

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**WEDNESDAY, 26 AUGUST 1981**

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Mr SPEAKER (Hon. S. J. Muller, Fassifern) read prayers and took the chair at 11 a.m.

**PAPER**

The following paper was laid on the table:—

Proclamation under University of Queensland Act Amendment Act 1981

**MINISTERIAL STATEMENTS**

**Applications for Casino Licences**

Hon. L. R. EDWARDS (Ipswich—Deputy Premier and Treasurer) (11.2 a.m.): I take this opportunity to make an interim report to Parliament regarding the Government's consideration of casino licence applications.

It is proposed to go ahead with interviews with each qualifying applicant to obtain further details of proposals. A special committee comprising my most senior Treasury Department officers and a person nominated by the senior Works Department architect will be formed to conduct the interviews.

My department will also be asked to nominate an independent finance adviser, someone from the merchant banking field or a chartered accountant, who will be asked for professional independent advice on the financial aspects of all the proposals being considered for the short list.

Following these interviews, the ministerial committee will make further consideration of the proposals and the advice given, taking into account additional details. It is then intended to produce a short list of proposals for both the southern and northern casino licences.

#### Purchase of Aircraft by Police Department

Hon. R. J. HINZE (South Coast—Minister for Local Government, Main Roads and Police) (11.3 a.m.): Over the last 10 days this House has witnessed a pitiful attempt to denigrate the Queensland Police Department and the Police Air Wing, in relation to the purchase of a new aircraft. The honourable Leader of the Opposition has shamefully abused the privilege of this place to launch a deliberately malicious and groundless attack against myself, the Queensland Police Department and the Police Air Wing.

At the outset I want to make clear to all honourable members the following points:—

Firstly, the new aircraft purchased by the Police Department will be used for police business. Allegations that the aircraft has been purchased for ministerial use are totally without foundation and are an indication of the small-mindedness of the Leader of the Opposition—a big body with a small head!

I hasten to remind honourable members that the Police Department operates two twin-engine fixed-wing aircraft. In the 18 months since my appointment as Police Minister, I have made use of one of these aircraft only once during an inspection of police facilities in South-east Queensland when normal charter facilities were not available.

The resources of the Police Air Wing already are stretched to the limit. I do not intend to further tax the excellent work the air wing performs by making use of any police aircraft, except in extenuating circumstances.

Secondly, we have heard allegations that the new police plane contains luxurious fittings. I want to make it perfectly clear that this aircraft does not contain a bar, it does not contain plush velvet seating, it does not contain expensive carpets, and it does not have hot and cold running water. Air-conditioning and pressurisation are standard for an aircraft of this type and for practically all twin-engine aircraft.

Thirdly, it is correct that no tenders were called in relation to this purchase. I remind all honourable members that this aircraft was purchased second-hand.

Mr Hooper: Me thinketh you protesteth too much.

Mr HINZE: I have said nothing to this time. Opposition members have been talking all the hogwash and making all the stupid statements.

Its replacement value is estimated to be in the vicinity of \$1.5m for a new aircraft.

Under extraordinary circumstances Ministers of the Crown are empowered to recommend that the Governor in Council waive normal tender requirements for the purchase of equipment. I made such a request in the light of the tremendous interest shown by parties other than the Police Department in the possible purchase of this aircraft. It was a case, Mr Speaker, of getting in first or not getting in at all. All advice available to the Police Department suggested that the purchase price of this aircraft represented excellent value.

In a question on notice directed to me yesterday, the Leader of the Opposition sought to imply that an aircraft purchased by the Police Department last year was the property of Mr Kevin Driscoll.

Mr CASEY: I rise to a point of order. Yesterday, when I tried under Standing Orders to move an adjournment motion on this subject, you gave the following ruling—

“There are numerous opportunities to debate the subject-matter of the proposed motion. Tonight there will be an Adjournment debate; tomorrow there will be the Matters of Public Interest debate.”

Later, you said—

“Honourable members will have an opportunity in the very near future to debate the matter during the Budget debate, and, following that, of course, during the debate on the Estimates of the Minister for Police. For the reasons outlined I stand firm on the ruling I have given.”

Do you, Mr Speaker, intend to rule that the Minister can continue this morning in the light of your ruling given yesterday?

Mr SPEAKER: Order! I have no alternative other than to permit the Minister to continue with his ministerial statement. There is no provision in the Standing Orders under which I have any control at all over ministerial statements.

Mr HINZE: I repeat that, in a question on notice directed to me yesterday, the Leader of the Opposition sought to imply that an aircraft purchased by the Police Department last year was the property of Mr Kevin Driscoll. This aircraft was purchased from Rex Aviation and not Mr Kevin Driscoll.

Mr Speaker, the question has been raised as to the necessity to purchase this aircraft. As I have already mentioned, a number of independent inspections of the aircraft were undertaken. I now table copies of the certificates of inspection by Rex Aviation and Hawker Pacific Pty Ltd.

*Whereupon the honourable gentleman laid the documents on the table.*

Mr HINZE: Comparisons have been made as to the strength of the Queensland Police Air Wing and the Police Air Wings in other States. In South Australia, two twin-engine aircraft have been purchased by the Police Department and a third twin-engine aircraft is on long-term lease to that department. The Victorian Police Department has two twin-engine aircraft and a twin-turbine-engine helicopter. Victoria also makes extensive use of hire facilities and twin-engine aircraft.

I think all honourable members would be interested to know the following relevant statistics. According to the latest departmental report a total of 800 persons were transported by the Police Air Wing's two planes between March and June this year. The operating expenses of the Police Air Wing for this period were just over \$23,400. A conservative costing to transport the same number of persons by commercial carriers for this four month period would have amounted to approximately \$37,300.

In effect, by using its own aerial transportation the Police Department recouped a saving of approximately \$14,000. The savings in Police Department funds that have resulted have been redirected towards the purchase of additional departmental equipment and the recruitment of much-needed personnel. At present-day aviation costs it is quite clear that the Police Department would have been faced with transportation expenses running into hundreds of thousands of dollars annually if the Police Air Wing had not been allowed to expand. The Police Department, unlike other Government departments, by the nature of its responsibilities is required to undertake the widespread transportation of personnel.

I am sure all honourable members would be interested in the following example of the utilisation of the Police Air Wing. Earlier this month, a police aircraft was called in to transport 10 prisoners from Lockhart in North Queensland to Cairns, a distance of approximately 360 air miles. The cost of this transportation to the department was \$680, whilst the comparative estimated expenditure on a commercial aircraft basis was in the vicinity of \$2,300.

It is clear that the Police Air Wing is an extremely important arm of the law enforcement process in this State. It was the Police Department which originally recommended the purchase of an additional aircraft of the type in question. The recommendation was based on a survey of the future needs of the Air Wing.

I think it important to point out to honourable members that the air wing's chief pilot personally inspected the aircraft prior to purchase and found it perfectly suitable for police work. Independent inspections also were undertaken and reports were presented to the Government prior to the handing over of the aircraft.

The latest acquisition to the Police Air Wing will play a valuable role in the transportation of police officers quickly and efficiently. It will also be used to transport criminals and prisoners—some of them violent—to or from destinations normally inaccessible by road and not conveniently serviced by other means of transport. The purchase of an additional police aircraft means that our Police Force will have an air wing comparable to that of Police Forces in other States.

The honourable Leader of the Opposition and his cohorts stand condemned in this House for attempting to stifle the efforts of the State Government aimed at improving the Queensland Police Force. The honourable Leader of the Opposition has demonstrated over the last week his total lack of knowledge or sincerity in relation to the Queensland Police Air Wing and the Police Department. No amount of headline-grabbing by the Opposition Leader will save his bacon from the likes of the Hoopers and the D'Arcys who are waiting in the wings with knives drawn.

#### NOTICE OF MOTION OF DISSENT FROM MR SPEAKER'S RULING

Mr CASEY (Mackay—Leader of the Opposition) (11.12 a.m.): Because of the confusion that exists over a notice of motion which I gave yesterday, I give notice that I shall move—

“That Mr Speaker's ruling made on Tuesday, 25 August 1981, concerning a proposed motion under Standing Order No. 137, be dissented from.”

Mr WHARTON: I rise to a point of order. Wasn't that matter resolved on the Leader of the Opposition's motion that it be dealt with yesterday?

Mr SPEAKER: Order! A motion was moved by the Leader of the Opposition to dissent from my ruling. However, it was rejected in the House. Honourable members will recall that he moved a separate motion under Standing Order 117 and asked that the matter be debated immediately. Therefore, I have no alternative but to accept the motion moved by the Leader of the Opposition this morning.

Mr WHARTON: I rise to another point of order. Is it in “Hansard” that that was so? I have not seen it. I am simply asking the question.

Mr SPEAKER: Order! I have not perused “Hansard” this morning. I discussed this matter with the Clerk earlier today because I did not wish to shift my responsibility onto his shoulders. He indicated very clearly that the statements I made in relation to the ruling that I gave yesterday under Standing Order 117 are detailed in “Hansard”. Consequently, I am obligated to accept the motion.

#### PETITIONS

The Clerk announced the receipt of the following petitions—

##### Funding for Community Kindergartens

From Mrs Nelson (77 signatories) praying that the Parliament of Queensland will increase, or at least maintain, the present funding for community kindergartens.

##### Information Office and Ombudsman for Disabled Persons

From Mr Bertoni (44 signatories) praying that the Parliament of Queensland will establish an office to co-ordinate information and provide an ombudsman to protect the interests and welfare of disabled persons and their families.

[A similar petition was received from Mr Prentice (15 signatories).]

Petitions read and received.

QUESTIONS UPON NOTICE

Questions submitted on notice by members were answered as follows:—

1. Operations of Police Aircraft

Mr Casey asked the Minister for Local Government, Main Roads and Police—

With reference to the operations of the Police Air Wing for 1980-81 and in the light of the purchase of yet another high-flying turbo-prop twin-engined aircraft for the wing—

(1) What was (a) the total flying time and (b) operational hours spent on (I) transport of personnel (II) transport of goods (III) training (IV) land and sea searches and rescues (V) drug surveillance and (VI) other police work, for each aircraft?

(2) In the case of (1) (b) (I), what were (a) the names of the passengers for each flight (b) the journey and (c) the reason?

(3) What were the detailed operational and maintenance costs for each aircraft?

Answer:—

|            |   |                    |                                   |    |    |     |     | Hours |
|------------|---|--------------------|-----------------------------------|----|----|-----|-----|-------|
| (1) VH-CEM | (a)   | Total flying time  | ..                                | .. | .. | ..  | ..  | 758   |
|            | (b)   | Operational hours— |                                   |    |    |     |     |       |
|            |   | (i)                | Transport of personnel            | .. | .. | ..  | ..  | } 642 |
|            |   | (ii)               | Transport of goods                | .. | .. | ..  | ..  |       |
|            |   | (iii)              | Training                          | .. | .. | ..  | ..  | 104   |
|            |   | (iv)               | Land and sea searches and rescues | .. | .. | ..  | ..  | 4     |
|            |   | (v)                | Drug surveillance                 | .. | .. | ..  | ..  | 5     |
| (vi)       | Other   | ..                 | ..                                | .. | .. | 3   |     |       |
| VH-DKT     | (a)   | Total flying time  | ..                                | .. | .. | ..  | ..  | 208   |
|            | (Operational from September 1980 to May 1981. Engine overhaul from 1 June 1981) |                    |                                   |    |    |     |     |       |
|            | (b)   | Operational hours— |                                   |    |    |     |     |       |
|            |   | (i)                | Transport of personnel            | .. | .. | ..  | ..  | } 191 |
|            |   | (ii)               | Transport of goods                | .. | .. | ..  | ..  |       |
|            |   | (iii)              | Training                          | .. | .. | ..  | ..  | 12    |
|            |   | (iv)               | Land and sea searches and rescues | .. | .. | ..  | ..  | 5     |
| (v)        |   | Drug surveillance  | ..                                | .. | .. | ..  | Nil |       |
| (vi)       | Other   | ..                 | ..                                | .. | .. | Nil |     |       |

(2) The detailed information sought is not readily available. I have included a statement showing utilisation of each aircraft for the period March to June 1981 to illustrate the operations of the Police Air Wing.

(3) VH-CEM \$25,230 (includes cleaning, repairs, maintenance, spares, hangarage); VH-DKT \$21,450 (includes cleaning, repairs, maintenance, spares, hangarage).

Compilation of detailed information would entail manual inspection of individual expenditure vouchers, and I do not propose to have that work undertaken. Fuel and oil costs are not available, as they are paid within the department's computerised accounting system with other fuel expenditure.

AIRCRAFT VH-CEM CESSNA 402B

Period 1-3-81 to 30-6-81

| Date    | Route                           | Passenger Sectors | Utilised                             |
|---------|---------------------------------|-------------------|--------------------------------------|
| MARCH 7 | BN-RK-TL-CKN-CS                 | 6                 | B & E Squad                          |
| 8       | CS-MBA-NTN-KBA-KOW-MBA-CS       | 6                 | } Cairns and North Queensland Region |
| 9       | CS-COE-WP-HID-BAM-CKN-CS        | 21                |                                      |
| 11      | CS-COE-LHR-WP-HID-AUR-WP-COE-CS | 23                |                                      |
| 12      | CS-WP-BAM-HID-WP-COE-CS         | 25                |                                      |
| 14      | CS-MBA-AUR-WP-LHR-CS            | 12                |                                      |
| 15      | CS-TL-RK-BN                     | 5                 |                                      |

| Date                  | Route                                | Passenger Sectors                     | Utilised   |   |
|-----------------------|--------------------------------------|---------------------------------------|--|---|
| APRIL                 | 22 BN-MK-CS                          | 8                                     | Cairns and North Queensland Region                   |   |
|                       | 23 CS-COE-HID                        | 10                                    |  |   |
|                       | 24 HID-BAM-COE-CS                    | 7                                     |  |   |
|                       | 25 CS-CKN-COE-LHR-AUK-KOW-LHR-COE-CS | 25                                    |  |   |
|                       | 27 CS-TL-CS-TL-NTN-KBA               | 20                                    |  |   |
|                       | 28 KBA-NTN-COE-CKN-CS                | 16                                    |  |   |
|                       | 29 CS-LIP-KOW-MA                     | 3                                     | Mt Isa District                                      |   |
|                       | 31 MA-BKT-MTI-MA                     | 8                                     |  |   |
|                       | 1 MA-MTI-BKT-MA                      | 8                                     |  |   |
|                       | 2 MA-LR-MK-RK-BN                     | 4                                     | Drug Squad + Inspectors Schultz + Veivers (Training) |   |
|                       | 15 BN-RK-TL-IFL-TL-MA                | 14                                    |  |   |
|                       | 16 MA-CCY-TL-IFL-TL                  | 7                                     |  |   |
|                       | 17 TL-RK-BU-BN                       | 4                                     | Sgt 2/c Dev Course candidates                        |   |
|                       | 25 BN-LR-TL-CS                       | 4                                     |  |   |
|                       | 26 CS-IGM-TL-MK-RK-BU-BN             | 34                                    | Health Department + Scientific Branch                |   |
| 27 BN-ROM-BN          | 5                                    |                                       |  |   |
| 28 BN-ROM-DBI-ROM     | 11                                   | Health Department + Scientific Branch |  |   |
| 29 BN-RK-TL-CS        | 10                                   |                                       |  |   |
| 30 CS-TL-PPN-RK-BU-BN | 24                                   | Escort Prisoners + Transfers          |  |   |
| MAY                   | 3 BN-MK-TL-RK-BU-BN                  |                                       | 24   | Academy Course Candidates                   |
|                       | 4 BN-RK-TL-CS                        | 5                                     | Cairns and North Queensland                          |   |
|                       | 5 CS-CKN-COE-HID-BAM-WP-CS           | 18                                    |  |   |
|                       | 7 CS-COE-WP-HID                      | 6                                     |  |   |
|                       | 8 HID-BAM-LIP-CS                     | 14                                    | Cairns and North Queensland Region                   |   |
|                       | 10 CS-MBA-CKN-COE-CKN-NTN-MA         | 13                                    | Mt Isa District                                      |   |
|                       | 12 MA-LR-RK-BN                       | 7                                     |  |   |
|                       | 14 BN-GLA                            | 5                                     | Drug Squad   |   |
|                       | 15 GLA-BN                            | 3                                     |  |   |
|                       | 19 BN-BN (Point Lookout)             | 2                                     | Marine Search  |   |
|                       | 20 BN-BCK-AMC-LR                     | 11                                    | Deputy Commissioner Mr Duffy                         |   |
|                       | 21 LR-CV-BN                          | 7                                     |  |   |
|                       | JUNE                                 | 1 BN-GLA-BU-BN                        | 5  | Academy Course Candidates                   |
|                       |                                      | 4 BN-GLA-AF-BN                        | 6  | Ansett Engineers ie DKT                     |
|                       |                                      | 5 BN-GLA-BN                           | 4  | Ansett Engineers Re DKT Retrieval from Gla. |
| 7 BN-RK-TL-CS         |                                      | 4                                     | Cairns and North Queensland Region                   |   |
| 8 CS-NTN-KMB-CS       |                                      | 4                                     |  |   |
| 9 CS-RK-BN            |                                      | ..                                    |  |   |
| 28 BN-LG-SY           |                                      | 3                                     | Extradition from Sydney                              |   |
| 29 SY-LG-BN           |                                      | 3                                     |  |   |
| 30 BN-BN              |                                      | 4                                     | Assistant Commissioner Atkinson                      |   |
| Total                 |                                      | 468                                   |  |   |

AIRCRAFT VH-DKT CESSNA 421C

Period 1-3-81 to 31-5-81

| Date                   | Route                    | Passenger Sectors | Utilised                                    |
|------------------------|--------------------------|-------------------|---|
| MARCH                  | 8 BN-LR-MA               | 6                 | { Health Department<br>+ Prison Escort      |
|                        | 9 MA-TL-BN               | 6                 |   |
|                        | 13 BN-MIC-RK-BU-BN       | 9                 | C.O.P.                                      |
|                        | 14 BN-BU-PAC-BN          | 12                | Rural Fire Boards                           |
| APRIL                  | 22 BN-GYD-BN             | 10                | C.O.P.                                      |
|                        | 24 BN-TL                 | 3                 | C.I.B.                                      |
|                        | 25 TL-IFL-MK-RK-BU-BN    | 30                | { Chelmer +<br>Academy Course<br>Candidates |
|                        | 27 BN-RK-LR-MA           | 13                | C.I.B.                                      |
|                        | 28 MA-TL-RK-BN           | 11                | { Prison Escort/<br>Chelmer                 |
| MAY                    | 2 BN-LR-MA-TL            | 6                 | { Chelmer Course<br>Candidates              |
|                        | 3 TL-RK-BN               | 22                | { Academy Course<br>Candidates              |
|                        | 13 BN-CS                 | 3                 | { C.O.P.                                    |
|                        | 14 CS-CS (Cairns Region) | 14                |   |
|                        | 15 CO-BN                 | 3                 |   |
|                        | 23 BN-LR-MA              | 4                 | { Chelmer Course<br>Candidates              |
|                        | 24 MA-CS-BN              | 13                |   |
|                        | 25 BN-TL-MBA-CS          | 7                 | { Health Department                         |
|                        | 26 CS-TL-BN              | 4                 |   |
|                        | 26 BN-HBY-BWT-EML        | 15                | { National Parks and<br>Wildlife Department |
|                        | 27 EML-BLIT-TL-IFL-TL    | 5                 | { Qld Police Youth<br>Clubs                 |
|                        | 28 TL-IFL-TL-RK          | 13                |   |
|                        | 29 RK-GLA-MCY-BN         | 14                | { Qld Police Youth<br>Clubs                 |
| 31 BN-GLA-RK-TL-GLA-BN | 12                       |                   |   |
| Total                  |                          | 245               |   |

2 & 3.

Purchase of Aircraft by Police Department

Mr Casey asked the Minister for Local Government, Main Roads and Police—

With reference to the Estimates of Expenditure of the Police Department—

(1) From which budget allocation for 1979-80 was the twin-engined Cessna 402B purchased?

(2) From which budget allocation for 1980-81 was the twin-engined luxury Cessna 421 purchased?

(3) From which budget allocation for 1981-82 will the twin-engined luxurious executive Cessna 441 be purchased?

*Answer:—*

- (1) General Contingencies Vote.
- (2 & 3) Radio and Other Equipment Vote.

Mr Casey asked the Minister for Local Government, Main Roads and Police—

With reference to the purchase of a Cessna 421 aircraft, the luxury version of the 402B, for the Queensland Police Air Wing in September 1980—

- (1) Was the aircraft purchased following the calling of tenders for the supply of an aircraft to the police and, if not, what was the reason?
- (2) What was the purchase price of this aircraft?
- (3) Was this aircraft also previously owned by Mr Kevin Driscoll, or one of his companies?

*Answer:—*

(1) No. The setting aside of tender requirements was approved by the Governor in Council. The aircraft was second-hand and available at a very reasonable price. It was considered that any delay in finalising the purchase would have resulted in the aircraft being sold to other interests.

(2) \$225,000.

(3) The aircraft was purchased by the Police Department from Rex Aviation (Qld) Pty Ltd. As far as I am aware, Mr Driscoll has no connection with that company. I understand that a company with which Mr Driscoll is connected owned the aircraft before selling it to Rex Aviation about 12 months prior to its purchase by the Police Department.

#### 4. Protection of Arable Land in Cane Areas

Mr Innes asked the Minister for Primary Industries—

With reference to the vital and finite State and national resource of highly productive arable land and the problem of its alienation to uses other than agriculture—

- (1) Have any of the recommendations of the two arable land-use conflict studies in cane areas of the State, that is, the one in the Mackay region and the Pak-Poy study in the Innisfail to Mossman region, many of which are highly practical, been implemented?
- (2) If no action has been taken, what are the factors which have prevented their implementation and impeded protection of these tracts of highly productive arable lands?

*Answer:—*

(1 & 2) Both reports have been adopted as guidance documents and it is recommended to Government departments, statutory bodies and local authorities that these reports be used as guide-lines for future land-use planning and zoning.

My department has almost completed a land-use capability study for the Mackay region and has commenced a similar study for the Innisfail/Mossman area. Such information is a prerequisite for local authorities to determine optimum land use.

Local authorities are using these studies when applications are presented for rezoning land. The findings of the Mackay study were used in determining boundary alterations between the city of Mackay and Pioneer Shire.

## 5. Wages of Mineworkers

Mr Innes asked the Minister for Employment and Labour Relations—

- (1) Do the average on-site wages of mineworkers in Queensland exceed \$500 a week?
- (2) What is the average number of weeks worked by these employees?

*Answer:—*

(1 & 2) The levels of wages of mine-site employees in Queensland vary according to the location and the company operating the mine.

The honourable member's question is, no doubt, prompted by an article published in "Utah News Line" (August 1981) which sets out mine-site wages covering operations at Peak Downs, Goonyella, Saraji, Blackwater, Norwich Park and Harrow Creek. These calculations are made, according to the article, on earnings of individuals employed for the full financial year at those sites.

The table accompanying the article shows that the average wages for 733 Queensland Colliery Employees Union employees for the 1980-81 year was \$25,555. This was achieved in an average of 33.9 weeks of work in the year. The average weekly earnings (excluding strike periods) amounted to \$610. This was an increase of 19 per cent over the previous year.

## 6. Road-works, Brisbane's Northern Suburbs

Mrs Nelson asked the Minister for Local Government, Main Roads and Police—

- (1) What plans are under consideration for a link road between Sandgate Road and Gympie Road to be completed at the same time as the Gateway Bridge?
- (2) Have the necessary resumptions of land taken place and, if not, when will the necessary land be acquired?
- (3) What plans are under consideration for the development of the North West Freeway to Aspley and what are the estimated commencement and completion dates?
- (4) What new plans have been developed by Main Roads Department officers to provide alternative safe pedestrian access and better traffic flow on Gympie Road from Bald Hills to Chermside?

*Answer:—*

(1 & 2) The link road between Sandgate Road and Gympie Road that is presently being examined consists of two sections. The first is from Rose Street, Kalinga, westerly to Gympie Road and is part of the Northern Freeway review on which I made a recent announcement. The Main Roads Department already owns a significant amount of the land required for this. The other section is from Rose Street easterly to Sandgate Road, and proposals for this are currently under investigation.

(3) As part of the overall future road network in the Brisbane urban area, the Main Roads Department has carried out investigations over some years in connection with a north-western arterial line from South Pine Road near Kedron Brook, proceeding generally north to join Gympie Road at Roghan Road. Some land has been set aside at the development stage for such a route, and some acquisitions have been effected in hardship cases, at the request of the owner. However, the department does not intend to initiate further acquisitions until a firm decision has been made to adopt such a route. The proposal is a long-term one, the timing of which will largely depend on the funds available and the priority of other works at the time.

(4) Presumably the honourable member is seeking more recent information to that previously given. Because of its potentially adverse effects on local business in the Aspley shopping centre, the pedestrian overpass proposal is being reconsidered and

alternatives including an underpass are under investigation. As the honourable member is aware, traffic signals for inbound traffic were recently co-ordinated to give smoother traffic flow through the Aspley shopping centre.

7. Safety Precautions in Demolition of Buildings

Mrs Nelson asked the Minister for Employment and Labour Relations—

What safety precautions are required when buildings are being demolished or substantially altered, particularly in view of the “near miss” in Queen Street recently and the death of three people in Sydney from falling debris at a demolition site?

*Answer:—*

The safety and welfare provisions of the Construction Safety Act provide the necessary safety requirements for all persons engaged in the demolition or alterations to buildings and for the members of the public in respect of dangers from such work.

The Act requires before work is commenced for the constructor to give notice in writing of his intention to undertake such work and the method by which the work is to be carried out. Where the method is not in accordance with the provisions of the Construction Safety Regulations, the chief inspector has the power to approve of the method of work proposed providing maximum safety is assured for all persons engaged therein and for members of the public. The regulations specifically require the erection of gantries, scaffolding and catch platforms to ensure maximum safety is provided.

All demolition sites are frequently and regularly visited by an inspector of construction work during all stages of the demolition.

8. Inter-departmental Report on 2,4-D and 2,4,5-T

Mr Gygar asked the Minister for Lands and Forestry—

With reference to the recent inter-departmental report entitled 2,4-D and 2,4,5-T and Human Health which states that there is no scientific evidence to support claims that these products can cause any types of health problems—

(1) Why did this report fail even to mention the existence of reports which contradict this finding, particularly the Swedish reports by Hardell, Eriksson, Lenner, Lundgren and Sandstrom which link 2,4-D and 2,4,5-T with Hodgkins disease, soft tissue sarcoma and malignant lymphoma?

(2) What evidence did this inter-departmental committee receive which caused it to ignore the fourth progress report of the work group established by the US Government which accepted that the skin disorder chloracne was evidence of exposure to Agent Orange which was a blend of 2,4-D and 2,4,5-T?

(3) Why did the inter-departmental committee make no mention of the report by Hall, Selinger, Field and Kerr which pointed to a link between 2,4,5-T usage in New South Wales and neural birth defects?

(4) In view of the highly selective way in which this committee conducted its inquiries and ignored inconvenient reports which reached different findings, will he direct the subcommittee to re-open its considerations and to conduct a truly scientific inquiry which looks at all the available evidence before arriving at a conclusion which it states to be clear and unambiguous?

*Answer:—*

It should be clarified that what the report by the inter-departmental committee actually states is that it found no evidence exists to suggest that the continuation of present approved uses of 2,4-D and 2,4,5-T will in any way harm the health and well-being of any members of the general public.

(1) The reports such as those mentioned were considered by the committee. However, it was found that the studies and their findings were open to criticism, particularly in relation to the techniques used. The committee based this assumption on epidemiological evidence and support from other accredited reports, including the report from the United Kingdom Advisory Committee on Pesticides. Since the publication of the inter-departmental committee's report, further support for this contention has become available from the direct testimony to the Environmental Protection Agency of the United States of America by Dr Philip Cole, Professor of Epidemiology in the Department of Public Health at Alabama University, who was previously Professor of Epidemiology at the School of Public Health at Harvard University and who is a standing consultant to the International Agency for Research on Cancer. The view is also supported by other world acknowledged epidemiologists.

(2) No report under the specific title mentioned is known to the committee. However, it is an accepted fact that chloracne is evidence of exposure to dioxin which did occur as an impurity in some 2,4,5-T used in Vietnam, but which does not occur as a contaminant of 2,4-D. 2,4,5-T presently used for agriculture and associated purposes in Australia is monitored to ensure that the level of dioxin contamination is kept at a minimal level.

(3) The report by Hall, Selinger, Field and Kerr was published in the journal "Nature" on 5 March 1981, and did not become available to the committee whilst it was making its deliberations. The report has, however, been refuted on two grounds: firstly, the chairman of the National Health and Medical Research Council's Congenital Abnormalities Committee has pointed out that there was a distinct change in the policy within the medical profession regarding the management of children with serious spina bifida, which was reflected in statistics related to deaths from this condition and was not allowed for in the statistics used in the report.

Secondly, no Agent Orange was imported into Australia as suggested in the report, but rather in an effort to avoid a tariff placed on imported 2,4,5-T there was some importation of 2,4,5 Trichlorophenol which was manufactured in England and came to Australia via Singapore. This importation was closely monitored by the Commonwealth Department of Primary Industry and did not contain more than the allowable level of dioxin. The inferences being drawn from the findings of the report are therefore suspect.

(4) It is considered that the inter-departmental committee did conduct a true and proper inquiry based on scientific evidence from highly creditable scientific bodies and their assessment of the value and creditability of the very numerous other individual reports on this subject. Some selectivity was obviously necessary because of the very voluminous nature of the published reports on the topic but such selectivity was exercised towards creditability and substantiated conclusions rather than towards any preconceived assumptions. No re-opening of the inquiry is considered necessary.

9. Import of 2,4,5-T

Mr Gygar asked the Minister for Primary Industries—

(1) Is he aware that Australian Bureau of Statistics figures show that 289 524 lb of 2,4,5-T or its derivatives were imported into Queensland from Singapore in 1970-71?

(2) In view of concerns being expressed that this material may have contained dangerous levels of TCDD (a) who imported this material, (b) was the material subjected to any analysis before use, (c) what was its exact nature and intended use, (d) where was it distributed to and (e) where and when was it used and in what form and for what purpose?

*Answer:—*

(1 & 2) The information sought by the member for Stafford is not available to me. I am aware of publicity given to the importation from Singapore of chemicals described as "other phenol derivatives, halogenated etc." My department is not kept informed on chemicals that are imported and therefore has no records of the alleged transaction.

## 10. Strike Insurance for Employers

Mr Gygar asked the Minister for Employment and Labour Relations—

(1) Is he aware of schemes in West Germany, Sweden and the U.S.A. whereby employers may take out a form of insurance to cover their fixed costs when production is halted by strikes?

(2) In view of the fact that such schemes give employers the economic support needed to hold out against outrageous union demands, will he order a thorough investigation of these schemes to see if similar arrangements could be instituted in Queensland?

*Answer:—*

(1 & 2) I am aware that arrangements exist in some overseas countries whereby employers protect their businesses from the economic effects of strike action. I understand that this occurs mainly in countries where collective bargaining operates. In West Germany employers have access to large anti-strike funds which offset the large strike funds which lie in the hands of the unions. I am advised that where strikes occur they can be longer and more bitter than those with which we are accustomed in Australia. Lock-outs are common weapons used against strikes in West Germany.

The honourable member is no doubt aware of an article attributed to Mr Ian Spicer, the Executive Director of the Victorian Employers Federation, which suggests that employer groups will have to set up strike insurance funds within about five years to offset the costs to companies of industrial disputes. I can appreciate the concern of many companies that are hit by the irrational wave of strikes to which we have been subjected lately, but I am not convinced that strike insurance is the ultimate answer to overcoming the problems of strikes. We must strive to eliminate the causes of strikes rather than to insulate ourselves against the length of strikes.

My department is continually investigating all matters which bear upon the relationships of employers, employees and unions in the labour scene and I appreciate the honourable member's interest in this matter. The honourable member may rest assured that the matter of strike insurance and related schemes will be kept constantly under my attention as a result of his representations.

## 11. Charter of Aircraft by Police Department

Mr Warburton asked the Premier—

(1) Was the Cessna 441 Conquest purchased in August for the Police Department chartered from its former owner, Mr Kevin Driscoll, for use by him when the official aircraft was out of action?

(2) If so, how many charter flights were made, of what duration, and at what cost?

*Answer:—*

(1 & 2) No. The aircraft referred to has never been chartered for use by me.

## 12. Staff Changes, Queensland Tourist and Travel Corporation

Mr Warburton asked the Minister for Tourism, National Parks, Sport and The Arts—

(1) How many persons in the employment of the Queensland Tourist and Travel Corporation since its inception have resigned or applied for redeployment?

(2) How many corporation employees were redeployed prior to 1 August and how many applicants for redeployment have not as yet been placed in Public Service positions?

(3) How many applicants for redeployment have been waiting to leave the corporation for a period in excess of twelve months?

(4) How long will applicants for redeployment, who are still required to remain with the corporation at this stage, have to wait for suitable Public Service positions to be found?

(5) Are reports correct that 124 persons who were employed with the Queensland Tourist and Travel Corporation out of the original total of 259 or almost 50 percent have either been dismissed, have resigned, or have sought redeployment and, if so, has he investigated the reasons for this mass exodus, or is he still maintaining, as he did recently in Townsville, that those who have left were not committed to tourism?

*Answer:—*

(1) Since the corporation's inception in 1979, 17 Public Service staff have resigned, 88 public servants have applied for redeployment (but of these three have since withdrawn their requests for redeployment) and 14 corporation non-Public Service employees have resigned.

(2) The number of Public Service employees still to be redeployed is 32. As the honourable member knows, people directly employed by the corporation are not eligible for Public Service redeployment.

(3) Five.

(4) Until such time as the Public Service Board is able to find positions for them.

(5) Such reports are not correct and the honourable member has been misinformed. A total of 88 persons applied for redeployment out of a total staff of 259 and, as indicated above, three have since withdrawn their letters of redeployment, making a total of some 33 per cent. This figure is regarded as extremely acceptable in all the circumstances.

As to the remarks made by the honourable member about what I supposedly said in Townsville—my comments were taken out of context. What I said was that many people who were leaving the corporation were clerks and others who were probably not involved in tourism inasmuch as they were not sales staff or on the promotional side of the operation. I have been misquoted.

It is a very great tribute to the Tourist and Travel Corporation that over the last 12 months sales figures have increased by 18 per cent. This year sales reached a record \$22m, an increase of \$7m on last year.

Since such promotion as "Holiday Fair" in Victoria, the throughput of tourists from that State has increased by 20 per cent. This can largely be attributed to the dedication and hard work of the corporation staff. It is very important that, as far as the corporation is concerned, it has every confidence in its staff. I pay them the highest tribute possible for putting the runs on the board. The statistics speak for themselves. It ill-behoves the honourable member to bring up this type of matter and to quote me out of context.

13. Overhead Sign, Capricorn Road Turn-off, Bruce Highway

Mr Hartwig asked the Minister for Local Government, Main Roads and Police—

With reference to approval which was given by his department some time ago for an overhead sign to be erected on the Bruce Highway at the Capricorn Coast Road turn-off, when is it intended to erect this important sign?

*Answer:—*

At a recent meeting with the Rockhampton Regional Promotion Bureau, the bureau proposed a \$5,000 contribution from local interests towards the cost of the sign. This proposal has been accepted and the district engineer, Rockhampton, on receipt of the \$5,000 contribution, will arrange for the supply and erection of the sign.

## 14. Exterior Lift, Parliamentary Annexe

Mr Hartwig asked the Minister for Works and Housing—

With reference to the serious fire in Sydney on the night of 24 August in which many people were burned to death and to the similarity between the fire escape in that building and the one between the seventh and the twenty-fourth floor of this Parliamentary Annexe, both being complete funnel-like columns in which, once the air-conditioning fans cease to operate, no one can escape, is his department considering the installation of an exterior lift?

*Answer:—*

There is absolutely no similarity between the fire safety in the relevant building in Sydney and the Parliamentary Annexe. The Parliamentary Annexe in Brisbane has fire-rated concrete floors and all lift shafts are fire isolated. The required fire escape stairs are totally fire isolated and are pressurised in accordance with Australian Standard AS1668 to prevent the entry of smoke into the stairs in a fire situation. The air-conditioning of the building has no relevance to the pressurisation of the fire escapes. The State Fire Services Council is satisfied with the fire safety in this building and has issued a certificate of approval for the building under the Fire Safety Act.

## 15. Police Traffic Patrols, State Highways

Mr Row asked the Minister for Local Government, Main Roads and Police—

In his proposals for greater police surveillance over traffic breaches in country areas, will he ensure adequate police patrols on the State's main highways between provincial cities and not only in country areas?

*Answer:—*

Yes. Every endeavour is being made to provide maximum traffic enforcement in all areas of the State as a step towards reducing the road toll.

## 16. Employment Opportunities for School-leavers

Mr Row asked the Minister for Employment and Labour Relations—

How does Queensland compare with other States in terms of job creation, particularly in relation to school-leavers?

*Answer:—*

Perusal of the table which I have included in the answer shows that growth in employed persons in Queensland for the 12-month period to July 1981 far outstripped growth in the other States and was far more than twice the national figure.

Figures for school-leavers as such are not available but it will be noted that there was a growth of 3.6 per cent in the positions held by 15-19 year olds. This growth of 4100 jobs was 10.7 per cent of the total new jobs in Queensland. Statistics are not immediately available in Brisbane on the same basis for other States.

It is worth noting that, on a July 1980 to July 1981 basis, the unemployment rate for 15-19 year olds in Queensland fell from 16.5 per cent to 13.6 per cent against a national movement of 16.7 per cent to 14.9 per cent.

There was a record intake of apprentices in Queensland for the year 1980-81 of 7191, almost all of which would have gone to school-leavers. Overall, there

is a picture of strong labour market growth which indicates a strong economy with benefits to all. These are being shared by all, including school-leavers.

Employed Persons (000's)

|                     | NSW     | Vic     | Qld   | SA    | WA    | Tas   | Aust    |
|---------------------|---------|---------|-------|-------|-------|-------|---------|
| July 1981 .. ..     | 2 240.9 | 1 721.8 | 968.5 | 558.1 | 565.5 | 175.4 | 6 388.9 |
| July 1980 .. ..     | 2 209.0 | 1 697.6 | 930.2 | 552.3 | 561.3 | 172.5 | 6 280.0 |
| Increase .. ..      | 31.9    | 24.2    | 38.3  | 5.8   | 4.2   | 2.9   | 108.9*  |
| Percentage Increase | 1.44    | 1.43    | 4.12  | 1.05  | .75   | 1.68  | 1.73    |

\* Figures do not add across because NT and ACT have been excluded.

Source ABS Bulletin—The Labour Force Australia Catalogue No. 6203.0.

Employed Persons Qld 15-19 (000's)

(Unpublished ABS data)

|                     |  |
|---------------------|--|
| July 1981 .. ..     | 117.9  |
| July 1980 .. ..     | 113.8  |
| Increase .. ..      | 4.1  |
| Percentage increase | 3.6 per cent (10.7 per cent of total increase) |

17. Proposed Dam, Proserpine River

Mr Muntz asked the Minister for Water Resources and Aboriginal and Island Affairs—  
With reference to his visit to the Whitsunday area—

(1) Is he aware of the pressing requirements for additional water resources within the Proserpine, Bowen and Whitsunday Coast areas?

(2) Does he favour an involvement of private enterprise in the construction of a dam on the Proserpine River to serve both the Proserpine and Bowen Shires, particularly proposed industrial developments of Comalco, MIM and Condor shale oil together with urban requirements on the Whitsunday Coast, Bowen and Proserpine?

(3) What action has been taken to expedite a feasibility study on the proposed Proserpine River dam site to fulfil the requirements of interested private enterprise concerns?

(4) When will such a study be completed and report made available?

Answer:—

(1) Yes.

(2) The Queensland Water Resources Commission is committed to a program of water resources projects which will completely absorb State loan funds anticipated to be available for the next five to 10 years. Because of this, there is little prospect of having the construction of a dam on the Proserpine River included in the commission's future program unless funds are provided from external sources.

(3) Upon request, the commission has made preliminary engineering appraisals of proposals for the supply of water from the Proserpine River Dam to interested private concerns, and has provided estimates of available supply and cost for dams of various size. Following a recent discussion with one concern, the company has requested that alternative sources of initial supply be examined.

(4) Over the past 18 months or so, the commission, in conjunction with the the Department of Primary Industries, has been engaged on investigation of a project based on a dam on the Proserpine River to supply water for irrigation of cane land, flood mitigation and urban supply to coastal towns. Although most of the engineering appraisal for the dam has been completed, the economic assessment of alternative developments remain to be finalised. Until this is completed, action to finalise the report cannot be taken. At this stage, it does not appear that a report can be finalised before the end of the year.

18. Upgrading of Facilities, Shute Harbour

Mr Muntz asked the Deputy Premier and Treasurer—

With reference to proposed upgrading of boating and loading facilities at Shute Harbour—

(1) Following a review of the Government subsidy scheme to assist the council to upgrade tourist harbour facilities, what State Government assistance will be made available to the Proserpine Shire Council to fund part of the estimated cost of \$1,000,000 to upgrade facilities at Shute Harbour?

(2) Will such assistance be in the form of a grant on a dollar for dollar basis to match a Commonwealth loan of approximately \$500,000 excluding cost of commercial facilities incorporated therein?

(3) When will such funds be made available?

*Answer:—*

(1) As part of the review of the approved subsidy scheme, it was decided that, in accordance with the Government's commitment to assist councils to upgrade tourist harbour facilities to ensure the needs of tourism are met, subsidies amounting to 57.5 per cent will be payable on the construction of tourist jetties, both on tourist islands and on the mainland.

Most of the proposed work at Shute Harbour will attract this rate of subsidy. Some of the work will be eligible for 20 per cent, some 10 per cent subsidy, and some will not qualify. The boat ramp will be subsidised 100 per cent by the Department of Harbours and Marine. This means that on the basis of a \$1,020,000 estimated cost of the total upgrading job planned to be carried out at Shute Harbour by the Proserpine Shire Council, State Government subsidies totalling \$443,500 will be payable on eligible works estimated to cost \$890,000. This is virtually a dollar for dollar subsidy.

I mention that the ineligible components, estimated to cost \$130,000, are of a purely commercial nature, which should be funded on a fully commercial basis.

(2) The State Government assistance will be 100 per cent non-interest-bearing, non-repayable grant. By comparison, the Commonwealth contribution of \$506,000 is by way of loan at interest repayable over a 10-year period. Funds to meet amortisation costs will, of course, have to be raised by the council by charge on commercial users of the facility.

(3) Subject to normal approval and claiming procedures, the State Government funding will be made available as soon as the council requires it.

19. Tenancy Agreements, Westfield Shoppingtown, Indooroopilly

Mr Scassola asked the Minister for Commerce and Industry—

With reference to his public statement of 19 August concerning leases at Indooroopilly Shoppingtown in which he said, inter alia, that it would be several weeks before his report on recommendations by the Small Business Development Corporation would be available to the Government—

(1) Does he anticipate a determination by the Government on any recommendations arising out of that report prior to the expiry of the so-called "moratorium" period on or about 25 September?

(2) If not, will he, in the interests of those affected, seek an extension of the so-called "moratorium" until such time as the Government has made a determination on his report?

*Answer:—*

(1 & 2) As I am sure the honourable member will appreciate, the submissions I have received from the Small Business Development Corporation cover some extremely complex matters which require considerable study in order to arrive at an equitable conclusion. I would hope that a conclusion can be reached prior to the expiration of the so-called "moratorium" period. However, if this cannot be achieved, at the appropriate time I shall give consideration to what further action might be desirable.

20. Purchase of Aircraft by Police Department

Mr Mackenroth asked the Minister for Local Government, Main Roads and Police—

With reference to the purchase of a Cessna 441 Conquest for the Police Department at a cost of \$750,000—

(1) Who was the accountable officer who assessed the suitability of this aircraft for police work?

(2) Will this assessment report be tabled in this House?

(3) What other aircraft were considered by the accountable officer, and who assessed these alternatives?

(4) Has this aircraft a normal cruising height of 25 000 feet, and is it more expensive to operate at low altitudes and low speeds for police search work than at its normal height and speed?

*Answer:—*

(1) Check and Training Pilot T. J. Brady, Police Air Wing. The aircraft was also inspected by the Police Department's aircraft maintenance contractors as to its condition.

(2) No. These are confidential reports to the Commissioner of Police.

(3) Cessna 404 Titan. Check and Training Pilot T. J. Brady, Police Air Wing.

(4) The aircraft has a normal cruising height of approximately 25 000 feet, and it is not envisaged that it will be utilised for low-level flight as part of the overall operational requirement of the air wing. Planned purchases of aircraft over the past two years have ensured adequate operational coverage of low-level requirements by other aircraft more suited to low-level tasks. The new aircraft will be utilised for fast, efficient, long-range, high-density and emergency-type transport flights, for which it is better suited and justified, according to utilisation statistics compiled by the Police Department.

21. Noise Abatement Authority

Mr Mackenroth asked the Minister for Environment, Valuation and Administrative Services—

(1) How many people were employed by the Noise Abatement Authority as at 30 June?

(2) What were the duties of each of these people?

(3) Has the Noise Abatement Authority any staff outside Brisbane and, if so, where are they stationed?

(4) Since the Noise Abatement Act was proclaimed, how many local authorities have gazetted new regulations in relation to domestic noise?

(5) Which local authorities are these and what are their regulations?

(6) How many complaints have been received by the Noise Abatement Authority as at 30 June?

(7) Has any legal action been taken by the authority in relation to breaches of the Act by private industry?

*Answer:—*

Because of the detailed information sought, I would ask the honourable member to redirect his question to me tomorrow.

22. "Moreton Island, a report from the Queensland Government", Pamphlet

Mr Mackenroth asked the Minister for Environment, Valuation and Administrative Services—

(1) How many of the recent pamphlets "Moreton Island, a report from the Queensland Government" were printed?

(2) What was the total cost of this production?

(3) What is the breakdown of this cost?

(4) Was this pamphlet printed by the Government Printer?

(5) Until now, how many of these pamphlets have been distributed?

(6) For quantities in excess of 500, where have they been distributed in (a) Government departments, if any, (b) private companies, if any, (c) private individuals and (d) members of Parliament:

(7) Does he propose to produce any more of these pamphlets?

*Answer:—*

(1) 150 000 copies.

(2) \$17,215.

(3) Design and preparation of final artwork \$1,600, paper and printing \$15,615.

(4) In keeping with normal practice for this type of brochure, three competitive quotes were sought from private enterprise by the Government Printer. The lowest quotation from Inprint in Brisbane was accepted.

(5) Approximately 110 000 copies.

(6)—

(a) Approximately 45 000 brochures were distributed at the display of the Department of Mapping and Surveying and the National Parks and Wildlife Service at the Brisbane Exhibition earlier this month. Copies were also sent to the Co-ordinator-General's Department and the State Public Relations Bureau.

(b) 1 000 copies were sent to Mineral Deposits at their request to meet public inquiries.

(c) The brochures were distributed to residents and the business community on Moreton Island.

Many other copies have been distributed on request to the public and environmental and community groups, such as the Scouting Movement, throughout Queensland.

Approximately 7 000 copies were distributed at my expense in my electorate.

(d) Copies were sent to Federal Government members and senators, State Cabinet Ministers and Government members.

Brochures were also sent to Liberal aldermen of the Brisbane City Council.

(7) Yes.

It will be my policy to produce further information brochures where it is considered necessary to present the Government's policies on environmental issues to the Queensland public.

The honourable member will be interested to know that I have also given wide distribution to the speech I made in this House on 4 August on the future of Moreton Island. I thought it important to let as many people know that a Labor Government granted a lease to sand mine on Moreton Island 15 days before its defeat in 1957.

23. Marine Surveys

Mr Prentice asked the Minister for Northern Development and Maritime Services—

(1) How many vessels have been approved for survey in Queensland in the last twelve months?

(2) How many of those vessels have hulls constructed of (a) timber, (b) fibreglass, (c) steel, (d) ferro-cement or like material and (e) other material?

(3) If there are any vessels currently in survey whose hulls are constructed of ferro-cement or like material (a) when was the vessel or vessels first passed for survey, (b) who owns the vessel or vessels, (c) are any restrictions placed on the waters in which the said vessel or vessels can operate and (d) where is the vessel or vessels currently based?

*Answer:—*

(1 to 3) The information, which is not readily available, is being collated and will be forwarded to the honourable member in due course.

24. Oil Company Sales of Petrol to Service Stations

Mr Prentice asked the Minister for Commerce and Industry—

(1) Has he, his department or the Small Business Development Corporation received submissions from the Queensland Motor Industry Association regarding oil company sales of petrol to service stations?

(2) When does he anticipate that he will be in a position to advise the House as to what action the Government may take concerning this matter?

*Answer:—*

(1 & 2) I have received a submission from the Queensland Motor Industry Association as well as a copy of a letter which I understand was recently forwarded by the association to the honourable member. No doubt a perusal of the publication which accompanied that letter will have indicated to the honourable member that the matters covered in the submission are somewhat involved and indeed have a national rather than solely State context. I can appreciate the desire of the association to further the interests of its members, but at this stage I do not see a simple or short solution to the problems outlined by the association.

25. Sand-mining Leases, Moreton Island

Mr Vaughan asked the Minister for Mines and Energy—

With reference to the Government's decision to allow sand-mining on 6.4 per cent of Moreton Island—

(1) What are the names of the mining companies that have been granted mining leases in the (a) area covered by the 6.4 per cent and (b) area outside the 6.4 per cent?

(2) Has the Government obtained agreement from the (a) mining company or companies who hold leases covered by the 6.4 per cent and (b) mining company or companies who hold leases outside the 6.4 per cent that mining will be confined to the area of Moreton Island covered by the 6.4 per cent?

(3) If so, is the Government going to cancel those leases outside the 6.4 per cent and, if so, when will this be done?

(4) If not, why hasn't the Government moved to obtain such an agreement?

(5) Have any of the mining companies with leases on Moreton Island indicated they may or will be seeking compensation from the Government if they are not allowed to mine Moreton Island or if their leases on Moreton Island are cancelled?

(6) If so, what are the names of those companies?

*Answer:—*

(1)—

(a) Mineral Deposits Limited; Associated Minerals Consolidated Ltd.

(b) The same companies.

(2 to 6) The whole financial and legal position is presently being examined.

## 26. Generating Capacity of State's Power-stations

Mr Vaughan asked the Minister for Mines and Energy—

With reference to his answer to my question on 5 August regarding the generating capacity of the State's power stations—

(1) What is the present all year generating capability of the State's power stations?

(2) What specific generating capacity is planned to come on line to increase that capability to the figures given in (1) of his answer for the years 1982 to 1990 inclusive?

*Answer:—*

(1) The present all-year generating capability of the State's power stations is 3 325 MW.

(2) Specific capacity additions are planned as follows:

| Year ending 30 June | Addition                                       | Capacity |
|---------------------|--|----------|
| 1982                | Gladstone .. .. .                              | 257 MW   |
| 1983                |  | ..       |
| 1984                | Wivenhoe .. .. .                               | 500 MW   |
|                     | Tarong, Unit 1 .. .. .                         | 350 MW   |
| 1985                | Tarong, Unit 2 .. .. .                         | 350 MW   |
| 1986                | Tarong, Unit 3 .. .. .                         | 350 MW   |
|                     | Callide "B", Unit 1 .. .. .                    | 350 MW   |
| 1987                | Tarong, Unit 4 .. .. .                         | 350 MW   |
|                     | Callide "B", Unit 2 .. .. .                    | 350 MW   |
|                     | New Central Queensland Station, Unit 1 .. .. . | 350 MW   |
| 1988                | New Central Queensland Station, Unit 2 .. .. . | 350 MW   |
| 1989                | New Central Queensland Station, Unit 3 .. .. . | 350 MW   |
| 1990                | New Central Queensland Station, Unit 4 .. .. . | 350 MW   |

## 27. Substitution of Kangaroo Meat and Horse Meat for Beef

Mr Vaughan asked the Minister for Primary Industries—

With reference to the current kangaroo and horse meat controversy in Victoria where packages of such meat labelled "beef" have been distributed both overseas and in Australia—

Will he give an unequivocal guarantee that Queenslanders have been safeguarded from these contaminated products and, if not, will he take immediate action to ensure that no smallgoods, canned goods, or any manufactured products made from these products will end up on Queensland dinner tables?

*Answer:—*

In relation to the current situation in Victoria, it must be emphasised that only one establishment has come under suspicion and there is no record of any product coming into Queensland from this source.

Premises interstate must be certified under Queensland meat industry legislation before they can supply meat products into this State and consignments must be appropriately certified. The position is not considered to be serious enough to warrant prohibition on importation from other States.

In relation to the Queensland domestic position—unlike other States, the meat inspection service has control in the meat chain from the time animals arrive for slaughter until meat is sold to the consumer, and under these circumstances risk of substitution is minimal. This is one reason that I remained firm at the Australian Agricultural Council meeting in Darwin in my attitude towards continuing State meat inspection rather than having to pass control to the Commonwealth.

## 28. Taxi Licences

Mr Borbidge asked the Minister for Transport—

With reference to the calling of tenders for six additional taxi licences on the Gold Coast—

- (1) How many tenders were received?
- (2) How many licences were issued?
- (3) How is the purchase price of a taxi licence arrived at?
- (4) What is the purchase price of a taxi licence in (a) Brisbane, (b) Townsville, (c) Toowoomba, and (d) Gold Coast?

*Answer:—*

(1) Only three applications to purchase taxi licences on the Gold Coast were received.

(2) Two of the applications have been approved and one cab is actually in service. The second cab will be placed in service as soon as essential prerequisites are complied with. Necessary inquiries are still being made in relation to the third application.

(3) The purchase price of a taxi licence is determined having regard to a variety of factors including the economic viability of the taxi industry in the relevant area and the amounts which transferees pay for taxi licences on the local market from time to time.

(4) Although purchase prices fluctuate from time to time, current purchase prices, according to transfer documents, in Brisbane, Townsville, Toowoomba and Gold Coast are in the vicinity of \$35,000, \$41,000, \$28,000 and \$77,000 respectively.

## 29. Shortage of Police, Gold Coast

Mr Borbidge asked the Minister for Local Government, Main Roads and Police—

What action has been taken since December 1980 to relieve the manpower shortage of police on the Gold Coast?

*Answer:—*

Since December 1980 the following increases have been made to the strength at the Gold Coast District:—

Southport—1 Inspector; 1 Technical officer (scenes of crime); 14 Constables, including 2 Water Police and 2 Dog Squad.

Broadbeach—8 Sergeants 1/C; 1 Constable.

Coolangatta—1 Senior Sergeant; 7 Constables.

Gold Coast (C. I. Branch)—4 Detectives or Plain Clothes Constables.

In addition to the approved strength, 24 first year constables have been allocated for duty at the Gold Coast for training purposes. This number is reviewed from time to time.

## 30. Private Enterprise Foundation to deal with Social Problems on Gold Coast

Mr Borbidge asked the Premier—

With reference to his announcement published in the "Gold Coast Bulletin" of Saturday 22 August, at what stage are plans to establish a private enterprise foundation on the Gold Coast dealing with social problems?

*Answer:—*

I am aware of the honourable member's keen interest in this ambitious proposal and value the work that he and other Government members on the Gold Coast are doing to promote the project among local business groups.

The proposal is for a private enterprise funded foundation to assist in solving social problems being faced by the younger generation in this growth area. These problems include drug abuse and difficulties associated with broken homes. The aim is to raise \$1m a year from contributions to fund assistance and self-help schemes for young people. That is a very worthy objective indeed.

Mr Davis: Is that to come out of the Bjelke-Petersen Foundation?

Mr BJELKE-PETERSEN: The honourable member can contribute if he wishes.

*Answer (continued):—*

To this end the foundation's steering committee has taken an option to purchase a property at Currumbin which could be used as a half-way house and provide facilities for counselling and recreation.

Further discussions are expected soon with the local authority to finally determine the suitability of the location. In the meantime, letters are being prepared setting out the aims of the foundation, and these will be sent to a wide range of companies and business houses seeking their support in terms of finance and manpower.

I would like to pay tribute to Mr Brian Ray for his initiative and for the positive role he is playing on the Gold Coast in co-ordinating efforts to establish the foundation at this formative stage. His dedication is a fine example of the co-operation and community spirit that will be needed to bring the foundation into being.

I hope that the proposal will attract the enthusiastic support of business leaders and enable the foundation to complement the work of existing welfare groups and institutions on the Gold Coast.

## 31. Prawn-fishing Industry

Mr Jones asked the Minister for Primary Industries—

(1) Has his attention been drawn to the difficulties being experienced by, and to the serious reductions in staff of, such companies as Penpak, Wales Carpentaria Pty Ltd and other prawn-processing operations, in Cairns?

(2) How many such companies have had to reduce dramatically their operations in Queensland in recent months?

(3) In view of the proposed increase of 200 new fishing boat licences, and a prospective 500 applications mooted for those new licences, will any moratorium and/or restriction be applied to these licences or to the existing 1 400 vessels presently licensed to operate in Queensland off the Queensland coast and in adjacent waters?

(4) Are any restrictions placed on interstate companies or vessels in Queensland or are any proposed?

(5) Having regard to the difficulties in the industry, the collapse of the Japanese market and the uneconomic prospects for the future, what action has been taken or considerations given for licensing, assignments and to accelerating (a) biological research, (b) breeding seasons, (c) exploration of grounds off the east coast, (d) catch and effort data and (e) log book requirements and programs?

(6) If not, what is proposed to assist the prawn-fishing industry to become viable again?

*Answer:—*

(1 & 2) I am aware that some prawn-processing companies are experiencing difficulties and may have had to reduce their operations recently, but no specific details have been transmitted to me by the companies concerned.

(3) The prawning fleet will not be increased beyond those vessels either currently licensed or those for which valid entitlements are held. Furthermore, the Department of Primary Industries is examining ways in which the total size of the fleet might be reduced.

(4) Under the constraints of section 117 of the Constitution, discriminatory restrictions cannot be placed on interstate companies or vessel owners. Nevertheless, every consideration is given to Queensland fishermen and companies consistent with these constraints.

(5 & 6) My department has recently embarked on an extensive research program, embodying investigations into various aspects of the biology of prawns, exploratory fishing, and the collection of catch and effort data per medium of a log book program. To this end, the department has recently acquired an 18-metre research trawler, which will be based in Cairns at the department's new fisheries laboratory. The honourable member will also be aware of the initiatives the Government has taken to provide access to finance and carry-on loans through the Agricultural Bank. I am pursuing with the Commonwealth Government the provision of finance for fishermen under existing debt-reconstruction schemes.

## QUESTIONS WITHOUT NOTICE

## DPF Boning

Mr CASEY: I have questions without notice for the Minister for Primary Industries. I notice that he is not present this morning, but I assume that as the Minister for Tourism, National Parks, Sport and The Arts has been answering questions on his behalf, he will take them.

Mr Sullivan: Put it on notice.

Mr CASEY: My first question without notice refers to an answer given by the Minister for Tourism this morning.

Mr I. J. GIBBS: I rise to a point of order. I think I should make the point that the Minister for Primary Industries is ill at home.

Mr SPEAKER: Order! I suggest that in the circumstances the Leader of the Opposition should put his questions on notice.

Mr CASEY: Perhaps, but they are very important questions. Perhaps I could redirect them to the Premier, who has overall responsibility for his Government's actions and who is prepared to accept the questions. I ask the Premier: Does a company known as DPF Boning—also known as Discount Pet Foods—of 127-131 Logan Road, Buranda, have a Queensland licence to bone, pack, and freeze animal meats, including kangaroo, horse, donkey and buffalo, for the interstate, intrastate and export markets?

Under our dual meat inspection system, which is involved in quite a controversy at the moment, what are the requirements with respect to such boned, packed and frozen meats from kangaroos, horses, donkeys and buffalos which are to be processed at the boning rooms of DPF Boning, for consumption by both humans and pets within Queensland, elsewhere in Australia and overseas?

Mr SPEAKER: Order! With all due respect to the Leader of the Opposition, I regard that as a completely unfair question. If he wishes to place it on notice I would regard that as reasonable, but otherwise I will be obliged in the circumstances to disallow it.

Mr CASEY: I thought the Premier indicated that he was prepared to accept it. If he wants it on notice, I will certainly place it on notice.

Mr Bjelke-Petersen: I will answer it to the best of my ability.

Government Members interjected.

Mr SPEAKER: Order! I ask the Leader of the Opposition to proceed with his question.

Mr CASEY: This is a very serious issue in Australia at the moment, and I know that the Premier is as concerned about it as I am. All I am seeking is information on the inspection requirements for meat for both human and pet consumption within Queensland, elsewhere in Australia and overseas.

Mr BJELKE-PETERSEN: As the Leader of the Opposition said, this is a very serious issue and could have very dire consequences for Australia's meat industry. There are very strict requirements enforced in the various areas where the killing of the different types of animals to which the Leader of the Opposition referred is carried out. The Government has always enforced its regulations very strictly, and the Commonwealth Government has also required its inspectors to do the same. On the other hand, we do know that something has happened somewhere along the line. We are extremely anxious to learn how some meat other than beef came to be sent overseas.

I am sure that the officers of our departments have performed their duties to the best of their ability, but their efforts have been circumvented somewhere along the line. I hope the Commonwealth authorities take the appropriate action against the perpetrators of this operation. No punishment can be too severe for those who have been involved in what looks to be some sort of racket to sell kangaroo meat as boned beef.

I hope the names of those responsible will soon be revealed to the public as well as the punishment to be meted out to them. It is a very serious matter. I assure overseas authorities that in Queensland we will make even greater efforts to ensure that meat packaged here as boned beef will be just that. I am sure that in the future the Commonwealth will do the same.

#### Substitution of Kangaroo Meat for Beef

Mr CASEY: In view of my concern, the concern of every thinking member of the House and the concern that the Premier has displayed by his comments this morning, I indicate to the Premier that one of my parliamentary colleagues has, in a freezer room

in Brisbane, this morning inspected 172 cartons of boned-out kangaroo meat, which is dyed and marked as such, and 2 580 plastic bags containing undyed and unmarked boned-out kangaroo meat, the bulk of which emanated from Charleville and was processed to that stage at various animal boning-out rooms in Brisbane and other areas of Queensland. I ask the Premier: If I submit to him privately the names of the companies and the locations of this animal meat, is he prepared to take immediate action to guarantee that it cannot end up in the export trade or be returned from interstate to be consumed by Queenslanders?

The weakness in the system is that although the meat is inspected at its point of origin, no such inspection occurs when the meat reaches its final destination.

Mr BJELKE-PETERSEN: Simply because a colleague of the Leader of the Opposition saw certain meat in Brisbane does not mean that he can jump to the conclusion that it will be transported to Victoria and end up on the overseas market.

Mr Casey: What if it ends up in Queensland?

Mr BJELKE-PETERSEN: Be that as it may, certainly the relevant inspectors will be alert to this aspect of the operation.

I am sure that the Minister concerned and his department will follow through what is happening to this meat. Because Commonwealth inspectors are particularly involved in the final destinations of the meat, that must also apply to them. With all the propaganda about and the political kudos that people are trying to score, we must be very careful not to create a climate that is detrimental to the industry. All we say is that we will make sure that meat sent out of this State for export will be true to its description. We will make sure of that as far as I am concerned.

Mr SPEAKER: Order! The time allotted for questions has now expired.

## MATTERS OF PUBLIC INTEREST

### Censorship

Mr WARBURTON (Sandgate) (12.1 p.m.): On numerous occasions we have witnessed the involvement by the incumbent National-Liberal Party Government in Queensland in capers that would have provided some excellent material for Gilbert and Sullivan, and none more so than the ludicrous and farcical situation that has confronted a section of this State's small business operators for at least a decade.

The Queensland Government, seeing itself as the protector of the morals of its citizens both young and old, has bestowed upon us two auspicious bodies supposedly working feverishly to ensure that our Queensland minds and bodies remain clean and untarnished. I refer, of course, to the Films Board of Review and the Literature Board of Review. However, whilst we are led to believe—and some correctly expect—that the two boards are the Queensland Government's sole censoring authorities, with far-reaching powers under the relevant Acts, we find that a third party—none other than the Police Department of Queensland—also dabbles in the role of deciding what films we may view and what literature we may read.

Despite the fact that this Government has set up two boards at considerable Government expense—one a censoring authority on literature and the other a censoring authority on films—we have the extraordinary situation where the police, acting under the provisions of the Vagrants, Gaming, and Other Offences Act, can confiscate films already approved for showing, or alternatively take action against small business for selling or exhibiting any publications that are regarded by the police as being obscene.

Section 12 of the Vagrants, Gaming, and Other Offences Act outlines the type of activities that could cause, for example, a newsagent or a bookseller to find himself before the court facing substantial penalties and other forms of punishment. Section 15 of the Act provides—

“ . . . any justice may by his warrant direct any police officer with his assistants . . . to enter . . . premises . . . to search for and seize all indecent . . . and obscene publications . . . ”

Since 1971, booksellers and newsagents in Queensland have borne the brunt of this completely ludicrous state of affairs. As recently as July of this year, at the 36th annual convention of the Motion Picture Exhibitors Association, concern over police powers in the film industry was the subject of discussion. The president of the association, Mr Colin Cox, referred to the fact that under the Vagrants, Gaming, and Other Offences Act it is possible for police to confiscate a film even though it had been passed for viewing by the Commonwealth censor and the Queensland Films Board of Review. The same gentleman, Mr Cox, made particular mention of police seizure of a film from a Brisbane cinema last December, when it was established that the police involved had made no effort to consult the Queensland Board of Review. There is obviously no cohesion—no co-operation—between Ministers of this Government and their departments.

The previous Minister for Culture, National Parks and Recreation (Mr I. J. Gibbs), in a letter to one of his parliamentary colleagues, said—

“On the question of the position of newsagents generally in this field of objectionable literature, I have recently been advised by the Minister for Mines, Energy and Police (the Honourable R. E. Camm, M.L.A.) that it appears the Police regard as impractical a suggestion that Police Officers consult with the Literature Board of Review before initiating any action against the bookseller under the Vagrants, Gaming and Other Offences Act 1931-1971.”

In other words, the police have no concern about the opinion of this State's censoring authorities. The police have censoring powers, and obviously they intend to continue using those powers while this Government continues to procrastinate. The Literature Board of Review says that it is unable to take action banning a publication until such time as a complaint has been lodged. This is evidently because under the provisions of the Objectionable Literature Acts, 1954 to 1967 it is not one of the functions of the board to pre-censor publications. In other words, every newsagent must assume the responsibility of censoring all books and publications he puts on display or offers for sale. If he fails to make the right decision, he risks police seizure of his property and subsequent prosecution.

To add to this Gilbertian situation, the Queensland Literature Board of Review does not necessarily examine books or publications that have resulted in Queensland newsagents being found guilty of distributing obscene literature under the Vagrants, Gaming, and Other Offences Act. We have this ridiculous situation where police have taken action and a magistrate has dealt with a person for distribution or display of an obscene publication. There are cases where the Board of Review in this State has not then seen fit to examine that publication. One must ask why the Literature Board of Review is allowed to continue its activities under such circumstances. Why persevere with a toothless tiger and why should we be forced to tolerate this ridiculous facade? If the present Government intends to maintain boards of censorship, surely they must be made to work with sincerity and fairness. This stupid, anomalous and harmful position I have described must not be allowed to continue.

Under existing Queensland law it would seem that there is nothing to prevent the distribution of obscene literature to retailers. However, the law expects newsagents to be qualified censors, knowing full well that, despite the existence of a Literature Board of Review in Queensland with powers under the Objectionable Literature Act to prohibit distribution, they are completely at the mercy of police opinion and, subsequently, the courts.

Similar problems have received attention in other States. The South Australian Classification of Publications Act 1973-74 provided for a six-tier classification system which has operated effectively to the benefit of everyone. I understand that Victoria has moved or is about to move along similar lines. That Government refuses to come to grips with a matter it has been looking at for over 10 years.

To illustrate the point I am making, I shall cite one example of what has occurred in Queensland. The matter of Scott versus Reid was heard in the Nambour Magistrates Court in April 1978. Mr C. J. Reid, a Maroochydore newsagent, faced prosecution because he had copies of “Forum” on display. The magistrate ruled that the publication was obscene and that Mr Reid had committed an offence under section 12 of the Vagrants, Gaming, and Other Offences Act.

On 9 December 1977, a search warrant was issued, upon complaint, by a justice of the peace under section 15 of that Act in respect of Mr Reid's newsagency premises. Police searched the premises, and copies of "Forum" were confiscated. To show the absolute stupidity and hypocrisy of the whole affair, Mr Newbery, the then Minister responsible for the Objectionable Literature Act and the Literature Board of Review, formally advised, following the Reid case, that on 12 March 1974 the Literature Board of Review had issued an order prohibiting the distribution of "Forum" in Queensland. However, following assurances given by the editor of "Forum", the board revoked the prohibition order on 23 April 1974. At that time the Minister admitted that since the revocation of the prohibition order took place, the Literature Board of Review had kept the magazine under constant review and had seen fit not to take action against the publication under the terms of the Act.

So, in February 1979 a Minister of the Queensland Government stated openly that the Queensland Literature Board of Review had been satisfied with the contents of "Forum" since April 1974; yet during that period a newsagent who had every right to believe that his action in displaying and selling "Forum" was correct was raided by the police and subsequently hauled before the court under the provisions of another Act.

Although the problems confronting newsagencies have been the subject of discussion between Associated Newsagents Co-operative (Queensland) Ltd and a procession of State Government Ministers, nothing of any consequence has been done.

#### Use of Ethanol in Motor Vehicles

Mr SIMPSON (Cooroora) (12.11 p.m.): I bring to the attention of the House the need to properly plan our future transport systems and to keep in mind certain indicators such as the cost and availability of transportable fuels. Recently, on an overseas study tour, I visited Brazil, where tremendous work has been done in planning future transport systems. That nation saw the onset of the energy crisis and did something about it, probably long before most other countries.

All aspects of transportation on the road, including the construction of freeways in cities, are fairly well known. Large cities such as Sao Paulo, with a population of 8.5 million, London, and Mexico City, with a population of 14 million, highlight the need for proper planning in the construction of freeways. The road systems at the ends of freeways must be designed properly to avoid creating traffic problems. In those cities, the freeways are designed to bypass the city areas proper and, at the same time, to reduce the cost of transporting goods in the inner-city areas and of carrying people to their place of work.

It is in Brazil that the greatest use of ethanol can be found in fuels, the cost of which is a component that vitally affects the community. Brazil had thought that it had no potential whatever for oil production. However, over the last couple of years some worthwhile indicators of the presence of oil have been found on that nation's continental shelf.

Brazil has embarked upon the production of ethanol to such an extent that already between 10 and 20 per cent of that country's transportable fuel is made up of ethanol, and that is a major factor in a country that has a population of 125 million. In other words, the production of alcohol has reached 10.5 billion litres.

Press reports refer to the fact that New Zealand has buses running on a mixture of ethanol and petrol. Brazil already has hundreds of buses and hundreds of thousands of cars running on pure alcohol. The remainder of the vehicles in Brazil run on a mixture of fuels.

The modification of motor vehicle engines to fit them for running on alcohol is not as great as was originally expected. By increasing the compression and making some changes in certain components in the carburettor and in the fuel tank and lines, thereby protecting them against the effects of alcohol, a higher compression ratio can be obtained, together with a greater power output.

Brazil has also taken positive steps in the generation of power for industry. It is looking at hydroelectric power. In fact, at present, 10 per cent of Brazil's power needs are met by hydroelectric schemes. Brazil intends to maintain that percentage as its industrial needs for power rise in the future. The potential for hydroelectric power generation has been estimated at 209m kW. At the moment 33m kW is being drawn from hydroelectric schemes.

Itaipu, which will be the largest dam in the world when it is finished in two years, will have a hydroelectric scheme that will generate some six times the power generated at the Gladstone Power Station when its six units are on line, or, as the honourable member for Isis said, when the men are not on strike. That is a tremendous power output, but it is only a fraction of the power potential available in Brazil.

I was very impressed by the emphasis placed on trying to find alternative means of meeting power needs. What is being done is a pointer for the rest of the world. While I was in Brazil, I studied aspects of ethanol production from sugar-cane. From 32 000 ha of cane, one mill is turning out 150 million litres a year from the 24 000 t of cane that goes through the mill daily. It is a major undertaking.

Although I asked various Government officials about the cost per unit, I found it very difficult to get figures. At the moment, ethanol is produced on a nationwide basis from molasses in addition to being produced directly from cane. The cost is about the same as the cost of super petrol, which is about \$A3 a gallon. However, the Government is paying a special subsidy to ensure that the public can obtain pure alcohol from the pump at two-thirds of that cost, or \$A2 a gallon. Although fuel costs are very high, it is guaranteeing the price of pure alcohol at two-thirds of the price of super petrol, which means that it costs a little bit more than we pay for our fuel. It is hoped that the cost of production will be stabilised at less than the cost of imported oil. Brazil will then be able to run many of its cars and its industry on alcohol.

In the major cities, underground electric railway systems have been provided, and they are being enlarged where it is economic to do so. We must take similar steps in Australia. In large cities throughout the world, underground electric railway systems have had to be implemented to overcome very major problems associated with transporting people and goods in the city area. It is far better to plan cities and ensure that they do not become too large. As we well know from experience with the underground railway in Melbourne, which has virtually bankrupted the city, underground transport systems are tremendously costly.

The integration of travel by urban and commercial users and tourists must be co-ordinated with private and public road transport, with ferry systems, where applicable, and with air transport, especially as more and more people are flying in large planes between various countries. The rail system transports heavy commercial goods and passengers over long distances. It also must be tied into this scheme.

There are aspects of our systems that tend to become dependent on sources of energy such as electric power. I am referring to controlled traffic systems or traffic lights that control our transport system. If there is no power they fall into disarray and become in fact a danger to the public. I advocate the greater use of roundabouts as I saw them in South America, the United States of America and Britain. Roundabouts do not require power to be functional. Obviously they do not suit every situation and all densities of traffic, but they do suit many of them.

(Time expired.)

#### 2,4-D and 2,4,5-T and Human Health

Mr GYGAR (Stafford) (12.21 p.m.): I regret that the Queensland Government has seen fit to accept and approve the recent Interdepartmental Committee Report on 2,4-D and 2,4,5-T and Human Health. The Government should review its decision on the basis that this report is completely unscientific and one-sided and deliberately ignored evidence which contradicts its unqualified conclusions.

The statements in that report that there is no evidence to support allegations that these herbicides can harm human beings are patently false. There are a large number of investigations which have connected 2,4,5-T with a range of disorders, diseases and birth defects, yet only two of these reports are given scant mention and even these references are buried deep in the bowels of this inter-departmental paper. Why?

As I understand it, the scientific method involves gathering evidence for both sides of a question, reaching a conclusion and then explaining why some of the evidence should be

preferred over the other. But what did this committee do? It discovered an even better way to deal with contradictory evidence—it virtually ignored its existence and did not even mention it in the summary and conclusions.

The Government has been grossly misled by this report. It is in fact a fraud and its summary contains blatant misrepresentations.

Why was no real analysis made of the Swedish reports? There may be criticisms of them but they allege that 2,4,5-T is linked with Hodgkins Disease and soft tissue sarcomas. These reports have been published in reputable scientific journals. They were virtually ignored by the inter-departmental committee.

The bland statement by the Minister in answer to my question this morning that these reports have been criticised is no ground for their total and unqualified rejection.

What about the report by Field and Kerr in New South Wales who observed that, between 1965 and 1974, neural defects in New South Wales increased in direct proportion to the previous year's usage of 2,4,5-T. This was not mentioned by the inter-departmental report. Why?

Again the Minister says that this report has been criticised, but so have the ones that this committee relied on so heavily. They were not rejected out of hand. Why the double standard?

What about the working group set up by President Carter in the USA? Its fourth progress report was given to the White House late last year. It accepted the Swedish research and also accepted that chloracne, a skin disorder, was evidence of exposure to Agent Orange in Vietnam, but it was also conveniently not mentioned in this inter-departmental report.

The Minister acknowledged this morning that chloracne is a by-product of dioxin, which is in 2,4,5-T. How does he tie that in with the statement that "No evidence exists to suggest that the continuation of present approved use of 2,4-D and 2,4,5-T will in any way harm the health and well-being of any members of the general public"? Again "There has been no connection between physical symptoms where they exist and exposure to herbicides." He cannot have it both ways. Either chloracne is caused by dioxin and therefore is dangerous or, as the report says, there is no danger.

I table a list of nine scientific studies which connect 2,4,5-T with health problems and I ask leave for that list to be incorporated in "Hansard".

Mr DEPUTY SPEAKER (Mr Miller): Order! I understand that the honourable member has seen Mr Speaker and the list will be included.

*Whereupon the honourable member laid on the table the following list—*

*Partial List of Reports linking 2,4-D and/or 2,4,5-T with Health Problems*

1. "Case Control Study: Soft-Tissue Sarcomas and exposure to Phenoxyacetic Acids or Chlorophenols"; L. Hardell and A. Sandstrom; Br. J. Cancer (1979) 39, 711.
2. "Soft-Tissue Sarcomas and exposure to Chemical Substances: a case-referent study"; M. Eriksson, L. Hardell, N. O. Berg, T. Moller and O. Axelson; British Journal of Industrial Medicine 1981, 38: 00-00.
3. "Malignant Lymphoma and exposure to Chemicals, especially Organic Solvents, Chlorophenols and Phenoxy Acids: A Case-Control Study"; L. Hardell, M. Eriksson, P. Lenner and E. Lundgren; Br. J. Cancer (1981) 43,000.
4. "Epidemiological Studies on Soft-Tissue Sarcoma and Malignant Lymphoma and their relation to Phenoxy Acid or Chlorophenol Exposure"; Lennart Hardell; Umea University Medical Dissertations New Series, No. 65, 1981.
5. "Australian Herbicide Usage and Congenital Abnormalities"; Peter Hall and Ben Selinger, Chemistry in Australia Apr. 1981 Vol 48 No. 4.
6. M. S. Meselson, A. H. Westing, and J. D. Constable, U.S. Congressional Record 118, 1972, 6807-6813.
7. A. H. Westing in "Chlorinated Phenoxy Acids and Their Dioxins", (ed. C. Ranel), 285-294, (Swedish Nat. Sci. Res. Council, Stockholm, 1977).
8. K. D. Courtney, D. W. Gaylor, M. D. Hogan, H. L. Falk, R. R. Bates and I. Mitchell, "Science", 168, 1970, 864-866.

9. J. A. Moore, B. N. Gupta, J. G. Zinkl, and J. G. Vox; "Environmental Health Perspectives" Experimental Issue 5, 1973, 81-86.

Mr GYGAR: That list is not meant to be exhaustive. It merely demonstrates that there is a large body of evidence against 2,4,5-T which this inter-departmental committee simply ignored.

I do not know that the use of 2,4,5-T is dangerous, but many scientists think so, and until their views are properly examined and the defects in their studies explained no responsible person or Government could give these herbicides an unreserved green light the way this report does.

Why the committee conducted itself in such an appallingly unscientific way I do not know, but its report and its conclusions are certainly worthless. I therefore call on the Minister for Lands and Forestry to reconstitute this committee with people who have a better understanding of the scientific method, and direct them to produce a proper report which will present a true picture of the evidence and base its conclusions on all the available information and not just a carefully selected portion. I hope to receive that assurance in this House tomorrow.

There is another extremely disturbing reason why the Government should look very closely at 2,4,5-T in Queensland, and that concerns the real composition of the herbicide which has been used in this State.

The danger from using this chemical is said to arise from contamination by TCDD, or dioxin, which is one of the most dangerous substances known to man. It is so potent that the accepted level of dioxin in 2,4,5-T herbicides is 0.01 parts per million and the maximum safe limit is 0.1 parts per million.

The Agent Orange used in Vietnam contained a far higher level of dioxin—analysis of 200 random samples from the United States stockpile carried out by Dow Chemicals showed that 66 per cent exceeded 0.1 parts per million, 16 per cent exceeded 3 parts per million and 1.5 per cent exceeded 20 parts per million, or 200 times the safe limit. One sample was even 470 times the safe limit. When use of Agent Orange was discontinued in Vietnam in 1970-71 over \$16m worth of its components, including 2,4,5-T, was left over. It was feared that there would be international dumping of the surplus, which was almost certainly highly contaminated by dioxin.

In 1973 the Australian Government imposed dumping duties on 2,4,5-T and its derivatives, so one can assume that it was worried by this possibility—and so it should have been. There are good reasons to suspect that some of this highly contaminated material was brought into Australia.

Australian trade statistics show Singapore as the "country of production" of 682 000 lbs of "other phenol derivatives, halogenated etc."—which can include 2,4,5-T—which was imported into Australia in 1969-70 and 1970-71. Yet Singapore's external trade statistics show no such export. We must remember that Singapore's statistics are so well kept and detailed that, for example, an export of only 1 lb of phenol derivatives (worth \$2.50) to Sarawak in 1968 was listed.

But if this material was not produced in Singapore, where did it come from? In looking for an answer to that question we should remember that these imports occurred just at the time when a huge amount of war surplus Agent Orange components were no longer required in Vietnam, and also that the main shipping route from Vietnam to Australia passed through Singapore. Australian Bureau of Statistics figures also show that most of these Singapore imports entered Australia through Queensland—289 524 lb in 1970-71. So we have a chain of circumstantial evidence which indicates that a vast amount of highly contaminated 2,4,5-T could have been shipped from Vietnam into Queensland in 1969-70 and 1970-71.

As average Australian usage of 2,4,5-T at this time was around 500 000 lb a year one would presume that there was a fair stockpile held and forward order contracts placed so that it would be a year or two before this imported material—if it was 2,4,5-T—was used and its effects would be seen.

If we look at medical statistics for that period a frightening picture emerges. Both spina bifida and renal agenesis have been statistically connected with exposure to dioxin and

figures show that infant mortality rates from these disorders in Queensland doubled in the years 1972 and 1973, just when we would expect this highly polluted material to have been used. The mortality rates were as follows:—

|      |    |    |      |    |    |
|------|----|----|------|----|----|
| 1968 | .. | 13 | 1972 | .. | 24 |
| 1969 | .. | 14 | 1973 | .. | 29 |
| 1970 | .. | 10 | 1974 | .. | 16 |
| 1971 | .. | 11 | 1975 | .. | 17 |

Were the deaths of these children the result of a calculated scheme to dump these polluted herbicides on unsuspecting Australians?

I table a list of those statistics and ask leave for them to be incorporated in "Hansard".  
(Leave granted.)

*Whereupon the honourable member laid on the table the following document—*

Infant Deaths from Spina Bifida and Renal Agenesis in Queensland: 1968-77  
Children under 1 year old

| Year | Spina Bifida | Renal Agenesis | Total |
|------|--------------|----------------|-------|
| 1968 | 6            | 7              | 13    |
| 1969 | 13           | 1              | 14    |
| 1970 | 8            | 2              | 10    |
| 1971 | 6            | 5              | 11    |
| 1972 | 16           | 8              | 24    |
| 1973 | 12           | 17             | 29    |
| 1974 | 13           | 3              | 16    |
| 1975 | 11           | 6              | 17    |
| 1976 | 15           | 2              | 17    |
| 1977 | 15           | 4              | 19    |

Mr GYGAR: It is not enough for inter-departmental committees or Government agencies to ignore or brush these matters aside. This Parliament and the people of Australia have a right to know what happened.

Where did this material which was supposed to be imported from Singapore—but was never exported from Singapore—come from? What was it? Who imported it? What was it used for? Was it a deadly poison? On behalf of the Minister for Primary Industries, the Minister for Tourism, National Parks, Sport and The Arts told the Parliament this morning that this information is not available to him, yet the Minister for Lands and Forestry implies that this material came from England. Some 2,4,5-T came from England at that time, but was it the same product? In this case the Ministers of the Crown obviously do not know. They are confused and give contradictory answers. The Minister for Primary Industries does not know, but he should.

I call for an immediate and thorough investigation of these matters, and hope that tomorrow in the Parliament we will have an assurance from the Government that this investigation is in fact under way.

Taxation; Substitution of Other Animal Meat for Beef

Mr BURNS (Lytton) (12.30 p.m.): This morning as my newly-taxed alarm clock woke me with a start, I thought of the statements by the National Party Premier and Liberal Deputy Premier on behalf of their respective parties, Federal and State, about their opposition to taxation and how well off Queenslanders are under their "no tax" leadership.

So I put away my newly-taxed alarm clock, rolled out of my newly-taxed bed and its newly-taxed bedclothes, put my feet on the newly-taxed carpets, put on my newly-taxed dressing-gown and slippers, and staggered into the bathroom. I also remembered that all the building materials that make up the bathroom, in the National-Liberal Party world of 1981, are taxed! I turned on the hot water and was reminded that the State National-Liberal Party had not only increased electricity charges, but were withdrawing local government subsidies that will eventually cause an increase in water rates.

Drying off with my newly-taxed towel and slipping into my sales-taxed clothes, I stumbled over my daughter's taxed tennis racquet as I collapsed on to my newly-taxed kitchen chair. Turning on my taxed radio, I heard that this belt-tightening Government had bought Russ a plane!

I fed the dog his 17½ per cent taxed dog food and sprayed a stray fly with my 17½ per cent taxed insect repellent. Waving to the lad down the street, who will no longer find companionship and training at the Liberal-National Party closed CYSS depot, I leapt into the higher-taxed car. Adjusting my 17½ per cent taxed seat belt, I thought of the Liberal-National Party sponsored petrol taxes of 18c in every litre, their new taxes on oil and grease, the increased State Government registration and third party charges, and before stepping on the accelerator I kept a look-out for the Government's radar trap hidden behind a tree in an endeavour to put more of my hard-earned money into its coffers. I was thankful that I had bought an Aussie car as a fully imported car attracts an extra 57½ per cent tariff.

Arriving at work and thanking my lucky stars that I am not one of the hundreds of thousands out of work under Liberal-National Party rule, I picked up my newly-taxed felt-tipped pen and grappled with the problems of increased telephone charges, substantially increased postage stamps and the new higher air fares. I worked on to smoko and then faced up to a smoko in which the Government places taxes and duties on my smokes, taxes my chocolate-coated biscuit and my non-returnable drink bottle. Unwrapping my hot pie whilst wondering whether today I had horse meat, kangaroo or cow, I noted that the wrapping on the pie had now been taxed.

My mates and I discussed sport, which is now dearer as a result of new taxes, and TV, which is also dearer because of the friendly Liberal-National party tax-mad politicians! One said he would take a holiday to get away from it all, but then remembered that the Government had slapped 12½ per cent, 20 per cent and 25 per cent increases on the internal air navigation charges. He said, "Well, I'll go overseas", and was reminded that departure tax was up 100 per cent to \$20 and a passport would now cost \$30. He said, "I'll go fishing on the bay", but the State Tories tax his boat \$15 a year and another \$17 a year for his trailer. Their Federal mates have taxed everything but the bait! "Doesn't it make you sick?", said one of my mates, but was quickly reminded that to get sick under the new Tory health scheme will cost more.

A newly-wed workmate showed snaps of his new family, but both the snaps and the family face heavy new tax slugs. As I staggered back to work to read my taxed papers and magazines I heard the familiar cry, "Did ya 'aveagoodweekend?", and answered, "No, they taxed the Aerogard." Picking up the newspaper, I found that "The Courier-Mail" posed the question: "What else is left to tax?" One of the State's battered work-force answered, "Sex!" But the Tories are not slow off the mark, they have increased the prescription charge for the pill by 45c, cut the funds of the Family Planning Association by 10 per cent and said that people have to have three kids to get extra family allowances, which will not be paid till next January, even though taxes go up immediately.

It is said that the only surety in life is death and taxes. Under the Tories, even the last motorised ride to the cemetery is a heavily-taxed trip. Only the angels escape but, then again, we haven't had Lou's budget yet!

I was going to continue in that vein but this morning the Leader of the Opposition took a very responsible stand on the meat processing problem. He asked the Premier whether, if he gave him a list of places in Queensland that were processing kangaroo meat—or horse or donkey or buffalo meat—and not dyeing it as is required under one section of the regulations, he would do anything about it. The Premier did everything but say "Yes".

This morning I visited the Watson cold stores in my electorate, where I saw 2580 plastic bags of undyed roo meat. It is there now. It is there for every honourable member to see. There is no dye in it at all. There are 172 cartons of branded roo meat and 2580 bags of undyed roo meat in that cold store now. The bags have been recycled. Some bags previously contained a substance called nitrophil, which is associated with ammonium nitrate.

Let us see what happens to the meat. It comes into cold stores after being killed in State-Government-controlled slaughterhouses in country areas. Honourable members may know of the little slaughterhouses that kill up to 50 a week. Do they know what

happens there? Government inspectors do not inspect the cattle when they are killed. When a fellow kills them he keeps the heart, the offal and other internal pieces that are necessary for inspection. He puts them away. The Government inspector in his regular trip around comes, maybe, two or three days later, by which time the carcasses have been eaten by the local community. That is the system the Government operates on. If the inspector comes only once a week or once a fortnight, horses, donkeys or kangaroos could be killed in that slaughterhouse and the Government would not know. If the meat is sneaked into Brisbane after 4 p.m. when the Commonwealth inspector is off duty, as long as it is addressed interstate for pet food it can go anywhere. Tomorrow it could be in any one of the meat shops in this city, and there is no way that it could be checked out.

One of the great problems is the lack of single inspection; the weakness is the dual system that this Government is trying to prop up. Do honourable members know what was done as a test of the dual inspection system across the borders? A box full of ice—no meat at all—was packed and sent to New South Wales, down to Victoria, over to South Australia and on to Western Australia and then all the way back. It came back covered in re-inspection stamps and bills for the inspection—but it didn't have any meat in it! How could they have inspected it? How could they have charged for those meat inspections when the ice did the trip? When it came back it had so many inspection stamps on it that the name of the people it was sent to could hardly be read.

I will give a few of the names I collected when I was out at Watsons cold stores this morning. I mentioned them to the Leader of the Opposition and he took a very responsible attitude by saying to Joh, "I'll give them to you privately if you will have a look at it." All we wanted was to know where this undyed meat ended up. We are accusing no one! A mob called Lohn Gordon (or "Cordon")—1 960 bags of unmarked roo meat from Charleville. The Minister for Tourism, National Parks, Sport and The Arts called out this morning, "It's all dyed." This is not dyed. I took my camera with me. I have photographs of it. It is not Watsons' fault. They just run a cold store. They just store whatever anyone brings there. They cannot be blamed.

There is a manipulation of the system brought about by lack of complete control after inspection. Each Tuesday night 20 t of roo meat, much of it undyed, goes out of the TNT depot in this State to Victoria. Every Friday night another 20 t goes out of the Buranda area to Victoria—some dyed and some undyed. How do we know where it goes? After it leaves here there is no inspection to see that it has arrived at pet-food places. Once it goes off to the alleged address of an interstate pet-food company, it could be delivered anywhere. Honourable members can go over to Anderson's old boning room at Riverside in Curtin Avenue, Hamilton, and see them boning kangaroos and other animals. This morning, C. F. Thomas Pty Ltd, a former Queensland primary products company, had two lots—221 bags and 390 bags—of undyed roo meat. A group called Tatiara had 90 undyed bags and 172 cartons branded "roo meat". They were the only ones I found that were branded as roo meat. I repeat that two 20 t consignments of roo meat leave this city each week to go off to the South.

I wondered why the Premier this morning would not take those names and say, "Let's go and have a look and see who they are selling it to." Let him send someone over there now. The meat inspectors and the management of the cold stores will co-operate. They have nothing to hide.

Mr McKechnie interjected.

Mr BURNS: The honourable member for kangaroo killers is not worried about the beef industry.

Every time I interjected on the Premier this morning he said, "I am going to protect the export trade." He did not say anything about the people of this city who eat meat or the rest of the people of Australia who make up the domestic market. Not once did that come up. We want to protect that trade, too, because a lot of meatworkers' jobs will go down the drain if this Government does not do something about its own inspection service. The Ministers should do something about it themselves.

Even though the local laws provide that the meat should be denatured and covered with a dye, in Toowoomba, refrigerated trucks are used to pick up roos and donkeys that have recently been gutted. Their carcasses are taken direct from Queensland to Victoria.

State meat inspectors know about this, yet nothing has been done about it. At St George, roos are gutted and thrown into the back of trucks. I am told that the carcasses contain so many worms that they could wriggle off the trucks. There is no refrigeration at all. Half of them have not been dyed by the time they reach the cold store. That could mean that half of them are going to be eaten by human beings. If they were only going to be used for pet food, why wouldn't they be denatured? Why wouldn't they be dyed?

#### Mackay-Townsville Section of the Bruce Highway; Road Funding

Mr MUNTZ (Whitsunday) (12.40 p.m.): I rise to speak about the condition of the Bruce Highway, in particular the section between Mackay and Townsville, and also the method of funding national highways in Queensland.

As I have said publicly in the North that I believe that the condition of the Bruce Highway is deplorable, I issue an invitation to anyone to drive between Mackay and Townsville and see for themselves. Narrow pavements were laid 15 or 20 years ago. These have outlived their useful life. At present two ordinary motor vehicles cannot pass safely on them let alone two semi-trailers or two caravans. Because of the use generated through tourism and industry, that section of the Bruce Highway is falling apart at the seams. It contains a large number of single lane bridges. They are in a dangerous condition and something must be done about them.

The area is flood-prone, and that is having disastrous effects on tourism and industry. The tropical conditions cause a serious breakdown of the road surface, and better road formation and deeper foundations are needed. There has been a significant increase in traffic density in the area.

I acknowledge the prompt action taken by the Minister for Main Roads in relation to the Mackay-Townsville section. Two weeks ago, in company with engineers from the Mackay District and Townsville District of the Main Roads Department, he and I inspected that section. The Minister has since issued an invitation to the Federal Minister for Transport (Ralph Hunt) to accompany him on an inspection of the Bruce Highway. I am prepared to do anything to get Mr Hunt to North Queensland to show him the area in question. I would be prepared to drive to Canberra to get him. There might even be a spare Cessna aircraft that could be used to bring him to North Queensland so he could be shown the hardships that we suffer. What is the solution? We have to convince the Federal Government to increase road funding, with priority being given to North Queensland.

Mr Davis: What did your predecessor, Ron Camm, do?

Mr MUNTZ: That has been stated by the Labor Party quite a few times. I look to the future, not to the past. Ron Camm contributed more to Queensland than any Minister or any member in this House, and certainly a great deal more than any Labor member. I respect him, and I certainly do not intend to decry his achievements now that he is no longer a member of this Assembly.

Under the road grants legislation brought down in Federal Parliament, total funding for roads in 1980-81 was \$685m. New South Wales, which has one-third of the length of declared national highways, received \$75m more than Queensland. Victoria received an amount similar to that received by Queensland, by it is worth noting that it has approximately one-sixth of the length of declared national highways. Before the cake is cut, no allowance seems to be made to bring Queensland roads up to the present improved standard of roads in New South Wales or Victoria.

The Commonwealth is not committed to retaining in the future existing relativities. Provision is made for the State to argue a case for altering the sharing arrangements, and that course should be pursued vigorously in the future. In 1979-80, Commonwealth revenue from motor fuel taxes approximated \$2,200m. In 1980-81 it will be approximately \$3,000m. In other words, only about 25 per cent of Australia's fuel tax revenue is allocated to road construction and maintenance. That is not enough. It is a case of too few funds for too many projects.

The cost of reconstruction of the section of road from Mackay to Home Hill alone will be approximately \$75m.

Mr Scott: Don't be parochial.

Mr MUNTZ: I do not want to give the impression that I am being parochial. I am speaking as a North Queenslander about the whole of the North Queensland road system. At the moment I am simply referring to the section between Mackay and Townsville, which is probably the worst section. We must begin somewhere.

The total allocation to Queensland in 1980-81 for national highways is approximately \$59,893,000. That is hopelessly inadequate, especially in the light of an estimate of \$75m for the cost of reconstruction of the section of road between Mackay and Home Hill.

As the result of the lack of funds, the standard of road reconstruction has been lowered. It would be interesting to compare construction costs in New South Wales and Victoria with those in Queensland. Such a comparison would show what Queensland is forced to accept lower standards. Whereas Commonwealth Department of Transport standards are a 7.4 m road width and a 2 m shoulder width, the Queensland standard is a 7 m road width and a 1.5 m shoulder width. A lower standard of construction, narrow bitumen and insufficient drainage all add to maintenance costs, particularly in North Queensland.

National highways in Victoria and New South Wales lie in areas with an annual rainfall of from only 300 to 600 mm. In contrast, some of those in Queensland lie in areas that have to contend with an annual rainfall of from 1 000 to 3 050 mm.

Mr Davis: Why was Ron Camm so ineffective as a Minister?

Mr MUNTZ: He was not ineffective. In fact, he was one of the most effective Ministers in this Government.

Mr Prest: He did nothing in your area.

Mr MUNTZ: He did quite a lot of work in the Whitsunday area and in the Mackay district. In fact, most of the work that has been done in the Mackay district and the city of Mackay can be attributed to the efforts of Ron Camm.

Mr Davis: What about the Bruce Highway? That is what we are interested in.

Mr MUNTZ: Over the last two years, approximately \$8m has been spent on the Ron Camm Bridge and on road-works in the area north from Mackay.

As I have said, the total amount allocated to Queensland for road-works is insufficient. I am looking for increased funding. I am also looking for a scheme for the upgrading of the section of highway between Mackay and Home Hill. It might take five years or it might take seven years; whatever period is involved, we must convince the Federal Government that inadequate funds have been provided from fuel tax revenue.

Adequate federal funding is needed to reimburse the Whitsunday/Mackay area for both the present wealth that is generated in it as well as its potential. Nobody could convince me that the wealth and potential of that area is less than that of any other part of the State, I hope that in the future we will see the upgrading of the section of road from Mackay to Townsville.

#### Substitution of Kangaroo and Horse Meat for Beef

Mrs KYBURZ (Salisbury) (12.49 p.m.): I rise to voice the fear and disgust of consumers at the current scandal surrounding the substitution of meat that is not fit for human consumption for meat that is. At the outset, I congratulate the honourable member for Lytton on his speech. I know that he has done a lot of work in trying to rectify problems that arise within the meat industry.

Today he named people in the meat industry in Brisbane who are responsible for creating certain of those problems. He did not name them maliciously; previously he had mentioned their names publicly. He presented proof that so-called pet meat is not always being dyed. This Parliament needs to be concerned about that disclosure, because this morning it was assured publicly that all pet meat was being dyed. I certainly believed it was.

Having heard the speech of the honourable member for Lytton, I am convinced that there is only one solution to the problem. At a federal level—I mean a federal level, not at each separate State level—steps must be taken to ensure that all meat not fit for human consumption is dyed. There is no point in saying, “Queensland dyes all its pet meat,” when it is obvious that that does not take place in other States. We run the risk of contamination by pet meat from other States.

Pies, pressed meats, small foods and various types of sausages are staple foods, particularly in the Australian’s summer diet. Pies and smallgoods that are sold in canteens and tuck-shops are sometimes kept warm for far too long. The Health Department should issue a warning about that. In many canteens pies are kept warm in pie warmers all day. That encourages the fast growth of bacteria.

Two paragraphs in today’s newspaper caused me concern. They appeared under the heading, “Cattlemen’s boss threatened”. I feel very sorry for this young man who is obviously very sincere. In part, the article reads—

“The Australasian Meat Industry Employees Union federal vice-president, Mr Dick Anear, said last night donkey, buffalo and kangaroo meat was being sent from Queensland for use in Victoria as pet and smallgoods meat.”

What protection does the Queensland consumer have against these same pies and smallgoods coming into Queensland? The article continues—

“Mr Anear said Kangaroo meat from around St George, often full of worms, was going south with donkey and buffalo meat from Queensland and then into pies in other States.”

If it is true that Queensland pet meat is being dyed, how is it that it is finding its way on to the southern markets? The public must be warned. If these meats are being used in pies, salmonella poisoning is a real possibility. Everyone knows that pet meat is not slaughtered hygienically.

I am particularly worried about the pies sold from tuck-shops and factory canteen food warmers. There can be no further cover-ups. I have made my feelings plain about the Federal Government’s position on this issue. I call for an inquiry into all meat leaving Queensland, particularly pet meat. Now is the time for a resurgence in domestic confidence in the meat industry. A judicial inquiry must be held so that all witnesses have the fullest legal protection to allow them to speak without intimidation.

If we can place credence in today’s Press report, thugs, bullies and crooks are involved in the meat industry. If they have such power a judicial inquiry must be held.

I warn the Queensland Government about any cover-up or attempted cover-up in Queensland. Indeed, I believe the Federal Government has been so warned. There is a desperate need for truth and an immediate proper check of all inspection procedures. A judicial inquiry can do that. The first job of a judicial inquiry should be to make a check on all inspection procedures.

To those few people who may say, “Let us keep this whole issue quiet; put a lid on it; cover it up to prevent any blow-up in the export industry”, I say, “I agree that we do not want further loss of confidence in the export market.” However, there is already an extreme erosion of confidence.

Let us have some action now to protect the export industry. It is obvious that we can regain confidence, particularly in the domestic market. If the domestic market loses confidence, every person who goes to a butcher shop or supermarket to buy meat, pies or smallgoods will be affected, and huge areas of Queensland will suffer, and the people living there will be in trouble.

It is the responsibility of this and every other Government to renew confidence. The only way to do that is by holding a judicial inquiry.

I am sure that many other honourable member have listened this week to the Federal Minister for Primary Industry, particularly on the radio program “A.M.” Quite frankly, he is such a slow speaker that it is difficult to tell whether he is speaking English or some other language. I believe that in many instances he is not telling the full story. He keeps on making statements but he says that he cannot make this public and cannot make that public.

I would have thought that the Federal Minister for Primary Industry would be far more concerned about the beef export market. I would have thought, too, that Queensland would take more interest in maintaining that export market because the incomes and the future life-styles of many hundreds of thousands of people in Western Queensland and the provincial cities and towns depend on it. It is in our interests to make sure that that market stays buoyant.

I therefore stipulate that a judicial inquiry is the only way to protect the incomes of those people involved in the beef industry and the many hundreds of thousands of people who are involved in associated industries.

#### Cooktown Wharf

Mr SCOTT (Cook) (12.56 p.m.): In the very few minutes left, I want to make a strong plea for extensions to the Cooktown wharf. I have written to both the Minister responsible and the Premier on this matter. It is a matter of urgency. I have adopted the policy of writing to the Premier as well as to the relevant Minister about important matters in my electorate for two reasons. Firstly, I do not get much action from the Minister and, secondly, I believe it is time that people told the Premier that there are parts of the State other than those round mining developments and those in the south-east corner of the State.

For many years Cooktown was a town with a sense of history and little else. But in the past 18 months or so there has been a great surge in Cooktown. Businesses have opened and the number of people in the town has grown considerably. It is very good to see that. Recently a passenger boat service commenced running between Cairns and Cooktown. The ship is the "Noel Buxton". It can carry 100 or more day-trippers and has berths for about 30 people.

What worries me is the size of the Cooktown wharf and the inadequate services there. It is sound enough, simply because the part that had fallen down was carted away by the Cook Shire Council. Up to 100 people could disembark at that wharf without any great degree of safety. There could be up to 30 prawn trawlers or fishing boats moored in or round the wharf. It is nothing to see boats four and five deep moored there. When the "Noel Buxton" turned up for the first time, it was necessary to have some of the boats moved to let it tie up at the wharf. If something is not done, a serious accident will happen there.

No money has been provided for wharf extensions. The wharf is under the control of the Cook Shire Council. The department paid it a paltry sum to undertake minimal maintenance. The council simply does not have the funds to extend the wharf. It must be a Government project; it is the Government's responsibility. Cooktown is growing and it is time that something was done. Cooktown has expanded because of the efforts of the people living in the town. There has been very little Government assistance. The Cook Shire Council has played its part, but the shire is run by an administrator and has limited rate capacity. Therefore, there is no money to do what is necessary.

The House adjourned at 12.59 p.m.

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