. I am not against conservationists. I believe in conservation parks, but only if their establishment does not act to the detriment of the people. I believe that before any national parks, environmental parks or marine parks are established on Bribie Island or Pumicestone Passage, all interested people should be given the opportunity of stating their views.

**Mr. R. J. Gibbs** interjected.

**Mr. FRAWLEY:** I really do not know. There is a canal development at the northern part of the channel near Lamerough Creek, at Caloundra, which is a most commendable effort and will be of great benefit to the area because all the people down at that end of Golden Beach are plagued by sandflies and mosquitoes. When this development is completed, it will get rid of those insects, which is a pretty good thing.

While I am on my feet, I want to say a few words about Redcliffe, because Redcliffe is represented by the Speaker of this Parliament.

**Mr. K. J. Hooper:** Not all of it. What about the honourable member for Murrumbidgee?

**Mr. FRAWLEY:** He represents the back part of Redcliffe. The beach front of Redcliffe, except for the Hornbrook Highway and part of Clontarf Beach as far as Main Road, is represented by the honourable member for Redcliffe. The honourable member does represent the Clontarf end of Redcliffe. I lived at Redcliffe for 21 years, and it is certainly a great place to live. Mr. Speaker cannot stand in this place and extol the virtues of Redcliffe, so I will do it in his place.

**Mr. R. J. Gibbs:** Fixing dog races.

**Mr. FRAWLEY:** There are no dog races in Redcliffe; that just shows how much the honourable member knows. I was on the Redcliffe City Council for two terms.

**Dr. Lockwood:** Who is the mayor?

**Mr. FRAWLEY:** The mayor of Redcliffe, by the way, is my brother.

**Dr. Lockwood:** Is he a good one, though?

**Mr. FRAWLEY:** A very good mayor—the best mayor they have ever had, except when Mr. Speaker was mayor. Mr. Speaker was the first mayor of Redcliffe when it became a city. In fact, he was the one who got the charter for Redcliffe, and he put it on the map as a tourist centre.

**Dr. Lockwood:** Who is the mayor of Ipswich?

**Mr. FRAWLEY:** I don't care about the mayor of Ipswich; he can go and jump in the lake for all I care. The Speaker of this House was the first member for Redcliffe in this Parliament. Since 1960 he has given Redcliffe great representation. He has been responsible for obtaining many of the tourist facilities in Redcliffe, and now with the Houghton Highway—named after the Speaker—under construction, to be completed in 1980, Redcliffe will go further ahead as a tourist centre. It has the safest beaches anywhere in Queensland for a family man to take his children for a swim. It is only a small peninsula, 13 square miles in area.

**Mr. K. J. Hooper:** I will pay you this tribute: you are a man of average intelligence. But let us be realistic—Redcliffe is only an outer suburb of Brisbane.

**Mr. FRAWLEY:** It is not an outer suburb of Brisbane; it is a city of 43,000 people and we in Redcliffe only come to Brisbane because we have to. When I lived in Redcliffe, I only crossed the Hornibrook Highway when I had to. The air in Redcliffe smells a damn sight sweeter than it does in Brisbane, especially on the Opposition side of the House. I wouldn't live in Inala if the honourable member paid me and gave me a free house.

To get back to my own area; I live just through Caboolture towards the town of Woodford. Caboolture is another place that will soon be on the list of tourist musts. It has a number of quarter-horse studs, and this is the year of the quarter-horse.

**Mr. K. J. Hooper:** Have you stood a season there yourself?

**Mr. FRAWLEY:** In answer to that interjection—I am a little bit too old to stand a season any more. But, for the edification of the Committee, I may say that I have three sons, and that is not a bad effort. As I said, Caboolture is a great town only 50 km from Brisbane on the Bruce Highway, and its opportunities for tourist development will continue to increase as the years go by.

As one comes up the back road to Caboolture through Morayfield, one crosses the Caboolture River bridge. On the left-hand side is a wonderful park called the Apex Park. Further into the town are a park and sporting facilities equal to any in Queensland. They have been developed by the Caboolture sporting body, whose chairman is the engineer of the shire council, Mr. Derrick Stringfellow.

That sporting area is a credit to Caboolture. It has eight tennis courts. Lighting has been provided for four of them. Another four courts are to be put down, making a total of 12. There is also a Rugby League field and a cycling velodrome. That properly banked bitumen velodrome is already in operation. Cyclists from Brisbane come and ride there. An athletic field is being constructed. I have been there with the engineer surveying the athletic track. We are putting down a true 400 m, eight-lane cinder track. We are getting the cinders from Australian Paper Manufacturers. Two bowling greens are being constructed. There is a hall in which all types of sport, including basketball and badminton, are played. It is one of the greatest little sporting facilities in the State.

Already Caboolture has been offered the opportunity to conduct the next Queensland country athletic championships. Such championships are conducted only in a town that can offer the necessary facilities. Caboolture cannot conduct the championships at present, but it will do so as soon as this sporting complex is completed.

**Mr. Austin:** It is the best of its kind in Australia. In fact, it is the only one.

**Mr. FRAWLEY:** I would not go so far as to say that it is the best, but it is certainly one of the best. Caboolture has some of the greatest sporting facilities in Queensland. I have been to many sporting complexes. Another great one is in Sarina, which is represented by the Minister for Culture, National Parks and Recreation. Tourists go there.

(Time expired.)

**Mr. LANE (Merthyr) (7.52 p.m.):** The aspect of the Minister's portfolio on which I wish to make a few comments tonight is tourism, and today could not be more timely for me to do so. Those of us who read "The Australian" newspaper today saw the rather qualified denial by the Federal Treasurer, Mr. John Howard, that the Federal Government proposes to introduce a value-added tax. I was interested to see in the newspaper this morning that the tax, as it was proposed by Mr. Howard, was referred to, in the convoluted language of the Federal bureaucracy, as a retail turnover tax. It is the equivalent of the value-added tax that people in Europe have to pay when they make a purchase or have any service carried out.

It would be a disastrous tax. It would result in a genuine economic rape of the tourist industry in Queensland. I think that the tourist industry is that section of the community that would suffer most from the imposition of a value-added tax on its sales of liquor, meals and accommodation. The people would notice the impact of the tax most in the tourist industry. It would do nothing for the economy. In fact, I believe that it would be inflationary, and it should be condemned. I hope that the Minister, in the interests of tourism in Queensland, will say a few words about this disastrous proposal which has been flown for some time now in Federal political circles. This value-added tax would be a tax on the sale of all goods. As I have said, it would particularly affect the tourist industry in Queensland.

We have a great State with a great tourist potential—one that I believe has not been fully realised, despite the hard work of the very conscientious officers within the department, including Mr. Joe Wilson in the Tourist Bureau. I believe that these gentlemen go about their business in a most conscientious way.

In this part of the world we are battling against high labour costs, trying to compete with South-east Asian countries and with the South Pacific holiday resorts that have grown up in recent years. These days everyone wants to go to a tropical island. Everyone wants to lie on the beach and be served by a waiter who is at his beck and call. People just snap their fingers and a waiter will come and give them service. The wage structure in Australia does not permit us to provide the services that are given in the less-developed, less-sophisticated countries in our immediate region.

The proposal to impose another great burden on the tourist industry, by the imposition of a value-added tax, shows that Canberra is out of touch with what happens in tourism in Queensland. Already overheads are too high in the tourist industry and Australia cannot compete with its near neighbours. If such a proposal were implemented, there would have to be some compensating factors such as depreciation allowances on property and buildings. However, nothing of that nature is proposed for the tourist industry—in fact, I would be interested to know when the Federal Government proposes to take some initiative in the tourist field—and to impose the further burden of value-added tax would be disastrous.

That does not take into account, of course, the cost of administering such a broad-based tax. I am aware that meetings of the Motels Federation of Australia have been held in the South in the past few days and that real concern has been expressed about the proposal. Already people in the accommodation industry who are doing something to develop Queensland have been in touch with me—and I am sure that they have also been in touch with many other honourable members who support private enterprise—and expressed their concern. They are concerned primarily with the cost of administration within their complexes. One motelier said to me last night that he would have to increase his staff by at least one in the clerical field just to administer the tax within his complex. To expect a taxpayer to put on additional staff to calculate his own taxes imposes something of a double burden and should not be countenanced by people who hold Liberal private-enterprise beliefs. As I said earlier, labour costs would be disastrous.

It is all very well for the bureaucrats in Canberra to want to increase revenue. But they would not handle the paperwork themselves; it would have to be handled by the entrepreneurs and the businessmen. I believe that the lack of understanding has come about because there are very few people with business acumen or experience in the Federal Cabinet. Unfortunately, these days it is a collection of clerks and academics, and I do not think that they have any real appreciation of the burden that private enterprise has to carry today, even in such a prosperous State as Queensland.

Tourism, of course, is Australia's fourth largest industry. As such, it deserves first-rate attention and first-rate consideration in Canberra, but I do not believe that it is getting it. Even in a small enterprise in which a businessman would have to increase his clerical staff to do the paperwork associated with such a proposal, probably only highly trained clerical staff could do it. He would have to resort to the services of accountants within his own firm or the services of outside accountants to ensure that he met all the requirements.

Taxation provisions are policed very well and heavy sanctions are provided in the system for persons who do not pay all the tax that is due as calculated by the Commissioner of Taxation. If a person defaults in any way, penalties and a high rate of interest are imposed. I believe that the small businessman would wish to ensure that he avoids prosecution and the possibility of penalties or sanctions. Therefore, he would place the matter in the hands of an accountant, which would mean more expense and more paperwork in meeting the needs of an ever-growing bureaucracy.

It is just not common sense, Mr. Miller, to impose a further tax on private enterprise now, with the burdens it is carrying already, and that is particularly true in the case of the tourist industry in Queensland. I noticed that this morning Mr. Howard hastened to deny that he had any concrete proposal to put forward in this regard. He did not totally dismiss it out of hand. One knows that last July the Federal Treasurer directed the Taxation Commissioner to examine the potential use of a broad-based indirect taxation system across the board in Australia. So he was seeking ways of introducing such a tax.

If V.A.T. was introduced, the system thought most likely would be to impose a flat rate of tax on most consumer goods and services. The impact of the tax would be on the consumer, who would pay a price for goods and services incorporating the full rate of tax at the point of sale. The suggestions that flow from Canberra are that there would be some compensation between the seller and the manufacturer or supplier. It is suggested that a proportionate taxation collection would be made at each stage of product processing or distribution; that is, each firm that added value to the product or service on its way to the consumer would pay tax on the proportion of value it added, and then claim reimbursement from the buyer. Those who advocate V.A.T. claim that it would lead to a more uniform tax treatment of goods, and an abandonment of the selective use of sales tax variations on particular items for short-term policy purposes, as was seen with motor vehicles in the most recent Budget.

I personally believe that V.A.T. would terrify industry today, particularly the tourist industry. All Queensland members, in the interests of the great tourist industry in this State, should be outspoken and ready to condemn the system at every opportunity. It is said that one of the major attractions of V.A.T. to the Government is its self-enforcing nature. This occurs because each firm in the process chain from raw materials to consumer has to evidence the tax already paid by it to its suppliers in order to avoid becoming liable for the tax a second time. The meeting of that requirement, of course, places a disastrous burden on the taxpayer. I do not think we need the thoughts that come from some of these whiz kids who

now manage the Australian economy; we need good, common business sense. That is not what we are getting from Canberra at the moment.

**Mr. Scott:** It is your Government.

**Mr. LANE:** The honourable member will notice the capacity I have to criticise, where necessary, some of the policy decisions and policy initiatives of my colleagues and fellow Liberal Party members in Canberra—a capacity that no member of the Opposition in this place has. They are all subject to the dictates and disciplines of a doctrinaire socialist party. That is the distinct difference between them and us. That is what they cannot get through their narrow little minds. They cannot comprehend that freedom and liberalism that I am espousing here tonight.

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

**Mr. LANE:** Taxation is already high enough in this State. I hope that when the Minister replies he will make his contribution in condemning the imposition of this so-called broadly based tax known as value-added tax, which is a disaster in Europe at the moment. We do not want it here in Australia.

**Mr. PREST (Port Curtis) (8.5 p.m.):** Although tourism is a very important part of the Minister's portfolio, I noticed in the Financial Statement presented earlier in the session that only \$12,800,000 was allocated for the Port of Brisbane Authority. That is all I want to say about it. It is something that I am not in agreement with. Some of the money for that should have gone to the main port in Queensland, namely, Port Curtis. I may be accused of being somewhat parochial, but at least I am honest in expressing my opinions.

The development of tourism in Queensland has been left entirely to private enterprise, without any assistance from the Government.

An important subject that I want to talk about concerns the fishing industry, particularly in my area. In March 1977, during a Matters of Public Interest debate, the then member for South Brisbane, Mr. Lamont, spoke on mud-crabbing in the Gladstone area. He claimed that illegal crabbers would have the area completely worked out within a couple of years. Anyone who knew Mr. Lamont would realise that his ability in his own opinion was much greater than it was in fact. Anyone who reads the annual reports of the Fish Board knows how little knowledge Mr. Lamont had and how he had been misled by his brother-in-law, who was a patrol officer. Mr. Lamont was led up the garden path and made some very rash statements.

I want to quote some figures from the annual reports of the Fish Board for the three-year period from 1976 to 1978. I want

to show, first of all, the number of crab bodies and the quantity of crab meat that passed through the Gladstone depot of the Fish Board during that period. The figures are as follows—

Year	Mud crab bodies	Crab meat kg
1976 .. ..	12,112	58
1977 .. ..	16,945	229
1978 .. ..	37,972	119

Those figures show that crabs certainly have not become extinct in the Gladstone/Port Curtis area.

The figures for the Maryborough depot are as follows:—

Year	Mud crab bodies
1976 .. ..	34,177
1977 .. ..	56,159
1978 .. ..	68,100

For Bundaberg, the figures are—

Year	Mud crab bodies
1976 .. ..	3,480
1978 .. ..	7,232

The figures for Rockhampton are as follows:—

Year	Mud crab bodies
1976 .. ..	2,973
1977 .. ..	3,548
1978 .. ..	7,016

Those figures show what wonderful potential the Central Queensland area has for the fishing industry.

As to the quantity of prawns that have passed through the various Fish Board areas—the figures for Gladstone over the same three-year period are as follows—

Year	Quantity of Prawns kg
1976 .. ..	51,000
1977 .. ..	70,920
1978 .. ..	84,789

The quantities of finned fish were—

Year	Finned Fish kg
1976 .. ..	43,482
1977 .. ..	76,114
1978 .. ..	58,082

For fillets, the quantities are—

Year	Fillets kg
1976 .. ..	14,703
1978 .. ..	19,308

People in my area have estimated conservatively that each day over 2,000 crabs come out of it. That is quite understandable when we realise that 1,547 private motor boats are registered in the Gladstone area. These figures show that we in the Gladstone area have the ability to handle a facility that was promised to us prior to the 1977 State election.

When the Minister is handling applications for professional crabbing licences, he should look at the number of crabbers who are licensed today. There are more crabbers catching crabs today than ever before. We must protect the industry as best we can. I do not want to take away the rights of the individual to go out in his boat—or even by car, truck or foot—to catch crabs. However, I think that we have to look at the number of professional crabbers before any further permits are issued.

It is essential that we upgrade the facilities at Gladstone if we are to handle the amount of seafood caught in our area. Promises were made by Mr. Wharton on 20 October 1977. This is a Press report headed “Wharton promises better deal”—

“A larger patrol boat, and better wharf and fish processing facilities were among the improvements planned to aid the fishing industry in Gladstone, Minister for Aboriginal and Islanders Advancement and Fisheries, Mr. Wharton, said yesterday.”

Unfortunately, that promise has not been kept. This is another report on 30 November 1977, under the headline “Promises Will Be Broken”—

“Mr. Prest said Mr. Wharton had promised during the election campaign Gladstone Fish Board would receive improved fish processing facilities, but the Minister recently informed him there were doubts about the need for and economic viability of such a plant.”

That was conveyed not only to me but also to the Gladstone Harbour Board, which had supported the application for a fish-processing plant in the port. In a Press report of 16 December 1977, this appears—

“However, former Fisheries Minister, Mr. Wharton, replied recently that the fish processing industry in Queensland was already overcapitalised.”

These things were promised, but when the results of the election were known the Government backed out. It is one of those things that we have become accustomed to from the present Government.

We know that the fishing zone around Australia has been extended to 200 miles. Foreign fishing vessels will be licensed to fish in Australian waters. I sincerely hope that our own fishing industry will not be detrimentally affected by the issue of licences to foreign vessels. I believe that the waters close to our reef should remain for the exclusive use of Queensland fishermen. Foreign vessels should not be allowed right in close, taking over the fishing grounds that have been worked by our smaller operators over a long period. Many people in the fishing industry are not well off financially. They are operating small boats, which would be unable to withstand the long hauls out to fishing grounds on the edge of the 200-mile limit. Therefore, when permits are granted to foreign fishing vessels, I ask the Minister not to include the waters close to our coast.

I repeat that we do need handling facilities at Gladstone. We believe that the town could well and truly support a processing plant. Besides the crab meat, fish and prawns, we also have a plentiful supply of scallops, and we are now marketing Moreton Bay bugs. All of this seafood could make the processing plant in Gladstone a very viable proposition.

One of the matters in which I am very interested—and it has created a hardship for professional fishermen—is the increase in mooring fees. A professional fisherman, who might be in port for only one day a week, is required to pay \$300 a year for a mooring pile. Half of the time he might not even tie up at the pile; he might unload at the wharf, refuel and get straight out to the fishing grounds again.

When they met me, the professional fishermen put up a very sound case against the increased mooring fees. In Queensland there are 70,129 registered private motor boats. The proposition put up by the professional fishermen is quite feasible. They suggest that the charges on those private boats be raised by only a small amount and that the extra money be used for facilities for amateur fishermen.

In addition to meeting with me, they met with the Gladstone Harbour Board and it was through that discussion that the board in Gladstone took the matter to the conference held in the North a couple of months ago. I believe that the motion was passed. We have been told that the Minister will look into it. We hope that the Minister does not look into a mirror but into reducing the mooring fees paid by these men.

Another matter of concern to me is the P.A. Management Services investigation into the Fish Board depots. I sincerely hope that no depot will be scrapped. Over the past three years, there has been a 240 per cent growth in the fishing industry, so we have a big industry and we need the depots. We do not want them to be taken over by groups that will fleece the professional fishermen. They can expect a fair deal from the Fish Board depots. But if the operations are handed over to private enterprise or any other organisation, the industry will be manipulated as the meat industry is being manipulated at present. The middle man, not the producer, will reap all of the profit. I do not want to see that happen.

Even if a syndicate were formed, in which the fishermen had to buy shares, I do not think it would work. Many small fishermen would not be able to put in their share of the money. In plentiful times, the catch of a shareholder would be put through the depot but the little fellow who did not have any shares would be left with his catch and would have to find some other way of selling it. If it is the recommendation of P.A. Management Services to scrap some Fish Board depots, I hope that it is not accepted by the Minister.

Along with the two honourable members from Rockhampton, I am concerned—I know that the honourable member for Callide is not—about the wetlands in Corio Bay, which has been a fish habitat for so long, being taken over as part of the Iwasaki tourist project. We hope that the industry will not be affected adversely by this development to which we objected so strongly when the legislation was going through Parliament.

As I said earlier, I was not entirely in favour of the siting of the new container terminal at Fisherman Islands in the Port of Brisbane Authority area. I honestly believe that Gladstone was the obvious site. It is a readymade port and has the facilities and great areas of industrial land that has been reclaimed by the Gladstone Harbour Board where the container port could have been built much more cheaply than it will by the time the Fisherman Islands facility is completed.

Looking at the annual report of the Department of Harbours and Marine, we find that in tonnage Gladstone is the leading port in Queensland. In 1975-76, 14 340 541 tonnes of cargo went through the port of Gladstone; in 1976-77, 15 112 253 tonnes, and in 1977-78, 14 932 184 tonnes. There was a fall last year of 1.19 per cent, but that was understandable because of the cut-back in coal imports by the Japanese.

**Mr. Powell:** It wasn't caused by strikes?

**Mr. PREST:** Not at all. That is the worst thing about this Government; it always seems to be on the back of the unions. I will get back to the honourable member later and tell him something about which he knows nothing.

I am very pleased that B.H.P. is building a coal-handling facility at Clinton, at a cost of \$30,000,000. Once again the Gladstone Harbour Board is to the fore with assistance to Dampier Mining, which is a subsidiary of B.H.P. It is lending the company quite a deal of money to ensure that the project will be a success and is built as quickly as possible. We believe that in the not-too-distant future Central Queensland Cement Pty. Ltd. and Comalco will also be exporting and importing materials through Gladstone. No doubt the Gladstone Harbour Board will be called upon to act, and it will act in the best interests of all concerned.

The Gladstone Harbour Board is a semi-government organisation of which we in Gladstone are very proud. In fact, we believe that the Gladstone Harbour Board is the best organised board in Queensland. It is unfortunate that a port only 60 miles or so away has an overdraft running into millions of dollars. Unfortunately, we find that some of this overdraft has to be serviced by the ratepayers of Rockhampton. At present the board is asking the Government to take over part of the loan and then cancel it. The board wants the citizens of Rockhampton to take over the other half of the loan, which is approximately \$2,000,000.

The Gladstone Harbour Board has also spent quite a deal on the beautification of the lands under its control. It was only during the past 12 months that the board officially opened Lady Nelson Park and fountain at a cost of over \$100,000. The board is well run by the manager, the engineer and the secretary. Great credit must go to the chairman, Mr. Bill Golding, who is very active at this stage of his life. In fact, I believe he celebrated his 88th birthday only a couple of days ago.

**Mr. POWELL (Isis) (8.25 p.m.):** I am grateful indeed to be able to enter the debate on the Maritime Services and Tourism Estimates, as probably no other portfolio has greater influence on my electorate. Just about every aspect of daily life that affects the Isis electorate has some connection with the Minister's departments of Harbours and Marine, Fisheries Service and Tourism.

At the outset I offer my thanks to the Minister for the courtesy that he has always extended to me in the approaches that I have made to him on behalf of my electorate, and for the courtesy with which he has received delegations from my electorate. At times he has attracted a deal of criticism for the actions that he has taken on behalf of the Government. It is to his credit that he has always remained loyal to the Government and to his party colleagues. For that I am extremely grateful, and I congratulate him.

The Department of Harbours and Marine is responsible for the provision of small-boat harbours and ramps. These facilities, which have been introduced by the Government as Government policy, are a boon to small-boat owners in Queensland. In fact, if one looks at the policy adopted by the Queensland Government and compares it with the policies adopted by other Governments, one finds that this Government is "waterways" in front of other Governments.

The great number of free—and I emphasise "free"—boat ramps in Queensland are a monument to this Government. They have certainly increased the scope of people to launch small boats and go fishing. They are also an advantage to tourism. Because these two functions go very well together, it is important that they should be linked.

From representations that I have made to the Minister and from letters that he has received from people in my area, he knows of the dissatisfaction about the state of the Urangan Boat Harbour. It really grew like Topsy without any effective planning. It has many problems. The Government has spent a tremendous amount of money on the harbour—something over \$1,000,000—and I have no doubt that, having invested that amount of money, it will continue to spend money there until such time as the people, and indeed the department, are satisfied with the facilities provided there.

The silting problem in the harbour must be looked at seriously. There must be some way of overcoming the very severe and continuing silt problem there. Recently, the department has placed mooring piles in the harbour to try to tidy up the mooring of boats. Of course, those using the mooring piles have now to pay a tremendous fee—almost \$1 a day—for mooring a boat in the harbour. Whilst an argument can be put forward to support the increase in the fee, it is very difficult to convince people that they should pay to tie up to a mooring pile in a small boat harbour in which for half the day the boat sits on the mud. Because the boat is firmly bogged in mud for half the day, one cannot get to it.

A story circulating very widely in the area is that the mooring piles were merely put into the mud; that they do not go down to the rock base below. It is believed that a good bump by a boat carelessly driven when being moored or perhaps when swinging around in the wind will knock the pile out of the mud. If that is the case, the engineers who were responsible for the design of that boat harbour and for so placing the mooring piles ought to be called to account. The Government's hard-earned money should not be spent in an unsatisfactory way.

The Urangan Boat Harbour certainly has its advantages. I should hate anyone to think that it is a white elephant; it is not a white elephant at all. This facility is of great benefit to the people in the area. It is a tourist attraction. A tremendous number of people with small boats come to the Hervey Bay area for the attractive fishing there, and to enjoy the vast expanse of very safe boating water. On that ground alone, the boat harbour is an extremely safe facility. But—and the “but” must be emphasised—an effort must be made by the engineers of the Department of Harbours and Marine to overcome the very serious silting problem there.

The building that has been provided by the department at Urangan is a great asset, and it is my hope that in the very near future the Department of Harbours and Marine will see the sense in opening part of the building as an office for the payment of fees and the provision of general information that needs to be given near a boat harbour at a place as popular as Hervey Bay.

The tourist potential of Hervey Bay has not yet been fully realised. The population increases fourfold during the Christmas vacation, and it seems to me that the Department of Harbours and Marine and other Government departments should recognise that many strangers and tourists who visit the area are not well acquainted with it and may be caught in sudden squalls, and that people who are not familiar with the sandbanks in the Sandy Strait area may need help. It is obvious that the facilities of the Department of Harbours and Marine should be used to a greater extent as an air-sea rescue base. There is a very good air-sea rescue group at

Hervey Bay. Volunteers spend many hours each day, particularly at the week-ends, performing public service.

I have recently written to the Minister and handed him a copy of a map that was prepared by one of my constituents, Mr. Les Kenney. That gentleman has gone to a lot of trouble to produce a grid map of the Hervey Bay area that he believes the Department of Harbours and Marine should be making available to people for a small fee. It is a simple type of map that most people can read, and I believe that the safety in the area would be improved if that map was effectively used in association with Harbours and Marine facilities at Urangan. Of course, the operative word is “effectively”.

As I said, the population increases fourfold during the Christmas vacation, and people come there from everywhere. They are unfamiliar with the water, and it is most important that boat safety be emphasised so that they know where they are. There are so many islands in the area that a person needs to have a fairly good knowledge of navigation if he is going to use a proper marine chart. Therefore, the map that has been prepared by Mr. Kenney should, I believe, be looked at seriously by the department as a simple, cheap publication to be handed out to people who come to the area.

The Isis electorate extends much farther north than Hervey Bay, and it takes in other very delightful beach areas such as Burrum Heads and Woodgate. The department has a stake there as well, with boat ramps in the area. It has spent much money on these facilities. The local authorities too, are to be congratulated for their attitude towards them.

The Beach Protection Authority has a very real and important role to play in my electorate, because it takes in part of Fraser Island and also the coastline, which has a tendency to erode in the area north of Hervey Bay to Theodolite Creek. The Elliott River area was in the Isis electorate in the past, although it is not at the moment, and it is used as a fishing area by many people from the northern part of my electorate.

In pamphlet No. 33 distributed by the Beach Protection Authority in October 1978, there are four aerial photographs of the mouth of the Elliott River. I draw the attention of the Committee to these photographs because they show very explicitly what happens when people do not make any attempt to conserve beaches. The Beach Protection Authority comes under many attacks from people who complain about the stringent controls that it wishes to place on beach areas. I would simply draw the attention of those who complain to these four photographs. They are of an area that I know well; in fact, it is an area that I grew up in. The effects there are devastating, simply because people did not make use of beach protection or conservation methods.

The exact date is not recorded in the pamphlet, but in 1954 during a cyclone water broke through on the southern headland of the river, and the result can be seen in the photograph that was taken in 1976. Today its condition is even worse. If the department would look at the matter in a sensible fashion today and would dredge sand out of the middle of the mouth of the Elliott River and restore the southern heads of the river, it could be made one of the safest small-boat harbours on the east coast of Queensland.

There is no doubt in the mind of anybody who has known that area for many years that the erosion at that time was entirely man made. I can remember as a boy that at low tide at the river mouth there was 30 feet of water. All that is needed at the moment to restore it to that standard is the pumping of sand from the middle of the river mouth onto the southern headland. The natural scouring that would then take place would make this a perfect small-boat harbour. I can remember making representations to my predecessor, the late Jack Pizzey, who in turn took the matter up with the former Minister for Marine Services, the Honourable Nev Hewitt.

**Mr. K. J. Hooper:** A good Minister, too.

**Mr. POWELL:** An excellent Minister, there is no doubt about that. The representations were made in 1965 or 1966 when the Director of the Department of Harbours and Marine was Mr. Peel, from whom we tried to get money spent to restore that river mouth. In those days, of course, the restoration work would not have been a major task. Because of absolute neglect, today the restoration would be a fairly major undertaking. I still maintain that if it were undertaken it would become one of the best small-boat harbours on the east coast.

The work of the Beach Protection Authority is most important. The Government is to be congratulated on the attitude it takes to it. Local authorities must work in well with the Beach Protection Authority. The Woocoo Shire Council, the Isis Shire Council and the Hervey Bay Town Council are to be congratulated on their attitude. Town-planning provisions recently introduced by the Hervey Bay Town Council allow for Beach Protection Authority work. Provision is made for the recognition of beach conservation projects. That council has tried in its town-planning provisions to discourage the construction of high-rise buildings on the foreshore of Hervey Bay. The people of Hervey Bay are completely opposed to the construction of major buildings on the foreshore, or even close to it. The attraction of the place would be completely destroyed if that type of building were constructed there.

Fraser Island is the most important asset we have in that area. From the tourist point of view, after the Barrier Reef, Fraser

Island is the most important tourist attraction in Queensland, indeed in Australia. It is a magnificent island with a tremendous range of scenery and life-support systems. This is an area that the Government should be looking to from the tourism point of view, and realising its potential. With its sensible policies on land utilisation, this Government has called tenders for an area of 10 to 15 ha for a camping ground on the east coast of Fraser Island. This is a facility that is desperately needed. The known camping grounds on the island that are easily accessible are very overused. From a conservation and beach-protection point of view, those areas will be destroyed if they continue to be overused. I hark back to the example of the Elliott River mouth which was overused and has been largely destroyed.

**Mr. Greenwood:** Would you say that the beaches are overfished?

**Mr. POWELL:** I will come to the fishing part in a minute. I thank the Minister for that reminder. I would add, however, that unfortunately I myself do not get an opportunity to overfish them in any way. The attitude of local authorities in my area towards erosion control is indeed a healthy one. They are aided to a very great extent by the Beach Protection Authority.

As tourist facilities in my electorate are quite minimal, I would make a plea to the Minister and the Government to carefully examine the possibility of using the Urangan Jetty as a tourist facility as well as for the purpose for which it was constructed. It is sad to see the jetty falling into a state of disrepair. It appears that the Government does not want to maintain it in first-class condition.

The time may well come very shortly when sea transport proves again to be very economical. Hervey Bay, being a very important tourist area, could well make use of the Urangan Jetty for the disembarkation of passengers from large tourist vessels.

In introducing his Estimates, the Minister mentioned the cessation of sand-mining on Fraser Island and the sum of money that was given to the State Government, by way of compensation, for use by the Minister's department in the area. I urge the Minister's department to look carefully at the establishment of landing ramps on Fraser Island adjacent to the Urangan Boat Harbour. Barges and other vessels that ply between the mainland and Fraser Island need to have proper facilities for the off-loading of motor vehicles and passengers. The present off-loading ramp at Urang Creek can be used only at high tide. There is a need for the establishment on the island of an off-loading facility that is sheltered from the wind.

The Government is to be congratulated on the attitude that it adopts towards tourism, and particularly to the regional tourist authorities. The two in my area are the Fraser

Island-Hervey Bay Fun Coast Tourist Association and the Bundaberg Regional Tourist Association, which are doing a fine job on a local level in attracting tourists to the area. But perhaps they need more money. It would be great to see the Government lift the subsidies that are paid to them so that they can attract tourists from a much wider area.

As I said before, after the Great Barrier Reef, Fraser Island is the greatest tourist attraction in Queensland. Unfortunately, it is not possible to transport people economically to the district. Domestic air transport is very expensive, and obviously road, rail and sea transport must be seriously looked at as alternative means.

Finally, in relation to fishing—the department is to be congratulated on the research that it undertakes. Research into mackerel and barramundi has already been mentioned. The department also carries out a research programme into tailor.

This brings me back to the remark made by the Minister for Survey and Valuation about fishing on Fraser Island. Recently the tailor season ended. On behalf of people who go regularly to Fraser Island and the local authority, I make an urgent appeal for some control to be placed on the tremendous number of so-called amateur fishermen who murder schools of tailor in late winter months and early spring months. The way that they carry on is to be deplored. Something must be done to conserve the schools of fish for the professional fishermen and the genuine tourist amateur fishermen who visit the island regularly. The Great Sandy Strait is a valuable fish-breeding area. I would hate to see destroyed the mangrove areas and mud islands in the strait. Although they are an unattractive proposition for human development, they are vital areas for fish-breeding. I do not want to see them changed or developed in any way; rather they should be left as a major fish-breeding habitat.

**Mr. DAVIS** (Brisbane Central) (8.45 p.m.): The Tourism Estimates are always very important. We continually hear about the potential of the tourist industry. I have heard on and off since 1969 what this Government is going to do about the industry. I think "The Australian" summed up pretty well what the Federal Liberal-Country Party Government and this Government are doing when it made the statement, "Have we missed the bus on tourism?" That is pretty right. What that paper says is that, because of the dilly-dallying that has occurred with international air fares, we have obviously missed the bus. The manager of Travelodge said—

"Australia attracts virtually no international tourism. It could attract tourists in tens of thousands. Yet it is doing its best to keep them out."

He added—

"I wish I were an Australian. Then I would feel free to do what I want to do—thump the table and shout at the stupidity of Australia's policies."

I entirely agree with what the Leader of the Opposition said.

**Mr. Powell:** You have to.

**Mr. DAVIS:** I don't have to agree with the Leader of the Opposition. I only agree with valid submissions that he puts to the Committee. I am sure that anybody would agree—and certainly the Minister would—that the submissions made by our Leader today were first-class. I am sure that the Minister's officers took them down word for word.

**Mr. Powell:** When do you disagree with him?

**Mr. DAVIS:** I am glad the honourable member interjected. I have just come back from Fraser Island. Surprisingly, nobody there has ever heard of the member for Isis. He talks about the promotion of Hervey Bay. We were talking to representatives of the Hervey Bay Promotion Bureau. They told us what a shocking, rotten deal this Government had given that organisation. I said, "I am glad you have told me that. The Australian Labor Party will push the cause of Hervey Bay, because obviously the member won't do anything for you."

On the subject of how much this Government is dilly-dallying with tourism—I recall the statement back in 1973 by the then Minister for Tourism, the late John Herbert, when he came back from an Asian tour. He said, "We expect by 1980 to have at least 200,000 Asians visiting this country as tourists." I would go so far as to say that the only Asians we are attracting to this country are the Vietnamese refugees who come in their boats.

What we must do—and in this I am following the approach adopted by the Leader of the Opposition—is completely review air fares in this country—international, national and intrastate. I agree entirely that we have to get right away from the two-carrier system. With deregulation, fares in the United States dropped astronomically. If we do not follow, we can forget about overseas tourists. We have to think about how we can attract Australian tourists to this State of ours. If the Government showed as much initiative in promoting tourism as it did in allowing the Iwasaki development, tourism in this country would leap ahead tremendously.

It is good to keep records, because I recall a statement made in 1973 by the then Lands Minister about Iwasaki and his great international tourist development. This may be of interest.

**Mr. Hodges:** Who was that?

**Mr. DAVIS:** That was Wally Rae—good old Wally. Remember Wally? He was the Lands Minister at that time. He said on

18 May 1973 that he would demand that a Japanese investor develop freehold land before the State Government considered giving him permission to develop leasehold land. He went on to say that Mr. Iwasaki could deal with his freehold land first. Then this Japanese entrepreneur went to see the Lands Minister, Mr. Rae.

The air fares in this country are far too high and the only people on whom we should concentrate now are the motorists and their families.

**Mr. Porter** interjected.

**Mr. DAVIS:** It has a lot to do with tourism. It is all right for the honourable member for Toowong to talk about the poor motorist and his family. He does not have to worry. He is driven in his luxury car.

We need to emulate what has been done in New South Wales and the other States. We have to support the tourist industry by giving assistance to caravan and campervan owners who use caravan parks. I am sure that the workers' representative from Archerfield would agree that it is very difficult these days for a family to have a holiday anywhere in the State unless caravan parks are used. Motels are completely out of the question because a man with a wife and two children would be charged something like \$50 a night at a motel.

I give credit to the Minister for Lands, Forestry and Water Resources and the Department of Lands for providing exceptionally good stopping places and tourist facilities such as those at Lake Moogerah. It is a first-class area with clean toilets and well-mown grass. Facilities of that sort are required if we are to attract tourists.

Historic buildings are another attraction for tourists. Unfortunately, when this Minister was Minister for Works and Housing, he just about destroyed the "Bellevue" building. Nobody could have done as good a job of destroying the "Bellevue" building as this Government did by taking away the main feature of the building, the iron railings. Years ago quite a number of people were in favour of retaining the "Bellevue", but today, as a result of the con job done by the Government, there would not be many in favour of it. I was talking to a person from New Orleans the other day and he said that if there was a building like that in New Orleans, particularly with the railings around it, the authorities would retain it as a tourist attraction. Obviously Government policy at the time was to knock over "The Mansions" and the "Bellevue".

While speaking on tourism earlier, the Minister mentioned that he has a research officer. I do not think too much research has been done since 1969-70 when Professor Gates from the university Economics Department prepared the Tourist and Travel Industry Report. It is important that we have research into the tourist industry, and, even though

the Minister has one research officer at present, I think a research office is necessary. Market research plays a big part in tourism. Research and development relative to the promotion and publicity of the regions within the State should be combined with the promotion of the State as a whole.

I now want to deal with two other matters. The first is a subject usually brought up by members representing the Gold Coast and other tourist areas, and that is penalty rates. It seems to be said continually that, if penalty rates in the hospitality area were lowered to single rates, all the problems of the industry would disappear. I do not agree. The hospitality industry has always been regarded as a low-wage industry. The fundamental point is that award wages in the industry are depressed in comparison with those for other industries because so many penalty rates accrue to employees under the various awards covering the industry. It is a composite rate of pay that in fact is commensurate with wages generally. If no penalties were paid, employees in the hospitality industry would end up with a very depressed wage.

At present I think the award rate is a lousy \$133.50 a week, and most people who contemplate working in the industry do so because such employment attracts penalty rates. I say quite clearly that, even with the high unemployment at present, the main reason why the motel/hotel type of employment attracts people is the payment of penalty rates. Many porters, drivers and so forth work in the airline industry because of the penalties that are paid. This is what makes it attractive. The people who usually complain about penalty rates being paid on week-ends are those who work a five-day week. They do not worry about people who have to work on week-ends. I know that most unions are quite happy to talk to employers about it and I know that the A.C.T.U. is interested in talking to them about it.

If the people in the hospitality industry wish to change this arrangement, they have the right to do it through the Industrial Commission. Honourable members should not forget that the wage rates in this industry have been framed by various Industrial Commissions, not the unions.

I wish to make one more point on the tourist industry, and it concerns national parks. I give full credit to the Minister because national parks are attracting a great deal of support. More people are getting involved in camping, in caravanning and in campervans, which in turn is making these parks more attractive. The facilities are improving all the time. I think that one way in which people can promote tourism is by looking after the travelling motorist. We must ensure that more finance is given to local authorities to enable them to build caravan parks. Unless air fares are lowered, I believe that that is the main area for tourism in this State.

**Mr. GLASSON** (Gregory) (9.1 p.m.): I am pleased to enter this debate tonight to point out to the Chamber that tourism is not centred on the eastern seaboard of this State. As a matter of fact, I was asked tonight whether I would give up my speaking time for someone else. Many people are of the opinion that because one lives in the most western electorate in Queensland, one has nothing to do with tourism. That is far from the fact. I should like to go on a tour from the eastern seaboard, through the Darling Downs into the electorate of Gregory. Not many centres in the western or inland areas sell what they have to sell. Apart from the signboards that are erected by the Main Roads Department showing how many kilometres east or west a town may be, many of the towns do not have a signboard showing their name.

I come to Roma, where I lived before the last World War. In fact, I was in Roma when I joined the services. There is nothing there to indicate that Roma is the site of the first oil or gas bore in Queensland. There is nothing to tell the visitor about the vineyards, which were a part of the early history of the wine industry in this State. There is nothing to indicate that today there is an oil refinery in Roma; in fact, the only oil refinery west of Brisbane. There is nothing about the great grub cactoblastis that cleared prickly pear. There is nothing to indicate the debt that that area owes to that little grub.

**Mr. Casey** interjected.

**Mr. GLASSON:** The honourable member has had his say. If he is prepared to listen, I will tell him a few things. He goes to the West only on political tours. He is not interested in it, I am sad to say.

As I move further west into the area in which I am more directly interested, I refer to the festivals that are held each year to promote what the areas have. There is the Cunnamulla-Eulo festival. Charleville has a festival. Barcoo has a festival called the Barcoo Rush. Blackall is at the head of the Barcoo River, which plays such a big part in the formation of the great Cooper River channel system. Unfortunately, there is nothing to indicate the history of Blackall.

Just outside the town is the old Alice Downs Station, which was a great property in the early days. Jackie Howe, a famous shearer, shored more than 300 sheep a day on Alice Downs Station. It was only as a result of the Barcoo Rush that this fact became known to the people involved in tourism. It was men like that shearer who pioneered this area, and these centres should be proud to promote these happenings. They do not do this because they are not interested in tourism.

An itinerary including these areas could be given to the driver of a Pioneer bus, a Greyhound bus, a Redline bus or any other

bus that goes through that area in winter, which is the prime time for tourists. At times they sit beside the road and idly watch the dry Mitchell tussocks. Thank goodness this year there are green Mitchellgrass tussocks. There is also the odd emu and kangaroo. There is a wealth of history in that area.

Around Blackall are studs which were the foundation of some of the greatest merino sheep flocks in Queensland. They can hold their own with the famous studs in the Riverina in New South Wales. There is nothing to promote that.

I move 68 km further north to the town of Barcardine.

**Mr. K. J. Hooper** interjected.

**Mr. GLASSON:** That is enough from the honourable member. It is claimed that the first artesian bore was tapped just outside Barcardine. It was put down to obtain water to enable men to work on the track when the western line was being built. There was no permanent water there.

In the same centre—now honourable members opposite can come in—was born the Australian Labor Party in the great shearers' strike in the 1890s. The great gum tree in the main street of Barcardine, opposite the railway station, known as the Tree of Knowledge, still stands, and I say to the Committee and to the people of Australia that it is a monument to some very fine, brave men who stood up for a principle and their rights when they felt they were being flogged for the sweat they were losing. They are the men whom I call the men of the real A.L.P. Thank goodness there is something in Barcardine today to honour those men, little though it may be. I am trying to arrange with the university, with the assistance of Mr. Ken Gordon, to bring a journalist out to speak to the older men who remember the stories of those days.

**Mr. Scott** interjected.

**Mr. GLASSON:** I will leave the honourable member for Cook to the Islanders.

**Mr. Scott:** Would you class Mr. Chifley with those men?

**Mr. GLASSON:** I would certainly class Mr. Chifley with those men. He was No. 1.

**Mr. Scott:** He wanted to nationalise the banks.

**Mr. GLASSON:** Thank goodness Australians will not accept eccentric moves, no matter which party puts them forward.

Let us move on a little further to Longreach, Mr. Row. It holds what is called the Starlight Stampede to honour the achievements of a great man. Probably they were not great achievements from the point of view of building up a bank account, but in those days it was a great achievement to take a mob of cattle from the headwaters of

the Thomson River through unknown, unoccupied country, through some of the driest country in the north-east of South Australia to Adelaide.

**An Opposition Member** interjected.

**Mr. GLASSON:** That is right; Harry Redford is his name. There was one white bull that was responsible for his being caught. He was brought to trial in Roma and acquitted by the court because of his outstanding achievement in that epic droving trip.

**Mr. K. J. Hooper:** They were all cattle duffers on the jury.

**Mr. GLASSON:** They acknowledged that that man, by reason of his achievement, was a first-class stockman, and he was acquitted. Between Muttaborra and Longreach there stands the little knoll known as Starlight's Lookout.

Longreach also has the distinction of being the town in which Qantas grew up. When Qantas is mentioned, a number of towns make claims.

**Mr. Scott** interjected.

**Mr. GLASSON:** I ask the honourable member for Cook to be quiet and listen. He would not even know what Qantas stood for.

Let us say, Mr. Row, that Qantas was conceived in Cloncurry, born in Winton and grew up in Longreach. I think that would be fair to all those centres, because everybody in that great area had a hand in building Qantas into what it is today. The word "Qantas" came from Queensland and Northern Territory Aerial Service. I am quite sure that the honourable member for Cook did not know that. It was Hudson Fysh, a member of the Royal Australian Flying Corps at the end of World War I, who decided that somebody with flying experience should establish an air service in the isolated areas of inland Queensland. It was through his efforts and Mr. McInnes's—in fact, many people who were shareholders in that then small company—that Qantas was established, and I am very proud that it is now Australia's international airline and representing this great country. It was born in the hardest part of Australia and established by men with a great deal of fortitude. It certainly was a worthwhile achievement.

A meeting was held recently to form a committee to set up the Stockman's Hall of Fame in Longreach. Dr. Tom Murphy, a private medical practitioner, took the position of chairman. Even if people had been there for generations, they could not do more for tourism in Longreach than has been done by Dr. Tom Murphy.

There was great opposition in the council, but finally council has decided, in its wisdom, that it should build Sir Hudson Fysh Drive, an avenue of trees to Longreach Airport where the original sign "QANTAS" is displayed on the hangar. At a Rotary meeting it was suggested that the Rotarians should

come in and erect a set of gates at the entrance to the airport at Longreach. It was further suggested that the badge of the council and the badges of the three service organisations be displayed. All this will be a little display of history.

I move on another 110 miles north-west to Winton where they sell what they have to sell, and have done so for a long time. The North Gregory Hotel can be classed as the leading hotel in inland Queensland, apart from the two hotels recently built in Mt. Isa.

**Mr. Vaughan** interjected.

**Mr. GLASSON:** I wish he would listen. Rabbits like the honourable member need a bit of education. They can't even clean their ears to listen.

Winton has much to sell. The great song "Waltzing Matilda" was written in Winton country. The notes and words of "Waltzing Matilda" are inscribed on the door of the dining-room at the North Gregory Hotel. There is a plaque there to commemorate the part Winton played in the birth of Qantas. Right along the route there were only three properties between Winton and Longreach. I refer to Vindex, Eversham and Manaroo. They are where Cobb & Co. staging camps were situated. This is all potential tourism that we have out there to sell. The honourable member for Windsor was out in Winton recently. He was just amazed when he went to one of the properties and saw the tradesmanship that went into the stonework in those early days. Sandstone had been hewn out of the ground. That stonework stands as a monument to the men of those days. Those areas have untold tourism potential.

Let me go a little further west to Boulia. Boulia puts on a festival known as the Min Min Festival—the story of the intriguing light. It is an eerie story about the myth of a light. What in fact it is has yet to be found out. I do not think we will ever find out what it is. Having seen many Min Min lights, and not after being at either the Southport bar or in a liquor bar, I know the eerie feeling it causes. That is what is featured in Boulia, along with other historical stories.

Further down the river we come to Birdsville. What a way tourism is being approached, considering what the district has to sell! Birdsville, with a population of 30 people, conducts the annual Birdsville Races. This year at the Birdsville Races 358 aircraft were parked on the airstrip. They ordered one bus from Toowoomba but got eight. We have in Birdsville the A.I.M.—the Australian Inland Mission. It is a nursing home with a most dedicated sister. It is a legacy of the great Reverend John Flynn, who became known as Flynn of the Inland.

I could spend my allotted time giving the history of the great Flynn of the Inland. He thought of the people who

lived beyond the end of the railway line. He relieved isolation by his pedal wireless. Flynn brought to isolated areas medical aid that would never have been available but for the thinking of that great man. Today that service is known as the Royal Flying Doctor Service. Thank goodness something has been done to honour him. He was recognised by the Queen for his great work. What is known as a Devil's Marble serves as his tombstone. It is on a hill just outside Alice Springs, at the crossroads just south of Tennant's Creek, and it was unveiled by the Governor-General of the day.

The story of Burke and Wills is also unfolded there. The "Dig" tree still stands. Tourist attractions at their best are to be found in inland Queensland. But little is done to encourage tourists to that area?

The Stockmen's Hall of Fame is based on the American Cowboys' Hall of Fame, which is situated in Oklahoma City. The Hall of Fame here will be named the Australian Stockmen's Hall of Fame. The hall in Oklahoma was opened only four years ago and is now probably one of the greatest recent tourist drawcards in the whole of the United States of America. It publishes a quarterly magazine to let the tourist industry know exactly what it has to offer.

The Hall of Fame in America consists of a large art gallery featuring paintings and sculptures that glorify the American Old West. That is exactly what we could do in Australia, even though our history may not be as long and colourful as America's. We could embody in it a rodeo hall of fame, which could depict objects associated with rodeo championships. Let me hasten to add that in Australia we have rodeo champions who are equal to any in America.

Very recently, Trans Australia Airlines made the bold decision to withdraw services from inland Queensland, namely Brisbane to Mt. Isa, all stops between, and Townsville to Mt. Isa, all stops between. What a lack of forward thinking that is on the part of a Federal instrumentality administered by the Federal Minister for Transport, Mr. Peter Nixon! Only tonight on Channel 9 he announced that from next February the return air fare between Australia and the United States of America will be \$450. Next Saturday afternoon I will be meeting Mr. Peter Nixon here in Brisbane, and I will tell him certain things about the services that he is withdrawing from inland Queensland.

Mr. Nixon claims that T.A.A. is losing \$1,500,000 on the inland routes. I have done my sums and I know that it can't be losing as much as that. Words fail me! T.A.A. has shown total and utter disregard for the people of inland Queensland, people who earn millions of export dollars for this nation. He has sold them down the drain and then said, "Don't worry. You'll be serviced by a

small private airline." A private airline with one flight captain and no hostess! The people of the West are the suckers who have to cop this because T.A.A. is worried about the people in Sydney and Melbourne and couldn't give a continental about what happens to those in inland Queensland. In one breath we are told that the fares between Australia and America will be reduced to \$450; in the next, we are told that T.A.A. is withdrawing services to inland Queensland. The fare from Brisbane to Winton is \$96. Is that a fair go for the people of the inland?

I give credit to the Leader of the Opposition, who made some very commonsense remarks about air fares. If the reduced international air fares bring about a greater influx of tourists to Australia, I hope that they do not just want to run up and down the eastern seaboard. Perhaps they might even want to come inland. We have the things that tourists want to see, but we will not even have an air service for them to travel on. Peter Nixon and T.A.A. have shown a total disregard for the people of inland Queensland.

I hope that the Stockmen's Hall of Fame will honour some of the men who were the backbone of the Outback. The great Lance Skewthorpe came from Western Queensland. He was the only man to emulate what Sir Adam Lindsay Gordon did at Gordon's Leap. I don't know whether any honourable members would know what Gordon did. He jumped his horse over a 4 ft. fence onto a 4 ft. ledge adjoining a 300 ft. drop below.

I hope these men will be remembered—men like Sam Fuller and numerous others. Just the other day a little lad from Winton—young Raymond Hermann—won a world championship in Sydney. He is a boy, not yet 20, who was born and bred in our country. He will go to the United States of America to represent his country. He will be a good ambassador not only as an accomplished horseman but also as an Australian. I hope that such people from all over Australia will be represented in that Hall of Fame, because there are many of them. I hope that the narrow-minded people will not say that, just because the Stockmen's Hall of Fame happens to be at Longreach, they do not want to be associated with it. Let us remember that it is the Australian Stockmen's Hall of Fame, not Longreach's Hall of Fame.

Before I close, I convey to the Minister and members of his department the appreciation of all of those committees I have mentioned for what has been done in the way of finance for promotion. I thank the Minister and his darling wife for coming out to open the Winton Festival. It was most regrettable that he could not be at the recent Barcaldine Artesian Festival. Apologies were tendered for him by his representative and, indeed, by me. We trust that he will be with us again at our next festival in the West.

**Mr. ROW** (Hinchinbrook) (9.21 p.m.): I congratulate the Minister for his surveillance of the departments in his portfolio and for his presentation of the Estimates. I should express my gratitude also for the participation of the Department of Harbours and Marine in the construction of the world's largest bulk-sugar terminal, which has almost been completed at Lucinda Point, in my electorate. It will be of great advantage not only to the sugar industry in Queensland but also in the future shipping of sugar as a major export earner for Australia.

I feel that this large bulk-sugar terminal development heralds a dramatic change in the direction of shipping in this country. It is probably something that the average citizen does not realise is happening. Mention was made by earlier speakers of the new port at the mouth of the Brisbane River. That, too, will cater for new developments in shipping. When we stop to think that, until quite recently, the coastal shipping of Queensland consisted of comparatively small freighters—anything from 2,000 to 6,000 tons gross weight—there is a rather dramatic change when in future we will have bulk carriers with capacities of 40 000 tonnes servicing our ports. In view of that, it is timely that we should have these major port developments, with which the Department of Harbours and Marine will be vitally concerned. The department will be adjusting its capacity to handle this type of enterprise in an equally dramatic fashion.

In addition to the development of bulk-carrier services, there are also moves along the coast of Queensland for the concentration of the small shipping industry—what I call the ancillary shipping industry—into a service that will fill the gap created by the big ships displacing the smaller coastal freighters. For this reason, a secondary development cannot be overlooked in the planning of future marine services in Queensland. This is why so many speakers before me have concentrated quite a lot of attention on small-boat facilities. It is quite obvious that ancillary shipping services will continue to play a major and growing role in the marine services of this State.

The honourable member for Gregory mentioned that it would appear that the provision of inland air services will fall back onto the smaller feeder airlines. I suggest that there will be a dramatic development in that direction, too, and that we could see some of these smaller feeder air services become quite large airline operators. The aircraft used by B.P.A. are quite modern, comfortable, large aircraft that are capable of stepping in where services are being withdrawn by the two major airlines. Transportation generally will continue to develop along these lines. There will be changes, and I hope that they will not be regressive.

That brings me back to boating facilities. The boating fraternity of Queensland has grown dramatically in a very short time, and the increase in the number of private pleasure

boats has created an accommodation problem. My experience is that the growth of the boating industry has been far in excess of the growth in the provision of facilities for it. While we realise that some of the facilities should be provided by private enterprise, unless the Government department responsible for fostering, maintaining and regulating this service provides the necessary back-up and encouragement, there will be a serious discrepancy. On behalf of the boating community in general, I counsel the Minister to pay a great deal of attention to the rapid development of this form of transportation and recreation.

That brings me to tourism. From listening to the debate I have gained the impression that, in many cases, members of the Opposition are blaming the tourist industry in Queensland for perpetrating some kind of rip-off. I do not believe that that is correct.

**Mr. JONES:** I rise to a point of order. The honourable member has made an accusation against the Opposition, which is entirely untrue and is offensive to our side of the Committee. As Opposition Whip, I ask that it be withdrawn and that the honourable member apologise to this side of the Committee.

**The TEMPORARY CHAIRMAN** (Mr. Kaus): Order! I ask the honourable member to withdraw his statement.

**Mr. ROW:** If the honourable member for Cairns is offended, I withdraw my statement. I was not really making any accusation.

**Mr. Jones:** Don't tell bloody lies.

**The TEMPORARY CHAIRMAN:** Order! I ask the honourable member for Cairns to withdraw that remark.

**Mr. JONES:** I withdraw, and I say that he is a fibber and is telling untruths.

**The TEMPORARY CHAIRMAN:** Order! The honourable member has withdrawn the remark and I ask the honourable member for Hinchinbrook to continue.

**Mr. ROW:** Many of the tourist establishments in North Queensland are overcapitalised. They are trying desperately to cope while not receiving the benefits that are due to them by way of proper transportation and proper access to their resorts. I refer particularly to the coastal and maritime resorts, many of which are established on islands. Along its coast, including the Great Barrier Reef, Queensland has the finest marine recreational area in the world. It is the largest marine recreational area with the best potential, but is the least developed. Unless the Government is prepared to play its part in assisting the tourist industry, and the public are prepared to be sympathetic whilst it is getting established, we will continue to be the Cinderella in a world that is oriented towards tourism.

I understand that tourism is a one-way circuit and that international tourists, in particular, do not want to double back on their tracks. For this reason, I suggest that in North Queensland, in particular, we need some form of access that will enable people to pass through this great area and continue on to some other part of the world without any great difficulty. People on world tours will form the grass roots of our tourist industry, because they are the ones with the money to spend. They, in turn, will create the development that is needed to open up the whole area so that the average person with not quite so much money will at least have somewhere to go.

The first thing we need in North Queensland is an international airport to enable overseas tourists to have immediate access to tourist areas. They do not want to get off a plane in Sydney or Brisbane and then have to use our comparatively slow methods or transport to get to North Queensland, and then have to travel back to their point of arrival before they can depart from Australia. They simply will not do that. This is a matter we have to look at very closely, and I urge the Minister to put more pressure on his Federal counterparts for the establishment of a suitable international airport. I would suggest Townsville as the site, not for parochial reasons but because it is central. Once an airport is established, we might begin to get somewhere.

Mention has been made of the fishing industry, which is now included in the Minister's portfolio. This is an industry that I feel needs a lot of sympathetic attention and fostering, not only from the public of this State but also from Government instrumentalities which should be endeavouring to assist it in every way. Today I heard members condemning regulatory practices which, it is claimed, interfere with the public's participation in fishing as a sport. To my mind, this is a misguided belief, because the fishing industry needs to be organised. It needs to have some sort of statutory control, and it needs protection of the kind that has already been recognised by this Government and enacted in the Fisheries Act. This is the only way in which the industry will develop. Likewise, the facilities required by the industry have to be developed, and many of these maritime services can be developed in conjunction with tourism and boat harbour development.

I feel that the provision of all the services involved in the Minister's portfolio should be done on a co-operative and unified basis. I have seen instances where this has not been the case. I have seen instances where regulations relating to small-boat specifications have changed and required them to be slipped and refitted more frequently, and this is interfering with the development of the tourist industry. Surely there could in many cases be some sort of compromise between these two Government authorities so that enterprises can get off the ground. When

things are established, it is all right to start tightening up regulations, but when an enterprise is in the infant stages I feel that a sympathetic approach should be adopted by Government departments. I do not like to use the word "bureaucracy", but I feel that in many cases the bureaucracy is hindering the development of the tourist industry.

**Mrs. Kyburz:** What about the idea of making Palm Island a tourist resort?

**Mr. ROW:** The honourable member for Salisbury mentions Palm Island. It is in a rather different situation, because it is an Aboriginal reserve. I believe it should remain an Aboriginal reserve as long as it is required, which could be quite a long time. I do not believe the reserve should be interfered with. Even though it may be done with all the best intentions, once tourism is introduced to an area that is set aside for another purpose, there is a conflict of interest. For that reason, I do not think that we should consider Palm Island at this stage.

If the honourable member is referring to the Palm Island group, that is a different question. That is a large group of islands and it has great tourist potential. There are small private tourist resorts in the Palm Island group but, because of lack of good access, they are developing very slowly. It is imperative that access should be provided close to these resort areas by the establishment of better facilities for small marine craft.

There is also the question of fish ecology. There is another area of conflict here but, because it is a rather delicately balanced situation, it should be considered. I refer to the boat patrols that carry out surveillance for the detection of poaching in the fish-breeding habitats. These patrols are doing a good job, but they are running into opposition from the public. I think that the public needs to be educated in these matters.

The honourable member for Isis referred to the production of suitable maps for the water-ways that are frequently used. This is an excellent idea. Included in the material that is made available to the public should be an explanation of the preservation of fish-breeding grounds. General education programmes would take away a lot of the misunderstanding that presently exists about the authority we try to impose for people's good and which they interpret as a restriction on their freedom. I do not think that there is really any imposition on anybody's freedom, and the matter should be properly explained.

**Hon. A. M. HODGES** (Gympie—Minister for Maritime Services and Tourism) (9.38 p.m.): I regret that there has been some interference with the speakers' list and that I will not be able to answer all the questions raised by the members who have spoken in the debate. However, I will endeavour to answer as many as possible in the time available to me.

The first speaker in the debate today was the honourable member for Cairns. I think that his major point concerned a mackerel stabilisation scheme in North Queensland. I have contacted the chairman of the Fish Board, and he has assured me that the scheme was the subject of discussion at a meeting arranged in Townsville through the chairman of the Townsville branch of the Queensland Commercial Fishermen's State Council, Mr. Drysdale, and that there was general acceptance of the arrangements. The meeting was quite well attended, with approximately 40 members present. I am aware that some fishermen, who were not at the meeting, have since expressed doubts about the scheme, but in the board's experience there has been very little dissension over it.

The board has taken steps to give special assistance to those fishermen who have demonstrated special financial need. This is being done by paying the full price for their catch on delivery. However, catches have since the scheme commenced been placed most fishermen in a sufficiently sound financial position to carry them through the remainder of the period of the arrangement on the terms agreed. I think the honourable member will find that the arrangements that have been made satisfy the men for whom he expressed concern.

The next speaker was the honourable member for Surfers Paradise. I think he overlooks the fact that Queensland maintains, at great cost, nine branch offices within the State. New South Wales has only three branches, and Victoria has only four. New South Wales and Victoria subsidise tourist associations on condition that they establish and maintain information bureaus. Queensland maintains its own nine branch offices at a cost to the Government and, in addition, provides \$80,000 to assist regional tourist associations in Queensland.

Another point raised by the honourable member—I think it is more or less a domestic matter—was that my committee had not met. As he is a new member, I advise him that the committee's function is to consider legislation. As I have not had any legislation, I could not see any reason for calling the committee together. Most members of that committee are on several other committees, and I did not want to waste their time or take them away from other committee meetings. I assure him that some legislation will be coming up in the future, and I hope that those who have complained about the non-meeting of the committee will be in attendance.

The Leader of the Opposition referred to the effect of the new port on the local population. When the first stage of Fisherman Islands is in operation, it is expected that approximately 150 people will be employed in the operation at the container wharf, and others will be employed by shipping agents and other enterprises associated with port activities. Whether this employment draws upon the residents living reasonably

close to the new installation will depend upon the skills that the people can offer in relation to those required for the operation. I would not see it as practicable to apply a specific preference in employment for persons living in the general vicinity of the new port. This is not done in other industries, and to apply the principle in respect of one particular project would operate unfairly against prospective employees whose attributes might be superior in other respects.

As to the effect on local business, it is obvious that an increase in the number of commuters passing through and working close to the area in which he is interested will create additional sales opportunities; but, here again, it will be a matter for the businesses in question to take their own initiatives towards attracting the additional custom.

The Leader of the Opposition referred also to the tourist industry. I should like to say that the Commonwealth Government has provided \$4,200,000 to the Australian Tourist Commission for the year 1978-79, in comparison with \$2,300,000 in 1977-78. The provision of incentives by way of depreciation allowances, an export development grants scheme, availability of loan funds long term at low rates of interest and the lowering and stabilising of air fares are matters that have already been discussed with the Federal authorities.

In reply to the honourable member for Sandgate, I say that discussions have occurred between the Department of Local Government, the Local Government Association and the Department of Health with a view to establishing guide-lines for the development of caravan parks. The views of the Caravan Parks Association have been sought, and it is hoped that a format will be arrived at in the not too distant future.

The honourable member for Landsborough spoke of the need for liaison between the Department of Tourism and the Commonwealth Games Foundation. An officer of the department visited Edmonton to study the arrangements made for the games there, and the department was generous in its supply of material to the Queensland party that visited Canada to promote interest in the 1982 games in Brisbane. Discussions now proceed in relation to assistance from the Department of Tourism towards the conduct of the 1982 event.

Mooring charges also were mentioned by the honourable member for Landsborough and the honourable member for Southport. Unfortunately, we have to face the fact that small-boat harbour facilities are expensive to establish, and the Government has concluded that, where work is carried out that will be solely for the benefit of those who use mooring facilities in boat harbours provided by the Crown, there should be a reasonable contribution by the user towards the annual costs of providing the facilities. What we collect from mooring users still pays only a small portion of the cost of providing

facilities for mooring users and nothing towards the cost of facilities used by the boating public generally. Nevertheless, I have agreed with the honourable member for Landsborough that, to the individual, the charges do seem high, and I am looking at ways in which the costs can be recouped in a manner that falls less heavily on particular individuals.

The Southport bar was mentioned by the honourable member for Southport. The committee set up by Cabinet to plan the development of the Broadwater and Currumbin Creek has to date produced documents for public tenders for the development of Currumbin Creek and has completed a major investigation of the sand resources of the Broadwater. The Broadwater sand investigation has shown the need for a complete re-examination of previously accepted ideas for Broadwater development, indicating in particular the desirability of concentrating new development on the western shore of the Broadwater rather than near the Southport Spit.

In addition, my department of Harbours and Marine has undertaken a great deal of the necessary preliminary design work for entrance training and the bypass pumping installation required to keep the entrance open.

I appreciate the impatience of Gold Coast residents to see the Nerang entrance stabilised and the Broadwater development finalised, but it is quite clear that a project of this magnitude requires proper investigation, quite apart from the need to determine the means by which the projects are to be financed. This has been clearly demonstrated by the changes in concept brought about by the sand resources survey that I mentioned previously.

The honourable member for Southport also mentioned mooring charges. As to his comments about flares—tests have been carried out by both Commonwealth and State marine officers on the brand of flares that failed in the Southport tests. The flares, when properly activated, have proved to be efficient. Regulations concerning safety equipment in pleasure boats will be amended to provide that private boats will be required to carry flares that conform to the relevant Australian standard.

The honourable member also referred to the Moreton Bay channels. There may be a depth problem in eastern areas, but the channels are very well marked by navigation aids for both day and night navigation.

The honourable member for Salisbury mentioned the boating patrol. I assure her that there is a strong emphasis on education in the activities of the Boating and Fisheries Patrol. My Government has the view that it is not possible to make private boating safe by more and more regulations. The most sensible thing any new boat owner can do is to join an established boat club so that he can learn from the experience

of his club associates. All boat clubs have strict safety rules that their members are required to observe.

The term "Incidentals" in the printed Estimates is obviously not understood by the honourable member for Salisbury. The allocation is not for cups of coffee, etc., as she seems to think. It is for the maintenance of offices of the Queensland Government Tourist Bureau, for example, postage, telex communication, typewriters, accounting machines and vehicles.

The Department of Tourism does not pay the fares of travel agents to visit Queensland for recreational purposes. It does bring groups of New Zealand travel agents to Queensland each year with the assistance of Qantas for familiarisation with tourist regions acceptable to the market. New Zealand is Queensland's largest overseas tourist market, and the visit of New Zealand agents to Queensland will assist them in increasing the flow of tourist traffic to our State.

The honourable member for Mackay mentioned the ship passenger terminal in Brisbane. This matter has been thoroughly investigated. Unfortunately, there is not sufficient ship passenger traffic in Brisbane to justify the provision of special passenger terminal facilities. It would be necessary to defray costs by a per capita charge on passengers which, because of the small passenger traffic, would have to be unacceptably high, thus defeating the object.

The Marine Park Authority mentioned by the honourable member for Mackay is a statutory body of the Commonwealth, and the availability of staff for that authority is subject to the financial resources of the Commonwealth.

The honourable member for Cooroora mentioned the introduction of Nile perch. Officers of my Queensland Fisheries Service have a submission to the Advisory Committee on the Import and Export of Live Fish at a very advanced stage. The advisory committee, a subcommittee of the Australian Fisheries Council, has agreed to convene a special meeting to consider the matter. The meeting is anticipated to occur early in the New Year. The submission proposes that research be undertaken into the suitability of the Nile perch for introduction into dams and other freshwater impoundments in Queensland. The costs involved in performing this evaluation deserve some note, owing to quarantine requirements, the actual physical transfer of the fish to Queensland and the actual evaluation itself. I am mindful of the importance of freshwater fishing in Queensland, particularly its relationship with tourism, and am actively supporting the submission to the Australian Fisheries Council.

The honourable member for Windsor mentioned the Boating and Fisheries Patrol. I have previously mentioned that there is very strong emphasis on education by officers

of the patrol. Officers are instructed that the emphasis should be on advice to the boating public and the amateur angler. Far more warnings are given than prosecutions launched. My department has received many complaints about the general attitude of patrol officers. It is inevitable, of course, that there will be some complaints and that some will be justified. However, after investigation, some have been found to be quite unjustified.

The honourable member for Caboolture mentioned erosion on Bribe Island. There is no evidence to support the theory that speedboats cause erosion, except perhaps in the very narrow water-ways, where speed limits are imposed in any case. Erosion is a natural process, as is shoaling and the movement of sand-banks at the northern end of the Pumicestone Passage.

Mention was made by the member for Mackay of the equalisation of harbour dues and special levies on coal and bauxite. The proposal put forward by him for a special levy on mineral exports is an interesting one. However, he overlooks the fact that the overall arrangements with mining developers covering matters such as the financing of the infrastructure facilities they require and the charges for the use of such facilities are determined in negotiations with the prospective mining companies and already make provision for a substantial contribution towards State revenue through royalty payments or a combination of royalties and profits on rail operations.

What the honourable member is suggesting would represent another charge similar to royalties towards State activities which have no real connection with the operations in respect of which the charge is levied.

It is quite easy to say that mining companies should contribute an extra 10c a tonne for this and an extra 10c a tonne for that, but the fact is that they are already making what the Government considers to be a reasonable contribution towards the State's revenue and would legitimately raise very strong objections to any additional imposition contrary to the terms of the agreements which they have made with the State.

It has to be borne in mind also that the funds for the construction of port facilities for mining exports have been provided largely by the mining companies themselves. The harbour dues reflect this factor. This is the main reason for the very great difference between the dues on coal at Hay Point and those on sugar at Mackay. The mining companies themselves provided the funds for the construction of the export facilities at Hay Point, and their cost does not have to be amortised from harbour dues.

A different situation will arise, of course, when the facilities at Hay Point are duplicated with funds borrowed by the Queensland Harbours Corporation under arrangements recently approved by the Loan Council. The users of those new facilities will have to pay

a harbour due which includes provision for amortisation of the borrowed funds, and I would expect that in this case the harbour due will be considerably higher than the dues paid on sugar exports at Mackay.

Several other matters were raised. The main debate seemed to centre on tourism. I thank all members for their contribution.

As honourable members would realise, the Queensland Government Tourist Bureau is not a profit-making organisation. It relies solely on Government allocations, so its capabilities and potential are restricted by budgetary considerations.

Many ideas were put forward in relation to the promotion of tourism. We would like to adopt some of those ideas. If we were given the funds required to implement the ideas that have been put forward, we would be able to achieve much more in the promotion of tourism. With limited finance, we have to live within our means and therefore cannot do many of the things that it is desirable to do. We are endeavouring, however, to use the funds available to us in the best interests of the promotion of tourism and in the best manner possible.

At 9.55 p.m.,

**The TEMPORARY CHAIRMAN** (Mr. Kaus): Order! Under the provisions of the Sessional Order agreed to by the House on 11 October, I shall now put the questions for the Vote under consideration and the balance remaining unvoted for Maritime Services and Tourism.

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

Maritime Services and Tourism—

	\$
Department of Harbours and Marine .. .. .	12,494,277
Balance of Vote, Consolidated Revenue, Trust and Special Funds and Loan Fund Account .. .. .	42,369,300

Progress reported.

### PRIMARY PRODUCERS' CO-OPERATIVE ASSOCIATIONS ACT AMENDMENT BILL

#### SECOND READING

**Hon. V. B. SULLIVAN** (Condamine—Minister for Primary Industries) (9.56 p.m.): I move—

“That the Bill be now read a second time.”

As I indicated in my introductory speech, this Bill is intended to correct some deficiencies in the Act that have become apparent over the years.

There appears to be a re-awakening of interest in primary producer co-operatives in

this State. The Registrar of Primary Producers' Co-operative Associations has indicated there are now more inquiries from primary producers seeking advice on the formation of co-operatives than at any other time within the last decade.

The honourable member for Mackay in his speech during the introduction of this Bill also gave evidence of this increased interest in co-operatives when he predicted the formation of what he termed "machinery co-operatives". This would be the joining together of primary producers in a co-operative for the purpose of purchasing and operating farm machinery to the benefit of members. I have no objection to this concept. It is entirely within the co-operative spirit. That is the idea of people acting together to help themselves and each other.

The honourable member spoke at some length on the financial difficulties facing the co-operative sugar mills in his area. Unfortunately, all sugar mills are facing these problems. Profits have slumped dramatically and it is apparent that there is no easy solution while the E.E.C. continues its present restrictive trading policies. Diversification by the sugar mills, as suggested by the honourable member, may be one answer. Meanwhile, the Government will be doing all in its power to assist this most efficient Queensland industry.

Whilst indicating general acceptance of the Bill by the Opposition, the honourable member expressed some disappointment at the proposal to lift the maximum dividend rate from 7½ per cent to 2 per cent above the Commonwealth loan interest rate. I have already pointed out that the associations need not pay the maximum rate. They may pay a lesser rate or no dividend at all.

However, one must consider the larger co-operatives, some with an annual turnover of millions of dollars. In order to finance expansion works, these co-operatives seek to attract additional capital by offering a comparatively high dividend rate. These co-operatives are well able to afford the dividend rate.

One other matter raised by the honourable member for Mackay was the possibility of co-operative sugar mills forming an association, as has been done by the proprietary mills. There is provision in the Act for this to be done. Any number of co-operatives may form a federation to further the interests of each member of the federation. Each co-operative would retain its own identity as such under the Act.

Finally, owing to the depressed conditions of a number of our rural industries in the last few years, many co-operatives have been through a really tough time. There have been a number of artificial breeding co-operatives wound up owing to the slump in the beef industry. It is hoped that some of these might be revived as prospects in the beef industry improve. Honourable members

will be aware also that some dairy co-operatives have gone out of existence. I have already mentioned the problems of the sugar mills.

Despite this, as I indicated earlier, there is a healthy interest in primary producer co-operatives in this State and the formation of new co-operatives in the last couple of years has more than offset the loss of those forced to wind up.

I feel that, given good seasons such as we are enjoying at the moment, the primary producer co-operative movement in this State will have a healthy future, and all indications are for an expansion of co-operative activity.

I thank honourable members for the manner in which this Bill has been received and commend it to the House.

**Mr. CASEY** (Mackay) (10.1 p.m.): Having examined the Bill, the Opposition feels that there are no problems in it. As the Minister indicated, it tidies up some of the deficiencies left over from the hurried legislation that we passed earlier this year and also updates the Act and makes the position of co-operatives a little more viable.

I indicate, as I did at the introductory stage, that perhaps we are going a little too far with the increase in the interest rate or the rate of dividend. Whilst it is attractive to say that it will be 2 per cent above the Commonwealth bond rate, building societies are restricted to half of 1 per cent above that rate and even banks are trying to keep the fixed deposit interest rate down to something like 1 per cent below that rate. So that 2 per cent is a fairly high interest rate at a time when every effort is being made to attack the inflation problem that has been with us for some time.

The Minister said tonight that some of the major co-operatives in Queensland are very big and have huge turnovers. That can be said of co-operatives other than those in sugar mills and some of the dairy factories, to which reference has been made.

The primary producers' co-operatives handle foodstuffs for the people of this State. One of the reasons why the Labor Party introduced the co-operative legislation in the 1920s was that it believed that every effort must be made to reduce the difference between the cost of production and the retail price of food. The Labor Party believes in a maximisation of the return to the producer and a minimisation of the cost to the consumer. So we must look very carefully at an increase of 2 per cent in the interest rate.

Certainly the Minister has said—and I accept it—that the Bill makes it clear that co-operatives need not necessarily strike that rate. They can strike a much lower rate if they so desire. Those that are doing very well, are in a strong position and, in some cases, are monopolies can operate in such a way that they are placing a far heavier burden than necessary on the consumer.

That is the principle of the Bill that we consider might not be in the best interests of both the producer and the consumer in the long run. We are not happy with it at all.

I repeat that all of the other principles embodied in the Bill are quite acceptable to the Opposition.

**Hon. V. B. SULLIVAN** (Condamine—Minister for Primary Industries) (10.5 p.m.), in reply: I thank the honourable member for Mackay for his ready acceptance on behalf of the Opposition of what is contained in the Bill.

Motion (Mr. Sullivan) agreed to.

#### COMMITTEE

(Mr. Miller, Ithaca, in the chair)

Clauses 1 to 10, both inclusive, as read, agreed to.

Bill reported, without amendment.

### AGRICULTURAL CHEMICALS DISTRIBUTION CONTROL ACT AMENDMENT BILL

#### SECOND READING

**Hon. V. B. SULLIVAN** (Condamine—Minister for Primary Industries) (10.7 p.m.): I move—

“That the Bill be now read a second time”.

I would like, at this second-reading stage, to reaffirm the essence of this Bill. As I said during the introductory debate, its aims are to require operators to submit records of spraying, increase the powers of inspectors and tidy up some of the expressions used in the Agricultural Chemicals Distribution Control Act.

A number of the matters raised by speakers in the introductory debate do not come within the ambit of the Bill or the Act to which it relates. Nevertheless, they reflect the seriousness with which many members of both sides of the House regard matters relating to the use of agricultural chemicals. I thank honourable members for the contributions they have made to the debate.

As anticipated by the honourable member for Mackay, the issue most prominent in the minds of speakers was 2,4-D and 2,4,5-T and their alleged effects on human health. This issue has been the subject of a detailed investigation by my colleague the Minister for Health. Members can be assured that, in problem situations where a choice of chemical does exist, there are provisions in the Act to require the use of the safest chemical. On the Darling Downs, for instance, ester formulations of 2,4-D are banned in view of the effectiveness of amine formulations of 2,4-D for the control of weeds in that area.

The honourable member for Mackay also mentioned the concern of the public regarding aerial spraying near houses. The Act

does not contain provisions in this regard, because an air navigation order administered by the Commonwealth Department of Transport already requires that an aircraft, when flying below 500 ft. above ground level, is not permitted to fly within 2,000 feet horizontally of an occupied building unless the owner or occupier has given permission. I understand that these distances are under review.

The honourable members for Mackay and Cairns have expressed concern that operators may be creating additional hazards by using chemicals at above-strength concentrations.

As the honourable members for Hinchinbrook and Bundaberg have pointed out, and I agree with them, most operators are good businessmen and would not waste their money applying unnecessary amounts of chemicals. As we all know, chemicals are very expensive. However, we have recognised that such problems can occur. This is one of the reasons why the Bill seeks to provide additional powers for inspectors to take samples of spraying materials for analysis.

The honourable member for Caboolture had several comments to make relating to the experiences in his electorate back in 1972 when a number of landholders claimed that their crops had been damaged by the drift of herbicides. All the complaints were investigated, and a report on the findings was sent to each complainant. These reports, if the complainants saw fit, could have been used in actions against the operators for negligent distribution. The Bill seeks provisions which, if they had been present in 1972, could have assisted officers in monitoring the subsequent activities of the operators implicated in the investigations.

I am aware that some members have problems in their electorates, particularly with small-crop growers and the householders who suffer damage from time to time as a result of spray drift from nearby weed-control operations. I have these problems in my own electorate. The Agricultural Chemicals Distribution Control Board is aware of these problems and of my requirements to take all steps to minimise them. The provisions of the Bill are aimed at providing the board inspectors under the Act with a more effective means of implementing the aims of this legislation.

When introducing the Bill, I covered the major points of the proposed amendments, but, in order to answer queries which may have arisen in the minds of honourable members, I shall reiterate certain points in greater detail. I have mentioned that complaints of damage are investigated under the provisions of the Agricultural Chemicals Distribution Control Act. The Act gives an officer power of entry to carry out appropriate investigations.

Currently, it is difficult to gather the evidence needed to develop a case for an offence against the provisions of the Act. This is because investigating officers do not

have power to take and remove samples from packages suspected of containing agricultural chemicals, or to take and remove samples of spraying materials from aerial and ground equipment. Nor do they have powers, at present, to enter onto properties with the view to taking samples. Clause 7 of the amending Bill, which amends section 34 of the Act, seeks to overcome these deficiencies.

Another provision of the Act requires owners of aerial and ground equipment to keep comprehensive records of each aerial and ground distribution job and to retain such records for two years. There are two areas of concern with these records. Firstly, some aerial agricultural operators who work in Queensland have places of business outside the State. It might not be possible to obtain information from records kept in another State. Secondly, while these records may be available to an investigating officer, the Act does not specify that the officer can copy or retain them as might be necessary when a case is investigated. Clauses 3 and 4 of the amending Bill seek to correct these problems.

As I mentioned previously, the remaining provisions of this Bill deal with the tidying up of actual words used for the various terms in the Act.

I feel that I have touched on the main queries raised in the introductory debate and covered in sufficient detail the major points of the proposed amendments. I commend the Bill to the House.

**Mr. CASEY (Mackay) (10.15 p.m.):** The Opposition's criticism of the Bill is perhaps not so much of what is in it as of what is not in it. There may be philosophical differences in approach between the Australian Labor Party and the National-Liberal Government to the method of controlling the spraying of agricultural chemicals, and I shall refer to some points of difference while I am commenting on the Bill.

Most of the provisions of the Bill are of a machinery nature and set out to relate the wording to common law usage and the way in which some cases have been presented in the past. In speaking about relating things to common law usage, I draw the Minister's attention to a matter that I ask him to consider when next an amending Bill comes before the House. In the definitions under section 6 of the Act, there is reference to aerial distribution—"The spraying, spreading or dispersing of any agricultural chemical"—and to ground distribution—"The spraying, spreading or dispersing of any herbicides".

I point out that the word "application" is very widely used by people on the land and is also used by chemical companies, even in their labelling. The wording used on the labels is "rates of application" rather than "rates of distribution" or "rates of spreading". The law must be based on common usage wherever possible, and I raise that

point for consideration when future amendments are brought before the House. I suggest that the inclusion of the word "application" would bring the definition more into line with common usage and what people understand. The Minister for Justice and Attorney-General, who is now in the Chamber, would agree that one of the biggest problems he faces is that so many people do not have an understanding of the law because in most instances common language is not used.

As the Minister said, most of the other provisions in the Bill are a necessary tidying-up. The introduction of the words "loss or damage", instead of the words "injurious effect", relative to the way in which prosecutions can be undertaken, does bring the wording of the Act into line with what is common usage in other Acts. However, the Opposition sees one grave anomaly in the Act. Although it refers to "loss or damage", it refers to loss or damage to crops and/or stock, and nowhere in the Act can it be shown to be an offence to cause loss or damage to persons.

I accept that most of the provisions now before the House are designed to allow civil prosecutions to be taken by the persons who sustain the loss against the person who occasioned that loss or damage by means of aerial application or ground distribution. However, there are provisions in the Act for the imposition of penalties on the application of some person who prosecutes a case in court on behalf of the Minister. Through you, Mr. Speaker, I ask the Minister: What about people? What happens when a person, either by aerial spraying or ground spraying, causes loss or damage to people by an excessive rate of application? If I went on to the farm of the Minister for Culture, National Parks and Recreation with a bulldozer and deliberately destroyed several hundred tons of cane, in addition to being charged with occasioning loss or damage to his property I could also be prosecuted in the court for wilful damage. I use that as an example.

Under the legislation, a person who causes damage to crops and/or stock can be prosecuted by the Minister. As I interpret the Bill, damage that may be caused to a person by the spraying of chemicals is not actually covered. This is something that has to be looked at very closely. Because the clauses of the Bill amend only certain sections of the Act, it would be impossible to move amendments at this stage without, to use a colloquial term, stuffing up the rest of the Act.

The Bill has to remain as it is. We do not object to the amendments being made by the Bill, but we feel that they do not go far enough and do not cover the points I have referred to.

I do not want to go into the emotional comments made by some speakers at the introductory stage about certain chemicals, but if serious loss or damage is occasioned to persons there should be a serious penalty

imposed. The maximum penalty provided is \$200. I think that has to be looked at. Much more damage than that could be caused to crops. Under the Act the court would have power to order compensation. The Minister would know that big money is charged by some of these companies for spraying, and \$200 would seem to me to be a very puny fine.

**Mr. MULLER** (Fassifern) (10.23 p.m.): I wish to make only a few brief comments. I understand that the Bill is designed to ensure greater protection to susceptible crops. Much can be said about the subject. It is difficult to know how to control the problem that may or may not arise.

At the introductory stage a number of speakers referred to the substances that have been mentioned. In my lifetime I have had a little experience with all of the chemicals mentioned by the Minister—2,4-D, 2,4,5-T, tordon, and so on. Perhaps I am tougher than most, but it does seem to me from my personal experience that there is no danger of personal damage to the person using those chemicals. I think it would be right to say that persons who have used ground spray equipment would have inhaled considerable quantities of chemical sprays. I think it would be reasonable to assume that in my lifetime I would have consumed at least 2 gallons of 2,4-D, although I would not know how much of the other chemicals mentioned I have taken in. I do not know whether that has had an effect on me that is obvious to honourable members, but, as I see it, there is no great danger to the users of these chemicals unless they are very careless.

I do have some reservations about the effectiveness of the legislation. I know that it is essential that some measure of control be exercised to remind people that they must be cautious when dealing with any chemical that has the power to destroy something in nature. From my experience, all of these chemicals have a habit of playing tricks. Even the experts have not been able to explain to me what happens in some instances. A plant which has had a strong application of chemical may not appear to be adversely affected. The leaves may be burnt off quickly, but the plant lives. I have seen plants that have not been sprayed but have had a very fine mist drift onto them from others 100 yards away and later have withered and died. Perhaps it is necessary for the Minister to empower his officers to move into a property to take samples. However, I wonder how effective that will be in the long term.

I was in this Chamber some years when the Minister's predecessor introduced a Bill dealing with these matters. Much to my dismay, I find that that legislation has not been successful. I am not wishing to be personally critical of the Minister, who has undertaken the responsibility of introducing

this legislation. All I do is suggest that some caution be exercised from now on in the methods of policing.

The chemicals covered by this legislation can be tremendously effective if plants are treated at the proper time. If the treatment is undertaken during a period of slow growth, it seems to have very little effect. How we control spraying equipment, I do not know. I am not sure that I fully understand that aspect of the legislation. I appreciate what the Minister is trying to do and I hope that the legislation works. However, I fear that some difficulties lie ahead of us.

The methods of applying sprays have been referred to. I understand that the regulations will need to be written very carefully. I fear that, if they are not, the Minister and his officers may be subject to considerable embarrassment. I believe that if I do not have the capacity to do something in a worthwhile manner, I would rather not become involved.

I should like the Minister to explain briefly how he expects the regulations will be written. I know it would be unusual for him to suggest that he has made such a determination at this stage. However, I am concerned about the aspect of empowering the Minister's officers to enter properties and take samples and subsequently prosecute people who have sprayed plants that they are desirous of destroying. I would appreciate any comments the Minister may care to offer.

**Mrs. KIPPIN** (Mourilyan) (10.28 p.m.): I want to echo briefly the thoughts of the previous speaker, because it has been my experience that it is very difficult for people who feel they have been aggrieved by aerial spraying to achieve justice under the Act. Although D.P.I. officers are empowered to go out and take samples, the officer who is prepared to state that certain plants have been damaged by a certain spray from a certain aircraft is a very brave one indeed. When sprays drift onto homes and gardens, and even onto people, it is difficult for the aggrieved persons to obtain justice. I know of incidents in my electorate in which considerable quantities of spray have drifted onto residential areas.

The Minister has referred to the Federal Act, which is supposed to control this. He has informed us that that Act is under review. I wonder, however, how on earth this activity is policed. It is very difficult to determine how close a plane is flying to a residential area.

I have on occasions written to the Minister advocating the use of emulsifying agents, but I do not suggest by any means that we should write this into legislation. My reason for saying that is simply that I have the same doubts as the member for Fassifern. It is very, very difficult to determine exactly when emulsifying agents should be used. I would certainly hate to see them forced across the

board upon agricultural industries. There are occasions, however, when an emulsifying agent will overcome the problem. The individual aerial sprayers and farmers are very much aware of the situation.

We are well aware of the use of chemical sprays. Had we not had 2,4,5-T and 2,4-D in recent years, it is likely that the world would have run short of food. So we cannot simply submit to the fear of a lot of people that these sprays could cause birth defects and just ban their use across the board. However, I stress that farmers should consider more closely the use of emulsifying agents.

In North Queensland we have had a reasonable amount of success with an emulsifying agent called nalcotrol. Many farmers are starting to use it. At recommended strength, it will add an extra 70c to the cost of each 100 gallons of spray. Although it is reasonably expensive, it is well worth the effort. If we do not take steps to overcome many of the fears expressed by people living in residential areas near farms, we could very easily see public opinion swelling against aerial spraying to the extent that the Government would have to carefully consider whether spraying should be completely banned near residential areas.

**Mr. Jones:** What happened to the petition in Innisfail?

**Mrs. KIPPIN:** The member for Cairns asks what happened to a petition submitted by a number of residents in Innisfail on the use of 2,4,5-T. Unfortunately, it was found when the petition was checked that it could not be presented to Parliament. However, it has been forwarded to the Minister to show him the concern of the people in the area.

**Mr. Jones:** Mine was presented.

**Mrs. KIPPIN:** Perhaps the people in the member's area took a little more care over its drafting.

**Mr. Jones:** They came to see me to help them prepare it. You must have prepared yours incorrectly.

**Mrs. KIPPIN:** I had nothing to do with the preparation of it.

**Mr. Jones:** It's funny that they came to see me and didn't go to see you.

**Mrs. KIPPIN:** I had nothing to do with the preparation of the petition. I doubt very much that they went to see the member for Cairns. The people concerned with it had a number of conversations with me at the time. Of course, the honourable member is talking about a petition taken in his area, which is some distance from mine. I doubt what he has said. He seems to have a rather vivid imagination, which runs away with him.

In conclusion, I say to the Minister that my experience with this has been that it is very difficult for people who feel that their property has been damaged by aerial sprays

to achieve any sense of satisfaction by appeals to D.P.I. officers. I do not by any means blame these officers. As I have already said, it is very difficult to determine exactly which spray is responsible for any damage.

**Hon. V. B. SULLIVAN** (Condamine—Minister for Primary Industries) (10.35 p.m.), in reply: I thank the honourable members for Mackay, Fassifern and Mourilyan for their comments on the principles contained in the Bill.

The work connected with agriculture in the days when the honourable member for Fassifern and I were actively engaged in the industry was done with horse and plough. The industry has always had its difficulties. As expansion has taken place in agriculture, the difficulties have multiplied. The aerial spraying of crops and the ground application of chemicals have produced problems for the people engaged in agriculture at all levels. Today, there are many hazards in all forms of agriculture, whether it be broad acres or row crops.

Some years ago I visited the St. George area. There I spoke with some Americans who were growing cotton. They had come from California. They told me of the problems in growing cotton in Australia. Similar problems occur in California and other parts of the world where cotton is grown. There are no short-cuts in farming today. The farmer who thinks that he can produce by short-cutting might have got away with it this year because of the best winter rains that we have had in my lifetime and probably for generations. The farmer who did not work his farm properly, such as practising dry farming for the growing of wheat and barley, would probably have got away with it this year, but over a period of years there are no short-cuts in farming.

This American farmer, who is now farming at St. George, told me exactly the same thing. I was not very well acquainted with the problems in the cotton industry at that time. He said, "You know, Minister, I am required, as is every other farmer here if he wants to produce a crop of cotton, to aerial spray for heliothis and other bugs 16 times in the life of the crop. There are no short-cuts. You just can't say that you won't spray this week, that you will catch up next week and save the cost of one spraying." This is a fact.

A fortnight ago I looked at my crops one Sunday afternoon with my boss, who is my son, and I said, "We have got away without any application of insecticides." I returned to Brisbane and on the Wednesday he rang me and said, "I have just spent some of your money. I have had to aerial spray for army worm." It attacks barley and wheat. A few days before, I was confident that this crop would ripen and that we would harvest it. I had a couple of paddocks of about 120 acres that had to be aerial sprayed to control this grub. Only last Monday morning, before

leaving home, I signed a cheque for \$464, I think it was, for the spraying of that 120 acres. It was a pretty costly business.

I mention this only because I am on record as saying in many places that, in Australia, we have farmers who are as efficient as those anywhere else in the world. This has been acknowledged in many places around the world. But cost is the great concern in our rural industries today, and this is one of the costs we have to accept.

**Mr. Casey:** Will you answer my question now? Did those Americans who were spraying the cotton so regularly face any problem with residues and build-up?

**Mr. SULLIVAN:** They did not indicate it to me.

**Mr. Casey:** That is the problem they started running into in the Ord.

**Mr. SULLIVAN:** They did not indicate to me that they did.

Several matters were raised by honourable members in the second-reading debate, and in reply to the honourable member for Mackay I would just like to say that the matter he expressed some concern about, that is, if there is loss or damage suffered by some person, officers of my department would not be regarded as experts in this field. It is necessary to obtain professional medical evidence of personal injury, which is quite outside the ambit of this Act.

The honourable member for Fassifern, whose judgment not only I, but also, I would say, most members of this House have grown to respect over the years—

**Mr. Davis:** You speak for yourself.

**Mr. SULLIVAN:** Who said that?

**Mr. Davis:** I did.

**Mr. SULLIVAN:** The honourable member does not count for much here and in saying that I mean no disrespect. He was here for three years, he was voted out and remained out for three years and then for some peculiar reason he got back.

**Mr. Jones:** I remember when you had a "Russell" behind you, too.

**Mr. SULLIVAN:** He remained behind me, too, but let us not speak of the dead. I am sure that what was said by the honourable member for Brisbane Central in relation to what I said about the honourable member for Fassifern does not have the support of the Opposition spokesman for Primary Industries. I ask the honourable member for Mackay whether he agrees that the honourable member for Brisbane Central does not have his support when he criticises the abilities of the honourable member for Fassifern.

**Mr. Casey:** All the way. Right with me, he is.

**Mr. SULLIVAN:** The concerns of the honourable members for Fassifern and Mourilyan are very much in parallel, so perhaps I can answer them both at the one time. At this stage there are no changes to the regulations envisaged. As things stand now, it is the operator who is liable, not the landholder. In this regard my officers adopt a responsible attitude, and I feel sure that they will be able to handle the additional powers granted to them. The question of incorporating materials in spraying mixtures to reduce spray drift in areas of high hazard is being considered by the board at this time, but I think we all agree, without trying to score politically, that aerial spraying does have its problems and hazards.

The honourable members for Caboolture and Murrumba, who spoke in the introductory debate, live in areas in which the terrain changes very quickly, and we all agree that this causes problems. One farmer might have to spray for certain things and, because of the closeness of the properties, spraying could create drift problems for his neighbours. This has been brought home to me very strongly in my own area, which is broad-acre farming. Properties around Jandowie and Chinchilla, which are within a couple of miles of me, were originally dairy and grazing properties but they have now diversified into grain-growing, with wheat and barley in the winter months and sorghum in the summer months.

We less experienced people thought of it as goanna country. Because of the advice given by people in my department, an enterprising person in the area—he happened to be a doctor—saw the possibility of growing grapes. In a direct line, this property is less than a mile from the boundary of my property. He is growing magnificent grapes in that area. They are also being grown in other areas.

**Mr. Prest:** Did he make anything from the grapes?

**Mr. SULLIVAN:** I am trying to be serious. I am not worried about what he makes from the grapes. People eat his grapes. They are magnificent table grapes. I love them. Grapes are also grown in the Chinchilla area.

As I have said, people seek advice from officers in my department, and it is readily given. Changes in farming patterns are taking place. Horticultural crops, including grapes, are being grown near grain-growing areas. There needs to be some co-operation between the varied interests in the farming community.

**Mr. Prest:** What about Bundaberg?

**Mr. SULLIVAN:** The honourable member had an opportunity to speak. He could have talked about Bundaberg.

Because some other type of crop is susceptible to a certain spray, can we deny people who have grown up in an area and

whose family for generations have been agriculturalists the right to spray? I think that care has to be exercised in this matter. Spraying is just one other hazard in our agricultural scene. The pattern of farming is changing. All we are endeavouring to do is improve the legislation in the light of experience. I do not think I have need to take the matter any further. I thank honourable members for accepting the Bill.

Motion (Mr. Sullivan) agreed to.

#### COMMITTEE

(Mr. Miller, Ithaca, in the chair)

Clauses 1 to 7, both inclusive, as read, agreed to.

Clause 8—Amendment of s. 34; Powers of Inspectors, etc.—

**Mr. CASEY** (Mackay) (10.49 p.m.): I would like to deal with a couple of points made by the honourable member for Mourilyan. Clause 8 deals mainly with new methods of inspection. It virtually summarises all of the things that can happen under the Agricultural Chemicals Distribution Control Act.

The honourable member for Mourilyan said that it would be a very brave inspector who would be able to do this and that, or who would be prepared to do this or that. I thought that one of the things that we were trying to do here this evening was tighten up the legislation so that inspectors who move into these areas are given sufficient powers to carry out their inspections in a proper, thorough, efficient and reliable way, so that the evidence adduced could be substantiated and would stand up in a court of law. If what the honourable member for Mourilyan has said is correct, this is the whole weakness of the legislation. The legislation is weak, it should not have been presented to this Parliament and it is a complete waste of time. I should like an assurance from the Minister that in fact this clause tidies up this point and ensures that the inspectors have sufficient power to go into places where they have reasonable grounds for believing that aerial spraying or application is about to be carried out and check the points that are set out.

**Mr. Jones:** Are you saying that the honourable member for Mourilyan is rather vulnerable?

**Mr. CASEY:** I am saying that the comments of the honourable member for Mourilyan lead me to believe that if the Act is not being properly tightened up, we are all wasting our time. Because of the urgent need to protect the people of this State and their personal property, we want an assurance from the Minister that the legislation is not weak, as the honourable member for Mourilyan suggests. I think it is up to the Minister to give that assurance in the Chamber tonight.

The Minister referred to my original comments. If offences against persons are not covered under this Act, under what Acts are spraying offences against persons and certain property covered? The Act refers specifically to stock or crops. If we go beyond that, we have a problem on our hands. For the sake of argument, let us take crops, Mr. Miller. I do not know whether under the Act the definition covering crops is sufficient. Would it cover a person's garden around the house? Many people spend thousands of dollars on their home gardens. Comments by Government members lead me to believe that anomalies have crept in.

I wish to make another comment relating to clause 8. Whether the powers of the inspectors are toothless will be made clear by the answer the Minister gives to the comments made a few moments ago. We have either to incorporate some power under this section of the Act or to take action to get better liaison with the Commonwealth. It is all very well to say that there is a buffer zone of 2,000 ft. from any house or dwelling; it is all very well to say that no aircraft shall fly at a height of less than 500 ft. in that area. Our inspector on the ground must also be able to verify that that has taken place, and in some way his evidence must be accepted in court as the evidence of a person authorised by the Commonwealth if charges are laid under the Air Navigation Act.

I recognise that the Minister has no power to prosecute the pilot under this Act for infringing the Air Navigation Act. However, I want some assurance from the Minister that the word of the inspectors will be acceptable in a court of law as sufficient evidence under the Commonwealth Act. If it is not, I would ask him to confer with the Commonwealth to overcome the problem.

**Mrs. KIPPIN** (Mourilyan) (10.54 p.m.): The honourable member for Mackay must have been chatting with the honourable member for Cairns while I was speaking. Obviously he has not understood what I said. I in no way questioned the amendments to the Act; I said at the outset that I supported any tightening up and any powers being given to the inspectors. What I did say was that it is very difficult for an officer of the Department of Primary Industries to determine technically whether damage to a particular plant was caused by a spray from a particular aerial sprayer. If the honourable member for Mackay had had a little more scientific training, he might have a better understanding of the effects of herbicides on plants. The honourable member for Fassifern touched on that problem. If a plant is heavily sprayed, the spray may have no effect on it other than to burn off leaves, and the plant will grow again. If it is sprayed with exactly the right concentration, the plant will be affected physiologically in

the way it is intended to affect it, and the plant will die. That is exactly what I was referring to in the points I raised.

**Hon. V. B. SULLIVAN** (Condamine—Minister for Primary Industries) (10.55 p.m.): Clause 8 amends section 34 dealing with the powers of inspectors in the following way—

(a) It increases the power of entry and search of inspectors to include pre-spraying entry as well as post-spraying entry;

(b) It increases the right-to-search powers of inspectors to include the search of any back-up equipment used in spraying operations, and also to open any tank, hopper or package reasonably expected of containing chemicals; and

(c) Allows an inspector to take or, where the equipment is an aircraft, cause to be taken, any sample.

That is particularly important considering that the power to tamper with aircraft rests very substantially with the Commonwealth Government. I do not think we will have any argument about that. This amendment combines with the amendment to section 40 whereby persons authorised by the Commonwealth to take samples from an aircraft are required to do so if asked.

**Mr. CASEY** (Mackay) (10.57 p.m.): I take it from the Minister's remarks that in order for there to be some sort of substantiation of evidence of any offence under the Air Navigation Act, it would have to be the Commonwealth Department of Transport that asked the D.P.I. inspector to take the sample. Would that be correct?

**Mr. Sullivan:** Would you say that again?

**Mr. CASEY:** The Minister said that there is a provision under the Air Navigation Act whereby a sample can be taken, if it is asked for. Does that mean that the Commonwealth Department of Transport, following a complaint, has to ask an officer of the D.P.I. to take a sample? In other words, is there no automatic provision whereby the Minister's inspector can take a sample and submit it to the Commonwealth or take evidence and submit it to the Commonwealth?

I would further add for the benefit of the honourable member for Mourilyan that I would match my scientific knowledge against hers on any occasion. I will point out where she is going wrong. On two occasions she used the word "brave". She said that they would have to be "brave" officers of the department. I point out that the clause we are referring to does not mean that the officer of the department has to be a scientific expert in the field. All it means is that he has to have the power that is given to him under the Bill to open any package, container, bin, tank or hopper that he finds, and to select and take or cause to be selected or taken any sample for analysis, any crop or material found therein. Other clauses of the Bill to which I cannot

refer at this stage deal with the provision of sufficient scientific evidence. I think the best thing the honourable member for Mourilyan can do is read the Bill, and she will learn a little more.

**Mrs. KIPPIN** (Mourilyan) (10.59 p.m.): How many times do I have to point out to the honourable member for Mackay that I am referring specifically to the sampling of plants taken by agricultural officers to determine the effects that sprays may have had on them? I am not referring to the sampling of the chemicals.

**Hon. V. B. SULLIVAN** (Condamine—Minister for Primary Industries) (11 p.m.): In an endeavour to break up the argument between the two northern members—officers of my department do operate in co-operation with the air navigation authorities. We have no prior knowledge of sampling being undertaken and, as a result, have little ability to verify or otherwise confirm compliance with the air navigation regulations. We seldom get there before the spraying. Testing after spraying can take place days afterwards and does not affect the validity of the tests.

**Mr. Prest:** What does that mean? Explain that.

**Mr. SULLIVAN:** The honourable member can read it when the "Hansard" pulls are available. It is hard to get across to all honourable members, particularly at this hour of the night. It is hard for the honourable member to understand things even early in the day.

Clause 8, as read, agreed to.

Clauses 9 to 11, both inclusive, as read, agreed to.

Bill reported, without amendment.

## PUBLIC TRUSTEE BILL

### INITIATION IN COMMITTEE

(Mr. Miller, Ithaca, in the chair)

**Hon. W. D. LICKISS** (Mt. Coot-tha—Minister for Justice and Attorney-General) (11.3 p.m.): I move—

"That a Bill be introduced to change the name and style of The Public Curator of Queensland to that of The Public Trustee of Queensland and to consolidate and amend the law relating to him and his office."

The object of this Bill is to replace the present main legislation governing the activities of the Public Curator Office. The Public Curator Act of 1915 has been somewhat modified over the years by a considerable number of piecemeal amendments. Basically, however, the pattern established in 1915 has been maintained.

This pattern has always had its unsatisfactory features, as the Act was originally based on two different models—the New Zealand Public Trust Office Act 1908 and the

English Public Trustee Act, 1906. There has been a degree of both duplication and inconsistency. The time has come for a reconsideration of the whole of the provisions of the Act and the replacement of it by an up-to-date systematic piece of legislation.

I have had explanatory notes prepared and attached to the printed Bill to assist honourable members to follow the proposals contained in it.

While of no great legal significance, the most striking change proposed by this Bill is that the titles "Public Curator" and "Public Curator Office" be replaced by "Public Trustee" and "Public Trust Office". The term "Curator" is one historically associated with many of the functions which the office discharges. The present Act, in creating the office of "Public Curator", abolished the then existing offices of "Curator of Intestate Estates" and "Curator in Insanity".

The use of the title "Curator" in this context has been progressively abandoned throughout Australia. In all other Australian States and in New Zealand the titles "Public Trustee" and "Public Trust Office" are used. Today, when people much more readily move from one State to another, there is a great deal of merit in uniformity of nomenclature. In any case, the terms "Public Trustee" and "Public Trust Office" better convey to many members of the public the functions carried out by the Public Curator Office. The scheme of the Bill, as to this aspect, is not to bring about any change of identity, but merely a change of name with a minimum of consequent legal formality.

Other changes have been necessitated by developments in the law by other Acts and by judicial decisions. The Trusts Act updated the law considerably as to the powers of trustees and procedure, with the result that special provisions which now appear in the Public Curator Act are no longer necessary. I will give a couple of examples. Section 42 of the Public Curator Act enables the Public Curator to be appointed as a custodian trustee. Section 19 of the Trusts Act has extended this provision generally so that any person or any corporation which could be appointed as a general trustee may now be appointed a custodian trustee. Hence, there is no necessity to repeat these provisions in this Bill.

The long list of powers given to the Public Curator under section 58 of the Public Curator Act is greatly reduced by this Bill because of the powers given to trustees generally under the Trusts Act. Section 20 of the Property Law Act deals with the case of property passing to the Crown by way of escheat or as bona vacantia. Subsection 11 of section 20 provides that in such a case the Public Curator has the same power to obtain from the court, or otherwise, authority to administer the estate and deal with it in due course of administration as in other cases. There is a doubt as to whether this enables the sale of land, even by obtaining an order

of the Supreme Court. This Bill will allow the Public Trustee to sell property passing to the Crown by way of escheat or as bona vacantia, with the approval of the Minister.

Sections 56 and 56A of the Public Curator Act allow the Public Curator to execute a release of mortgage or other encumbrance or transfer freehold land where the mortgagee or vendor is dead, missing or ceases to exist, subject to payment of all money owing. A similar provision now appears in section 101 of the Property Law Act. It allows an alternative procedure of applying to the Supreme Court to obtain a release. It also provides that, notwithstanding such release, if, in fact, there were further moneys owing, these remain payable as between the two parties concerned. Such a provision does not appear in sections 56 and 56A of the Public Curator Act. A similar provision, however, is included in this Bill.

Section 257 of the Property Law Act provides as to how notices required or authorised by that Act may be served. Similar provisions are included in this Bill as to notices given under it.

It is desirable to include in this Bill the provisions now appearing in the Fifth Schedule to the Mental Health Act which govern the administration by the Public Curator of the estates of patients when he becomes manager or committee pursuant to that Act. Analogous provisions dealing with protected persons and other cases already appear in the Public Curator Act. An attempt has been made to provide a systematic and comprehensive set of provisions in this Bill for all such cases, without any significant departure from the substance of the present provisions.

Under the Public Curator Act, the estate of a prisoner undergoing sentence of imprisonment for three years or more vests in the Public Curator as trustee. The Public Curator has extensive powers in regard to dealing with such estates.

It is proposed by this Bill that instead of the assets vesting in the Public Trustee he should become manager of them only. This will avoid serious legal difficulties which sometimes occur under the present legislation in the case, for instance, of jointly owned property.

It is further proposed that the Public Trustee should not automatically manage the estate of every prisoner, but only if there are circumstances which warrant this. This will be achieved by allowing the Public Trustee, after the appropriate notice and consideration of any representations which may be made, to relinquish the management of the estate of a prisoner. The prisoner would then have the same ability to deal with his estate as a prisoner undergoing imprisonment for a shorter term than three years. It is proposed to allow management to be resumed in exceptional circumstances and again subject to notice and consideration of representations.

With respect to unclaimed property, the present Act has separate provisions for unclaimed land and for other property in addition to special provisions dealing with unclaimed moneys. There is a great deal of duplication, but some significant differences. Neither feature is justified. Uniform provisions are therefore provided for in this Bill.

In summary, this Bill—

(a) streamlines and simplifies procedures with a view to reducing delays and expense;

(b) systematises and clarifies the existing provisions; and

(c) simplifies and updates the language and arrangement of the present Act.

I commend the Bill to the Committee.

**Mr. WRIGHT** (Rockhampton) (11.12 p.m.): I do not think that honourable members were surprised to learn a few days ago that the Minister intended to introduce legislation dealing with the Public Curator Office. It has been the subject of media comment in the past few months. I think that the public's interest has emanated from the financial statement of the Public Curator of Queensland for the financial year ended 30 June 1978, which was tabled in the House on 17 October. It is a very interesting document. It contains some general observations about the Public Curator Office by Mr. Nolan himself. He points out that a loss of \$193,223 was sustained in that year. This drew immediate comment from the private profession.

There was immediate reaction to the loss sustained. Certain people in the profession used this as an opportunity to attack the idea of having a State-run Public Curator Office, not because they do not agree that there is a need for some instrumentality to carry out certain roles, but because of some aspects of the Public Curator Office that they do not like, and one thinks quickly of conveyancing.

I noticed in one Press release that the private profession said that the Public Curator Office was competing with it in this area and that that was unfair. The profession said that the \$193,223 lost was the money of the Queensland people. So that in one breath the profession was complaining about the loss, and in the next it was taking away one of the real income-earning areas of the office. That is rather strange. It is a rather irrational approach, as conveyancing is a very important income-earning role for the office. I am pleased that the Minister has taken no notice of the criticism and the suggestions put forward by the private profession. As he said, and as we all know, the office does play an extremely important role and provides a specialised service to the community that we cannot do without.

The measure before the Committee updates the Act; in fact, overhauls it. On the comments of the Minister and of persons

in the Public Curator Office, it is a worthwhile move. It is long overdue. I note that recommendations were made some years ago to change the name. The Minister has given us a very good explanation. He said that Queensland was the only State that has adhered to the name Public Curator and that all other States use Public Trust Office.

There has been a need to clean up the Act. It is better that we have some uniformity in this area and I would imagine that there are people travelling from interstate who will come across the Public Curator Office and wonder what it is, not realising that it is a trust office as in other States. The name is certainly archaic, and I believe that the new name will bring not only greater uniformity but better understanding.

The point was also made to me recently that we have to use clearer language in the Act. If one looks through the Act at the moment one finds that it is a hotchpotch and combination of all aspects that pertain to trusts and the role of the Public Curator. I took the time to go through some areas in which the Public Curator is involved. Sometimes we do not realise the work that is being done.

The Public Curator handles the administration of the affairs of incapable people and prisoners, minors' funds and unclaimed assets, and also provides a valuable legal service of a quasi-judicial nature such as the sanctioning of settlements of claims on behalf of minors, executing discharges of mortgages or transfers of mortgages where vendors are unavailable, and the appointing of new trustees in place of deceased ones. The Public Curator Office plays an important role, too, as members know, in the preparation of wills, and to date there has been no charge for this work. I took the time to go through the Financial Statement and found that during the last financial year the office in fact prepared 24,611 wills, and at the moment holds in safe custody for testators 306,935 wills. This is a real service to the community of Queensland.

The office gives legal advice, but this, I feel, will disappear as the Legal Aid Commission that has been set up becomes functional. When one considers the work-load, however, and realises the tremendous service that is rendered, one starts to wonder why it is that since 1976 there has been a 13.5 per cent reduction in staffing. The actual statistics show that in 1976 the number of staff was 526, yet in June 1978 the number had dropped to 486. I have had some concern about this because, as members will realise, there have been periods of delay in a number of areas of administration, and I refer specifically to the administration of estates. I readily admit that there has been a cut-back of almost 1,000 in the backlog, which is certainly commendable.

There were 6,454 deceased estates on hand in 1978 compared with 7,419 in 1977, so we have seen some action taken here. But it

is still an aspect that deserves attention because I know of instances where estates have been drawn out for two and three years, if not four. I realise that delays are not peculiar to the Public Curator Office; they occur in the realm of the private legal profession, too. One prominent lawyer to whom I spoke some months ago said that solicitors do not like this type of work, that they prefer to let those in their office handle it because it is mundane and presents no challenge. Because of the delays that he knew of and the backlog that existed, he also suggested that the Law Society ought to give a gentle hint to the private legal profession. The term he used was that they should "get their finger out".

I realise, too, that because there have been problems with the Commonwealth taxation office, the profession is not always to blame. We have had instances of beneficiaries refusing to co-operate, determined not to let settlements take place so there can be a final distribution of assets. But when we have drawn-out estates, when we have administration going on and on and on, this prolongs the trauma of the relatives, especially the spouse, so I would ask the Minister to look into the matter. When I made a check a couple of weeks ago, I was made aware that the period of delay is lessening all the time, but the problem has to be given higher priority and there should be a continued effort to finalise estates in the shortest possible time.

I have mentioned the criticism that was levelled by the private profession on the matter of conveyancing. I want to say on behalf of the Opposition that there ought to be competition. I note in a comment the Minister made in the Press that he also seems to agree with this thought, and this competition is certainly being provided by the Public Curator. If one looks at the fees charged, one will see that the Public Curator's fees are slightly cheaper. I know of instances where they have been a little more, but in the main the office does provide that competition. Yet for all that, if we start looking at the figures presented in a speech by the honourable member for Murrumbidgee not so long ago, we will find that costs of conveyancing in Queensland are much higher than those in other States such as South Australia and Western Australia. I for one do not want to introduce a system of conveyancers, as they are called in South Australia, because members will realise that those people do not have the same liability as a solicitor handling similar matters in Queensland.

We have some problems. We have to come up with a system to lower costs. Because of the role played by the Public Curator in providing competition, I suggest that the Public Curator Office, or the new Public Trust Office, could give a further lead in this way.

Some time ago I spoke to the past president of the Law Society, Mr. Peterson, about 68278—92

introducing a different system for conveyancing. He tended to agree that we should establish what is called a cottage scale. I know that the Minister is aware of this, and most members would understand that I am talking about a special scale for domestic conveyancing. If the legal profession put its mind to it and introduced such a system, it would be significantly cheaper. It would have to make up the difference in commercial transactions. Because the majority of domestic conveyancing matters are simple and straightforward, such a scheme is certainly warranted. Whilst a solicitor takes full responsibility for the contracts or documents handled and checks them, much of the work is done by a clerk in his office.

The Public Curator has created competition by being cheaper, but I believe that he could go even further. Because of what is happening today, I ask the Minister to give some thought to this matter. Because of high costs, more and more people are trying to do their own conveyancing. No doubt the Minister is very much aware of the do-it-yourself kits that are available. Unfortunately, when some types of easements or mortgages are involved, people get into trouble and end up paying more than they would have paid if they had gone to the Public Curator or to a member of the legal profession in the first place.

Through a consumers' association with which I am involved and as a member of Parliament, people are constantly coming to me and saying, "Listen, I used this do-it-yourself conveyancing kit provided by the Divorce Law Reform Association and now I have all sorts of troubles with the city council and the purchaser, who says he won't settle." If we are to overcome that problem, we should ensure that conveyancing does not cost as much as it does now.

I urge the Public Curator Office to give a lead and to establish a special cottage scale. I am sure that this would immediately encourage the private profession to follow suit and enter into competition. We are constantly thinking about unemployment and the need to create jobs for people. This would increase the work-load in the Public Curator Office and would create employment. While there would be a lower return for the Public Curator Office, that would surely be offset by increased turnover.

In conclusion, I commend the officers of the Public Curator Office for the excellent service that they render to the general community. I am sure that all members are aware of this. The local deputies are very keen to assist. They are always willing to give advice. The other officers, too, are keen to help. They have a very good image and reputation throughout the State. They certainly give the service that they are required to give under this Act. They give a service that often, I suppose, we should not expect of them. They give legal advice, and they are always prepared to assist people in so

many ways, some of which I have mentioned. They act for the total community. They perform specialist functions. I believe that they are worthy of commendation.

I believe that the Minister has some explanatory notes on the legislation before the Chamber. My committee will go through them and also the Bill prior to the second-reading debate. At this stage we welcome the change of name of the Public Curator. We also welcome the updating and general overhaul of the Act.

**Mr. SCASSOLA** (Mt. Gravatt) (11.24 p.m.): I will just touch on a few of the comments made by the Minister in his introductory speech, and the remarks made by the honourable member for Rockhampton. Over the years, the legal profession certainly has been concerned about some of the operations of the Public Curator Office. Certainly no-one—and this applies to the legal profession—can quarrel with competition if it is fair and reasonable in all respects. But what has given concern to the legal profession is that in some instances the Public Curator does not compete on the same basis.

For example, the Public Curator advertises for business; the private profession is prohibited from advertising. The Public Curator provides many of the services without charge; in fact, there are provisions in the Act that prohibit the Public Curator from charging fees other than those that are specifically provided for in the Act. It is all very well for the Opposition to speak about lack of competition. It is not really competition; it is a situation in which the Public Curator has an unfair advantage in some areas.

The matter of conveyancing was raised by the Opposition. The fact is that the private profession has for a very long time provided the service in conveyancing. The private practitioner undertaking conveyancing work accepts a very significant liability or responsibility every time a matter is taken up. In this day and age, conveyancing is not a simple matter, and it has been established time and time again that those people who have sought to undertake conveyancing for themselves have invariably found themselves in very serious trouble. I would refer honourable members to the statement that was issued by the president of the Queensland Law Society not so long ago in which he set out a number of examples, by way of illustration, indicating the consequences of people undertaking conveyancing work for themselves. A person who does legal work for himself is comparable with a person who undertakes electrical work in a practical sphere. He does not have the expertise; he does not know where the pitfalls are; he does not know the sorts of things to look for.

Conveyancing work is not as simple and straightforward a matter as the Opposition would ask you to believe, Mr. Miller, and there are a number of instances that illustrate

that. A little knowledge is often very dangerous, and the Opposition displays its ignorance. It is wrong to suggest that all conveyancing work is done by clerks in the offices, as the Opposition suggests. That is simply not the case.

No-one argues with the proposition that there is a place in the scheme of things for a public trustee. A public trustee certainly does have a role to play now.

I am pleased that the Minister has introduced the Bill. I share the hope that the language of the Bill is more modern than that used in the Act and that, as far as possible, the provisions are worded in such a way that they are easily interpreted and easily understood. I also share the view that many of the provisions and the rules contained in the existing legislation no longer apply.

**Hon. W. D. LICKISS** (Mt. Coot-tha—Minister for Justice and Attorney-General) (11.30 p.m.), in reply: I thank the honourable members for Rockhampton and Mt. Gravatt for their contributions. The honourable member for Rockhampton spoke about estates and conveyancing. One particular point he commented upon I shall reply to further at the second-reading stage, namely, the reduction in staff. I should imagine the fact that the Government abolished death duties would have played a large part in enabling us to reduce staff quite considerably in that area of dealing with estates.

The honourable member drew attention to the so-called "do-it-yourself kits". Having had a fair bit of experience in the conveyancing field and land dealings generally, I would advise anyone who was buying a block of land or a house to go to a competent professional person to supervise the transaction and execute the conveyancing on his behalf. There are many traps.

**Mr. Prest:** I have different ideas on that.

**Mr. LICKISS:** It is a free country; the honourable member is entitled to his ideas.

**Mr. Prest:** I know one fellow who has been going through a solicitor for four years. He put \$8,000 in the hands of his solicitor. He has had no interest on that money. It was not put in trust. When he went to another solicitor to take action against the first solicitor he could not get the title because he now wants him to pay \$11,000.

**Mr. LICKISS:** If it is felt that solicitors are not acting in accordance with their professional standards, application can be made to have those matters investigated.

**Mr. Burns:** That must be the longest interjection I have heard.

**Mr. LICKISS:** I don't mind when people make that sort of attack. If they want to involve themselves and be critical of the various professions without a great deal of knowledge of them, I am quite willing to let them fall into their own traps.

I appreciate the fact that the honourable member for Rockhampton commended the officers of the Public Curator Office, and also the Public Curator, Mr. Nolan. Mr. Nolan and his officers have rendered, and are rendering, a tremendous service to the community.

There are other matters referred to by the honourable member for Rockhampton on which I could comment. I would like to have the opportunity to look at some of those matters in detail. I therefore propose to reply to those other matters at the second-reading stage.

The honourable member for Mt. Gravatt is a member of my committee. He makes a sound contribution to our deliberations at that level.

**Mr. Wright:** Does he charge?

**Mr. LICKISS:** No. He entered Parliament to render a public service. Like everything else he does, he does that cheerfully and well. He is a very valuable member of my committee. He raised a number of matters in relation to the activities of the Public Curator Office. It has been made clear that the Public Curator undertakes services for which he does not charge. Of course, this means a drain on his resources because no public Government funds are injected into the Public Curator Office. He deals with such matters as the administration of prisoners' estates, small estates in which there is no money, the estates of aged and infirm persons, unclaimed property and the affairs of mentally ill persons. These are all matters of great moment to the community, and the service rendered by the Public Curator is indeed an important one. I believe we all appreciate the efforts of the Public Curator in this regard.

As the hour is late and as I have another Bill to introduce, I shall leave further comment till the second-reading stage.

Motion (Mr. Lickiss) agreed to.

Resolution reported.

#### FIRST READING

Bill presented and, on motion of Mr. Lickiss, read a first time.

### JURY ACT AMENDMENT BILL

#### INITIATION IN COMMITTEE

(Mr. Miller, Ithaca, in the chair)

**Hon. W. D. LICKISS** (Mt. Coot-tha—Minister for Justice and Attorney-General) (11.38 p.m.): I move—

“That a Bill be introduced to amend the Jury Act 1929–1976 in certain particulars.”

The Bill is aimed primarily at limiting the number of people exempted from jury service so that the largest possible cross-section of the community is eligible for this type of public duty.

Earlier in the year, the Law Reform Commission was requested to examine jury service exemptions not only in other States of Australia but also in England and New Zealand. As a result of the commission's investigation, it was felt that bank officers, hospital salaried officers, employees of local authorities and public servants should no longer be exempted from jury service. By deleting these categories of people from exemptions recognised by the Act, Queensland will now open up the jury list to allow a large number of well-qualified and capable people to be eligible for service.

The Bill also brings Queensland to closer uniformity with other States of Australia. Certain exceptions, however, must continue to exist within the proposed new categories or exemptions. Because of the possibility of a conflict of interest, officers of departments concerned with the administration of justice shall continue to be exempted. This will also continue to apply to heads of all departments.

It is also considered that teachers should continue to be exempted because of the nature of their profession and the possible detrimental effect that their absence could have on student education.

Finally, in view of the extensive duties of governmental bodies in Queensland, the Bill recognises that circumstances may arise where a particular officer cannot be released for jury service without an adverse effect on a particular form of public service. Accordingly, the Act has been further amended to allow the sheriff of the court to exempt from jury service in well-defined specific circumstances hospital salaried officers, employees of local authorities and public servants. This exemption, however, shall be given only on the production of a certificate given by the relevant hospital manager, shire clerk or permanent head, respectively, stating the officer's absence would detrimentally affect the service to the public.

I commend the Bill to the Committee.

**Mr. WRIGHT** (Rockhampton) (11.40 p.m.): The Opposition welcomes this measure in principle. Members will realise that for many years we have been calling for many of the exemptions in the Act to be removed. We have felt that they have been unwarranted, unnecessary and certainly not in keeping with the concept that a person ought to be judged by his or her peers. It is the opinion of the A.L.P. that jury panels should be representative of a wide cross-section of the community. I have taken photostat copies of the various amendments that have been made. If one goes through the existing exemption lists, one finds a tremendous number of people who should not have been included. The Minister obviously is aware of this now and is making moves to reduce the number of exemptions. However, I am not quite sure that he is going far enough.

The Minister has explained that we will not be insisting that schoolteachers, for instance, serve on juries. When one realises

that they are responsible for a number of students, their being required to serve on juries could create serious disruption in a class-room. We would all agree that there ought to be an automatic exemption for judges, members of the Land Court, barristers at law, officers of Her Majesty's Navy, medical practitioners, dentists, chemists and so on.

However, I wonder whether ministers of religion, for instance, ought to be exempt. Why do we still have a special exemption for them? They are no different from the ordinary person in the community. I am sure that they could make the sort of contribution that the Minister mentioned in respect of public servants. Why should managers and officers of the banks be put in a special category? Surely their positions are not such that they must be in attendance all the time. I am sure they have time to play their golf and do other things. If they are ill, the work goes on regardless.

Another interesting one is the 1976 amendment that exempted T.A.B. officers. Is gambling so important in this State that we cannot afford to let a person associated with the T.A.B. serve on jury panels? That is a ridiculous exemption, but it was put through in 1976. I often wonder about gambling in this State. We hear much about the morals of the people and how we have to control gambling and liquor laws. However, while I have been a member this Government has expanded the law in such a way that a person can drink anywhere and gamble on anything. But that is another matter.

Commercial travellers are exempted. I realise that it could be rather disruptive for some businesses if a traveller on an itinerary in country areas had to be on jury duty. However, I believe that these people should not be exempted in the first instance. Instead, they should be made to apply for exemption when the circumstances arise. Many other people as well, such as salaried officers in hospitals, are exempt. The Minister has covered some of these. Masters of crews of vessels actually trading are exempt. Again I can understand that. However, I do not believe that the Minister is going to remove the exemption for mining managers and engine drivers. Why should mining managers be exempt? I could mention a number of similar categories. I suggest that the exemptions clause does not go far enough.

**Mr. Jones:** Stationary engine drivers?

**Mr. WRIGHT:** It just says "engine drivers". I suppose that could be stationary engine drivers.

**Mr. Jones:** What about the crew?

**Mr. WRIGHT:** There is no special mention of the honourable member's profession and previous career. I am sure he could put up a very good case on why members of that profession should have exemption.

The point I make is that the exemption list should be as small as possible and that generally persons should be required to perform this so-called community service. If there is some reason why a person cannot attend, he should simply apply for exemption. In that way, we would ensure that jury panels were representative of the total community.

It is the attitude of the A.L.P. that we must also preserve trial by jury. I notice that no move is being made here tonight to reduce that. We have to ensure, too, that serious offences are always tried before a jury. The jury is a very important part of the judicial system. If we are upgrading some sections of the Act, maybe we ought to start looking at the requirements on the jurors themselves. I have had complaints in the past about people called for jury service having to buy a coat to wear to court. It may be that we think all people have coats, but it so happens that some do not have them. Because of the requirement to be dressed in a certain manner, they are in trouble and have to go and buy a coat. The dress for jurors ought to be in keeping with modern community standards and climatic conditions.

**An Opposition Member** interjected.

**Mr. WRIGHT:** Joh is suggesting shirts; all right. I am not suggesting that they be allowed to wear thongs and T-shirts, whether they have the Premier's name across them or not. We ought to have a review here and maybe the Minister will look at it at a later date. I understand that it is usually left to the judges but, all too often, very strict codes of dress are enforced.

I now come to the most important aspect of the role of the juror.

**Mr. Burns:** Money.

**Mr. WRIGHT:** As the Leader of the Opposition said, it is money.

**Mr. Jones** interjected.

**Mr. WRIGHT:** Maybe I should get a few more members of my committee to speak to this Bill rather than have them interject. If they did, we might have a more progressive debate.

I should now like to speak about the remuneration for jury service. One could even add fees for witnesses, but they are not covered in the Bill. The payment made should reflect a fair return for the loss of earnings that the person suffers. I note that there was an increase on 4 November. A juror, if empanelled, is paid \$20 a day plus the parity—the locality allowance for the northern area, etc.—for the first three days of a trial. If the trial lasts for between four and 10 days, the fee is \$24; from 11 to 15 days, it is \$30; from 16 to 30 days, it is \$34; and, for more than 30 days, it is \$38.

That sounds reasonable if it is compared with the basic wage of \$77.40 for a male and \$62.30 for a female. But who works for the basic wage today? Even if it is compared with the minimum wage of \$115.90 for both male and female, it is still not a lot of money contrasted with the actual earnings of people today. The payment made is far below the average, which is about \$190. So the person suffers in this way and he suffers far more if he is called but not empanelled. The fee paid in that case is \$10 and, if the loss exceeds \$10, he can ask for another \$10. So he might get \$20.

Thirty-six people are usually called for jury service. Of them, 12 will be empanelled, so that 24 people will suffer more than those 12. They stand around for half a day and, because they do not go back to work, they lose a full day's pay and they have incurred the cost of travelling to get to the court. And they are given a miserable \$10.

**Mr. Yewdale:** They serve on a jury and lose money.

**Mr. WRIGHT:** That is right. I notice that the barristers do not lose. A barrister is sitting in the Chamber at the moment. They seem to be paid well for their services. The solicitors get their scale of fees.

**Mr. Gygar:** Do you realise that the bar has not had a rise in real money terms since the Great Depression?

**Mr. WRIGHT:** Is that true? Judging by some of the fees paid in recent years, I do not think they need much of a pay rise. No doubt that is a matter that the honourable member will continue to pursue on behalf of his profession.

The point is that they get paid a substantial amount of money. But the ordinary person, because of this so-called community responsibility, is paid a minimal amount. We should not expect jurors to serve on the cheap. It is not fair that a person lose this money. It would perhaps be all right for some if they were reimbursed by their employers, but should employers have to pay? Should that be the concept—that if a juror cannot afford it or is going to lose, we leave it to the employer? The juror is doing a job for the State. He represents the people. Therefore, the State ought to pay.

The amount of money paid at the moment is not enough. The Minister has taken it upon himself in the past couple of years to increase it, but it has to be increased more. It is an inconvenience that many people do not like to suffer. Admittedly, because of the computerised system, it does not happen very often. But I know of people who have been called twice in a year. Their services are not required over a long period. Many trials take only 1, 2, 3 or up to 7 days, but jurors still incur a loss of earnings. It is an amount of money that is not paid to them. I suggest that this matter be looked into.

At this point we accept the Bill in principle. When the Bill is printed I will look further at the removal of some of the exemptions. I ask the Minister to question continually the remuneration paid to jurors. I hope he introduces some other type of system. Let payments be somehow tied to average earnings. But surely jurors ought to be paid more than they are. We could even increase their payments by adding travelling costs in some way. But it is a matter of some concern, and I hope that the Minister will give some consideration to it in the future.

**Hon. W. D. LICKISS** (Mt. Coot-tha—Minister for Justice and Attorney-General) (11.50 p.m.), in reply: I thank the honourable member for Rockhampton for his contribution and for his acceptance of the principles of the Bill. I realise how difficult it is to pick up various points as a Minister enunciates the principles contained in a Bill, but there is one point to which the honourable member made reference in relation to the exemption of bank officers and bank managers. Just to clarify the point I will repeat what I said in my introductory remarks—

“As a result of the commission's investigation, it was felt that bank officers, hospital salaried officers, employees of local authorities and public servants should no longer be exempted from jury service.

“By deleting these categories of people from exemptions recognised by the Act, Queensland will now open up the jury list to allow a large number of well-qualified and capable people to be eligible for service.”

So they are included and no longer have an exemption from jury service.

The honourable member also mentioned payment for jury service. On 4 November 1978 we increased fees by 14 per cent.

**Mr. Wright:** That is welcome, but not enough.

**Mr. LICKISS:** Of course, it can be argued that that might not have gone far enough. But, by the same token, jury service is supposed to be a service by a member of the community to the community, and the net is normally spread fairly wide so that everyone bears a share of the responsibility.

The honourable member also asked, and I have not had time to research this, why mining managers and engine-drivers should be excluded. I think safety factors probably come into the reason why those two categories of people are excluded.

I thank honourable members for their acceptance of the provisions contained in the Bill. I will examine the speech of the honourable member for Rockhampton in detail

and, if any other queries come to light, I will reply to them in the second-reading debate.

Motion (Mr. Lickiss) agreed to.

Resolution reported.

FIRST READING

Bill presented and, on motion of Mr. Lickiss, read a first time.

The House adjourned at 11.55 p.m.

---