

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**WEDNESDAY, 3 SEPTEMBER 1986**

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Mr SPEAKER (Hon. J. H. Warner, Toowoomba South) read prayers and took the chair at 11 a.m.

**PETITIONS**

The Clerk announced the receipt of the following petitions—

**One Vote, One Value Legislation**

From Mr Underwood (30 signatories) praying that the Parliament of Queensland will revoke present legislation on electoral boundaries and replace it with legislation based on one vote, one value.

**Preventable Road Deaths, Inquiry and Legislation**

From Mr McPhie (14 signatories) praying that the Parliament of Queensland will provide for an urgent inquiry into "preventable" road deaths and suitable legislation.

**Jefferis-Turner Maternal and Child Health Home, Ipswich**

From Mr Hamill (1 424 signatories) praying that the Parliament of Queensland will reverse the decision to close the Jefferis-Turner Maternal and Child Welfare Home, Ipswich and ensure that present services are continued.

Petitions received.

**PAPERS**

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

Report of the Commissioner for Transport for the year ended 30 June 1986.

The following papers were laid on the table—

Orders in Council under—

Mines Regulation Act 1964-1983

Forestry Act 1959-1984

Regulations under—

Explosives Act 1952-1981

Gas Act 1965-1985

Mines Regulation Act 1964-1983

Mining Act 1968-1986

The Motor Spirit Vendors Acts 1933 to 1934

Petroleum Act 1923-1986

Rules under the Coal Mining Act 1925-1981.

**MOTION OF CONDOLENCE****Death of Mr C. G. McCathie**

Hon. Sir JOH BJELKE-PETERSEN (Barambah—Premier and Treasurer) (11.6 a.m.), by leave, without notice: I move—

"(1) That this House desires to place on record its appreciation of the services rendered to this State by the late Colin George McCathie, Esquire, a former member of the Parliament of Queensland and Minister of the Crown.

(2) That Mr Speaker be requested to convey to the widow and family of the deceased gentleman the above resolution, together with an expression of the sympathy and sorrow of the members of the Parliament of Queensland, in the loss they have sustained."

The late Colin George McCathie, who died on Monday, was a member of this House for 10 years. He was elected to Parliament on 29 April 1950 as an ALP representative when he won the then north Queensland seat of Haughton.

Col McCathie was born in Gympie, where he attended a local school and then set out on the career of a schoolteacher, serving for 10 years at Gympie, Emerald and Mount Coolum. In those areas he displayed the interest in people and willingness to serve them that was a mark of his character as a parliamentarian.

He was a most hard-working man. He obtained a Bachelor of Arts degree at the University of Queensland by studying at night and also later qualified in accountancy.

In 1938, Mr McCathie entered the business world when he began operating a bus service at Ayr. In 1946, he branched out as a public accountant, tax agent and real estate agent. During that time, he continued his public service. He was a secretary of the Ayr Show Society, the local race club and the Ayr Friendly Society.

Perhaps his major contribution to the Ayr district was made in the 1946-52 period, when he was chairman of the Ayr Shire Council and its representative on the Townsville Regional Electricity Board.

Col McCathie's ability was soon evident in this House. After only four years he was made a Minister of the Crown in the Gair Government, being appointed Secretary for Mines and Irrigation on 22 December 1954. On 28 May 1956, Mr McCathie was sworn in as Minister for Public Works, Housing and Immigration.

In this Chamber and out of it, Mr McCathie was a man of integrity and loyalty. That loyalty was never better demonstrated than in the 1957 political crisis within the Labor Party. Mr McCathie was one of nine Ministers who supported the then Premier, Vince Gair. We all know the result of that crisis. Mr McCathie's seat was abolished following the passing of the Electoral Districts Act of 1958. He was defeated in the 1960 election, when he stood for the seat of Burdekin.

After leaving the House, Col McCathie retained his public spirit and willingness to help others. This is mirrored in the great service he gave to the Lions movement in Queensland. His administrative ability stood him in good stead when he held the most important post of Lions District Governor in 1970.

His accomplishments will, I am sure, be of great comfort to his grieving relatives. On behalf of the Queensland Government, I extend to them my most sincere personal sympathy.

**Hon. W. A. M. GUNN** (Somerset—Deputy Premier, Minister Assisting the Treasurer and Minister for Police) (11.10 a.m.): I second the motion moved by the Premier and Treasurer to express sympathy to the widow and family of the late Colin George McCathie.

As the Premier has said, Mr McCathie served as the member for Haughton in the period of post-war reconstruction. As is the case with so many members of Parliament, Colin McCathie's move into politics came as a natural extension of his service to local government and the community.

Colin McCathie was chairman of the Ayr Shire Council when he won the seat of Haughton, which was created in the 1949 redistribution.

A proud north Queenslander, Colin McCathie never tired of extolling the benefits of living in the north. The horror of World War II was very much on people's minds at the time when Colin McCathie became a member of Parliament. In his early speeches in the Parliament, he dwelt at length on the vulnerability of the north to enemy invasion.

Colin McCathie was an early voice in speaking about the neglect of northern defence, particularly the inadequacy of aerial surveillance. Colin McCathie lobbied hard for upgraded port, rail and airfield facilities to enable a quick response to any threat to our shores.

Mr McCathie stressed the need to populate the north, and he welcomed the growth that was occurring as a result of soldier settlement and the expansion of irrigation. During Colin McCathie's first term as a member of Parliament, the Burdekin River Irrigation Scheme Bill was introduced. He spoke of the benefits that that scheme would bring by opening up new land, as well as lessening the risk of floods.

In his maiden speech, Colin McCathie stressed the value of the sugar industry to the Queensland economy and the jobs that it created. He said that the spin-off from the construction of new mills could result in the creation of towns of up to 3 000 people.

Mr McCathie brought to Parliament the knowledge that he had gained as a schoolteacher, accountant, shire chairman and community worker. Following the death of the Secretary for Mines and Immigration (Mr E. J. Riordan) in December 1954, Colin McCathie was appointed to that portfolio. After holding the Mines and Immigration portfolio, he became Secretary for Public Works, Housing and Immigration until August 1957.

Although I do not share with the Premier the privilege of having served in Parliament with Mr McCathie, my knowledge and understanding is that he was a hard-working Minister who contributed significantly to the development of this State.

I join with the Premier in extending condolences to the widow and family of Colin McCathie.

**Mr SPEAKER:** Order! With due respect, I ask honourable members to remain silent during the condolence motion, and I mean that.

**Mr WARBURTON (Sandgate—Leader of the Opposition) (11.12 a.m.):** The Opposition joins with the Government in supporting this condolence motion following the death of Colin George McCathie.

As the Premier indicated in moving the motion, Mr McCathie died at the age of 76 years. He was a member of this Parliament for 10 years, from 1950 to 1960. Mr McCathie held a university degree, for which he studied part-time. The Premier made reference to that. Mr McCathie was also a qualified accountant and tax agent and, I understand, at various times a real estate agent.

During his parliamentary career, Mr McCathie held the important office of Secretary for Mines and Immigration for a period of approximately 18 months and was Secretary for Public Works, Housing and Immigration for a further 15 months prior to the change of Government in 1957. Mr McCathie ceased to be a member of State Parliament in 1960 when he contested the seat of Burdekin following the redistribution that resulted in his seat of Haughton being abolished.

It is interesting to note that Mr McCathie has not been a member of the Queensland Parliament for more than a quarter of a century. That is quite some time. However, during his time as a member of Parliament, Mr McCathie took a very active interest in the Lions service organisation. He also held the very important position of district governor. Mr McCathie was also very much involved with Ashgrove Meals on Wheels. However, in recent years, his ill health prevented him from continuing in that community work.

The Opposition extends its sincere sympathy to the family of Mr McCathie.

**Hon. Sir WILLIAM KNOX (Nundah) (11.14 a.m.):** I join previous speakers in supporting the condolence motion. Colin McCathie was well known to me. He and I served together in the Parliament for about seven years.

Colin McCathie's work in the community became legend. As the Premier and Treasurer pointed out, Colin McCathie became District Governor of Lions, which was

no mean feat for a man of his age. He was appointed to that position subsequent to his leaving the Parliament. He played a very prominent part in the Meals on Wheels organisation and on senior citizens committees in various parts of the State.

When he left Parliament he did not give up his community work or his other interests. I saw him frequently and was in his company on quite a number of occasions, both in an official capacity and because of the mutual interests we shared.

He had an interesting life. He spent a great deal of his time involved in local government and politics, yet he was also a businessman and very active in community affairs. He will be very sadly missed by the people of Ashgrove with whom he became very closely associated through his interest in community work. He certainly will be missed by the members of Lions in this State and this nation. Not only was he district governor of that organisation, but also he was a prominent member of many of the councils of Lions throughout the nation.

The Liberal Party joins with previous speakers in expressing condolence to his widow and relatives.

**Mr CASEY (Mackay) (11.16 a.m.):** I join in this debate as one of those few members on this side of the House who over a number of years had a close personal association with Col McCathie. From the time that I was a young teenager in the Labor Party in north Queensland I knew him personally and, being fellow northerners, over a long period he was closely associated with me and my family.

Col McCathie was a great parliamentarian and, as has been stated by other speakers, a great advocate for the north. From way back I can well recall hearing him refer to the need for the Burdekin Falls Dam. Back in the 1940s, even before he was a councillor in Ayr, he was one of that project's strongest supporters. Throughout that period when he was shire chairman and member for the area, he was responsible for many of the approaches that enabled, firstly, the Hanlon Government, secondly the Gair Government in Queensland and, thirdly, the Labor Party's colleagues in Canberra, to gain an appreciation of the need for that wonderful project. In actual fact I believe he was one of the original supporters of the concept of the Burdekin Water Board in north Queensland that enabled the development of cane-farming in the estuary surrounding the towns of Ayr and Home Hill. At a later stage he and I had a parting of the ways politically, but that never upset our personal friendship. In later years when I was elected to Parliament, it was always great to catch up with Col, his wife and members of his family on different occasions. From time to time he came to Parliament House to attend former members' functions, and very much enjoyed them.

He was a very staunch Lion. During the period he was governor of the Lions organisation in this area, he was strongly behind and one of the power-movers in regard to the establishment in the Brisbane Valley of a camp sponsored by Lions. I believe it is in the electorate of the Deputy Premier, Minister Assisting the Treasurer and Minister for Police (Mr Gunn) and is called Duckadong. That stands as a tribute to Col McCathie's drive, energy and initiative during his period with Lions.

He was also very closely associated with Meals on Wheels. Because of their mutual interest in it, his wife and mine have often shared discussions on that organisation. Col McCathie was a great thinker, a great north Queensland and a very good member of this Parliament. He carried on his association with Parliament for a long time after his retirement. As the Leader of the Opposition has said, it is 25 years or more since he left this Parliament, but he would talk to honourable members as if he was still here listening daily to the debates in the House.

He will be sadly missed by his wife and his family and, personally, I feel that I have lost another friend.

**Mr STONEMAN (Burdekin) (11.19 a.m.):** I join with other speakers to support the motion of condolence for the late Colin McCathie. On behalf of the people of Burdekin, that contains most of the area he formerly represented, I wish to place on

record their appreciation for the work he did in their electorate and the sadness that is felt by all, particularly those people who knew and worked with him.

The members of the McCathie family are very well known and still prominent in the Burdekin area. The McCathie name appears on a building in Queen Street, which is the main street in Ayr. A business is operated from those premises. I know various members of the family and have worked with them indirectly on a number of committees. The McCathie name is held in very high esteem in the area. During any reminiscence about politics generally, I have not heard a bad word spoken about the late Colin McCathie.

The members who have spoken to the motion of condolence have noted fully the splendid work done by Colin McCathie in the community and in the many organisations with which he was associated, particularly the shire council and Lions. There is no doubt in my mind that the strength of those community organisations that exist in the Burdekin region today is due in no small way to the part played by Colin McCathie. I join with those members who have expressed their sympathy.

Motion (Sir Joh Bjelke-Petersen) agreed to, honourable members standing in silence.

### PERSONAL EXPLANATION

**Mr WARBURTON** (Sandgate—Leader of the Opposition) (11.22 a.m.), by leave: This morning, *The Courier-Mail* reported accusations levelled at me by the Premier in the House yesterday. I take this opportunity to refute the Premier's claims and deplore his feeble attempt to squirm away from his ministerial responsibilities in the Queensland Day Committee affair.

The Auditor-General's report on his audit of the public accounts distributed to members yesterday refers clearly on page 14 to the deficiency in supervision by the Premier's Department in respect of the financial and accounting processes used by the then executive director, Mrs Callaghan.

The Auditor-General also confirms my comments that the Queensland Day Committee functions within the administrative structure of the Premier's Department. The Premier is directly responsible for the Queensland Day Committee and is most certainly responsible for his own department.

**Mr SPEAKER:** Order! I remind the Leader of the Opposition that he must be personally misrepresented in some way.

**Mr WARBURTON:** I was.

**Mr SPEAKER:** I ask the Leader of the Opposition to state how he has been personally misrepresented.

**Mr WARBURTON:** I conclude by saying that it is clear from the contents of the Auditor-General's report that the Premier must accept the blame for what has occurred.

### QUESTIONS UPON NOTICE

Questions submitted on notice were answered as follows—

#### 1. Mud Crabs

Mr BURNS asked the Minister for Primary Industries—

“(1) How many people have been convicted for having in their possession quantities of female or undersized mud crabs in each of the last three years?

(2) What were their names and addresses and what was the fine or penalty in each case?

(3) How many professional fishermen are licensed to catch mud crabs in Queensland?

- (4) How many pots can each fisherman set?
- (5) Is there any control over the fishermen who hook crabs in holes?
- (6) What was the total number of mud crabs sold through Queensland Fish Board outlets in each of the last three years?
- (7) Has his department estimated the number of mud crabs sold through other sources?
- (8) Has his department considered closed seasons, bag limitations, restriction of the number of licences, etc., in an effort to manage this industry and, if so, who proposed such limits?
- (9) Of the people convicted of selling undersized crabs and females, does one particular fisherman have at least 71 convictions?
- (10) If so, what steps have been taken to see that he does not continue his highly profitable and illegal activities?"

*Answer—*

(1)

Period	Female Crabs	Undersized Crabs
1983-1984 . . . . .	87 persons	71 persons
1984-1985 . . . . .	97 persons	66 persons
1985-1986 . . . . .	131 persons	112 persons

Those figures are listed in the annual reports of the Queensland Department of Harbours and Marine.

(2) The names and addresses of persons convicted are available from public court records. In the short time available, that information cannot be supplied. However, it will be prepared from the Queensland Boating and Fisheries Patrol records, if the honourable member so desires. I can arrange for that information to be supplied.

**Mr Burns:** Yes.

*Answer (continued)—*

An examination of the patrol's prosecution records has identified the following average penalties—

	1983-1984	\$
Maximum court fine for female crabs . . . . .		350
Minimum court fine for female crabs . . . . .		25
Average court fine for female crabs . . . . .		154
Maximum court fine for undersized crabs . . . . .		350
Minimum court fine for undersized crabs . . . . .		30
Average court fine for undersized crabs . . . . .		151
	1984-1985	\$
Maximum court fine for female crabs . . . . .		500
Minimum court fine for female crabs . . . . .		40
Average court fine for female crabs . . . . .		163
Maximum court fine for undersized crabs . . . . .		400
Minimum court fine for undersized crabs . . . . .		25
Average court fine for undersized crabs . . . . .		150
	1985-1986	\$
Maximum court fine for female crabs . . . . .		1 000

Minimum court fine for female crabs . . . . .	50
Average court fine for female crabs . . . . .	201
Maximum court fine for undersized crabs . . . . .	400
Minimum court fine for undersized crabs . . . . .	30
Average court fine for undersized crabs . . . . .	159

The above figures do not include any costs of court, professional costs or forfeitures of catch, vessels or vehicles. In the past two years, the courts have ordered the forfeiture of two vehicles that have been used in the commission of offences.

(3) The maximum number of commercial fishing operations licensed to take mud crabs in Queensland is 1 015.

(4) A licensed commercial fisherman can set a maximum of 50 crab pots. For non-licensed fishermen, the maximum number of pots is 4.

(5) Crab hooks are available apparatus for those commercial fishing operations mentioned in (3). In practice, it is a rarely used commercial method. Crab hooks are also available for use by persons other than licensed fishermen who are aged 15 years or over. In all situations, it is an offence for persons to manipulate a crab hook in such a way as to cause damage to a crab hole, or to take any protected species of crab.

(6) The following weights of mud crabs were traded through the Queensland Fish Board—

1983-84 . . . . .	39 200 kg
1984-85 . . . . .	30 400 kg
1985-86 . . . . .	35 400 kg

Quantities through the market have been relatively constant during that period.

(7) No. As I mentioned in answer to a question from the honourable member for Lytton recently, the marketing sector of the industry is only providing such information on a gradual basis.

(8) As indicated in (3), the number of licensed commercial fishing operations permitted to take mud crabs in Queensland is limited. Those limitations are in addition to the long-standing restrictions on the taking of undersized and female crabs which apply to both commercial and recreational fishermen.

The population dynamics of mud crabs are such as to make the application of management measures such as closed seasons of limited value, as pulse fishing would soon eliminate any beneficial effects of the closure. There is no conservation value in restricting commercial fishing activity while no limitation exists on recreational catches. However, the imposition of a bag limit for recreational fishermen would certainly address indeterminate recreational catches. No recommendations have so far been made to the department or the Queensland Fish Management Authority about bag limits.

(9) No.

(10) Although no fisherman has recorded as many convictions as mentioned in question (7), penalties in respect of illegal crabbing activities which may be set by a court presently range from \$400 to \$1,000. In some cases the courts can also order forfeiture of vehicles or vessels used in the commission of the offence.

Furthermore, if a licensed master fisherman is convicted of an offence, provision exists under the Fishing Industry Organization and Marketing Act to suspend or cancel his licence. The Queensland Fish Management Authority has taken such action in respect of two persons to date and other defaulters are under consideration at present.

I will supply the honourable member for Lytton with the other information that he has sought.

2. **Albion Park Trotting Complex; Mr C. Robertson**

Mr BURNS asked the Minister for Local Government, Main Roads and Racing—

“(1) What is the total amount of funds spent to date on the Albion Park trotting complex since the arrangements were made with the Brisbane Amateur Turf Club to have Albion Park solely as a trotting venue?

(2) What has been the average (a) week day and (b) Saturday night crowd at Albion Park for each month since it became a trotting complex?

(3) What sums of money have been allocated from TAB funds in each year since Albion Park became a trotting track to (a) trotting and (b) Albion Park?

(4) Who are the trustees of the Albion Park complex?

(5) Has one of the three trustees died but not been replaced?

(6) Has another trustee, Mr Carl Robertson, in addition to his appointment to the Brisbane Area Water Board, been appointed by the Government to the trusteeship of the Harness Racing Board and the TAB?

(7) What is the total amount Mr Robertson receives for these Government appointments?

(8) What expertise did Mr Robertson have in trotting before his appointment?”

*Answer—*

(1) \$11,647,596.65 has been paid out of the Racing Development Fund for redevelopment of Albion Park to date.

(2) Since recommencement of racing at Albion Park, the average attendances are

(a) 1 712 for Wednesday meetings; and

(b) 3 683 for Saturday meetings.

(3) With reference to sums of money allocated from TAB funds, I have assumed that the honourable member is referring to TAB profit distribution since the Albion Park racecourse became a venue used solely for trotting. Those sums are—

(a)

1981-82	.....	\$1,927,461m
1982-83	.....	\$2,297,748m
1983-84	.....	\$2,660,152m
1984-85	.....	\$3,083,819m
1985-86 to date	.....	\$1,494,900m

(b)

1981-82	.....	\$695,248
1982-83	.....	\$803,227
1983-84	.....	\$1,026,089m
1984-85	.....	\$1,272,163m
1985-86 to date	.....	\$636,001

(4) Carlyle Charles Robertson and Sir Abraham Fryberg.

(5) Yes.

(6) Mr Robertson is a member of the Queensland Harness Racing Board and the Totalisator Administration Board of Queensland.

(7) Brisbane and Area Water Board	\$15,000 per annum
Queensland Harness Racing Board	\$7,500 per annum
Totalisator Administration Board of Queensland	\$5,750 per annum

(8) Mr Robertson has been a reputable horse-owner and breeder in Australia and New Zealand for nearly 30 years. He was a committeeman and president of the Gold

Coast Trotting Club for four years. His administrative expertise is evidenced by the fact that Mr Robertson has a diploma in commerce, is a fellow of the Australian Society of Accountants, a fellow of the Australian Institute of Management, an associate of the Australian Marketing Institute and a fellow of the Institute of Directors Australia.

### 3. Radio Communications Licence Fees

Mr CLAUSON asked the Minister for Industry, Small Business and Technology—

“(1) Is he aware of the increase in radio communications license fees imposed by the Department of Communications from 1 October?

(2) Does he consider that such an increase is an unfair and regressive impost on a considerable number of small businesses throughout this State?”

*Answer—*

(1) I am well aware that the Department of Communications does charge fees for radio communications licences. These fees are charged, I am given to understand, to defray the costs of the management of the radio frequency spectrum. This management involves not only the administrative aspects of assignment and allocation of frequencies to particular uses and particular users but also the costs of policing the regulations involved.

(2) The increases to apply as from 1 October have been brought to my attention. Although I do not disagree with the principle involved in recovering such costs, the rise appears to be far in excess of what could be expected to be reasonable increases in the costs of managing this resource. Over 100 per cent is clearly well beyond the cost of living increases. These increases are likely to have an unreasonable impact on the cost of the small-business operator at a time when he is unable to withstand such rises.

It may be interpreted by some small businesses that the rises are designed to force them to give up their base stations and direct business towards Telecom. I would prefer to believe that the Department of Communications would not take such a cavalier attitude.

### 4. Liberal Party's Nursing Policy

Mr CLAUSON asked the Minister for Health and Environment—

“(1) Has he seen newspaper reports concerning the Queensland Liberal Party's policy on nursing?

(2) Does he believe that the Liberal plan would have any beneficial effect, or is it 'pie in the sky' wishful thinking for electoral expediency, which has not been costed properly?”

*Answer—*

(1 & 2) Increasing demands for health care services have a concomitant need for health care workers of which nurses are a significant part. The Liberal Party's policy on nursing refers to a number of matters, including the employment of 2 000 nurses over three years. A determination of the need for such numbers in terms of supply and demand and the capacity of public funds to meet the cost is not related to such a statement.

The Liberal Party's policy statement seems to take a superficial approach to nursing work-force issues. Several inconsistencies are apparent in determining numbers of nurses. On one hand, the figure of 2 000 is cited, and on the other hand, the policy statement refers to a study to determine numbers, and within the statement there is a further inconsistency in that a centrally determined patient/nurse dependency study would be conducted, but conversely “hospitals will determine their own needs”.

Before mounting such recruitment activities and before conducting refresher courses and providing child care centres to encourage non-practising nurses into the work-force,

there would be a need to ensure that jobs were available. In addition, there would be a need to ensure that nurses would fill positions where vacancies exist. Experience in other States indicates that family responsibilities and other considerations mean that nurses are not always able to relocate to areas of vacancy. Information in the policy statement on two matters is somewhat out of date in that part-time employment for nurses is catered for in public hospitals; and the normal process for determining pay scales for nurses is now in train in Queensland.

The policy statement is silent on the matter of costing. Twenty-four hour child care, patient/nurse dependency survey, refresher courses and 2 000 additional registered nurses are significant costs. The provision of 2 000 registered nurses could be expected to cost \$50m annually.

Perhaps the Liberal Party is now suggesting that the Government should increase taxes in this State to pay for that.

##### 5. Form and Content of Financial Documents

Sir WILLIAM KNOX asked the Premier and Treasurer—

“With reference to the Auditor-General’s report Tabled in the House on 2 September which, at Page 12, states:

‘Notwithstanding the commendable progress that has been and is being made, there remains areas of activity where further research and consultation are necessary to agree upon formats, or more appropriate formats, for reporting and to establish means by which the necessary data can be collated and audited.

The public sector debt is one such area. It is apparent that a consolidation of material already published, with some additions, purification and refinement, could result in production of a statement which would be of significant benefit. Associated with this could be a report on the results of foreign currency activities’—

(1) What action is being taken to correct and improve the procedures alluded to in the report?

(2) Does he share the Auditor-General’s concern?”

*Answer—*

(1 & 2) Continuing improvement in the financial information available to the Parliament through various Budget and financial reporting documents has always been an objective of the Government, which is quite obviously shared by the Auditor-General.

The preparation and presentation of the document *Departmental Services and Programs: A Budget Perspective* with the State Budget is just one example of the progress that is being made, which is also acknowledged and commended by the Auditor-General.

Despite the fact that much information covering such matters as public sector debt is already contained in published documents, the Government is always willing to attempt to improve on its presentation. In that regard, preliminary discussions have already taken place between Treasury and the Auditor-General to progress in that area as quickly as possible.

##### 6. Queensland Day Accounts

Sir WILLIAM KNOX asked the Premier and Treasurer—

“(1) What is the current status of the accounts known as the Queensland Day Dinner Account and the Queensland Day Sponsorship Account?

(2) If they still exist, how will they be made accountable to the accountable officer in future?”

*Answer—*

(1 & 2) To allay the anxiety of the honourable member, I inform him that the two accounts he has referred to have been closed.

7. **Rifle Range, Hervey Bay; Mr S. Whittaker**

Mr CAMPBELL asked the Minister for Lands, Forestry, Mapping and Surveying—

“With reference to representations from individual members of the Hervey Bay Rifle Club and Sporting Shooters Association—

(1) Is he aware that (a) earlier in 1986, the Hervey Bay City Council passed a motion to allocate a parcel of Crown land at Takura to the Hervey Bay Rifle Club for the purpose of establishing a rifle-range and gun club, (b) both the Land Administration Commission and the Defence Department Inspector of Rifle Ranges had approved the Takura site for the rifle-range, (c) in a television interview some time later, the Honourable Member for Isis voiced his objections to the council’s decision and said he was prepared to take the matter to Cabinet level and reverse the council’s decision, (d) the Hervey Bay Council had, since that interview, rescinded its original motion and (e) apart from the Honourable Member for Isis, a Mr Sturt Whittaker was also an objector to the council’s decision to allocate the subject land for a rifle-range?

(2) Has Mr Sturt Whittaker applied for a lease of the subject land?

(3) If so, when did he do so?

(4) Has the Honourable Member for Isis intervened in any way or made representations on behalf of Mr Whittaker or any other person in this matter?

(5) If so, at what time?”

*Answer—*

This is an intriguing question. I do not know if it is a case of “little boy lost” as it was for the honourable member for Townsville South (Mr Wilson) last week. The question refers to an area of land located near the electorate that is effectively and capably represented by the honourable member for Isis, the Minister for Education (Mr Powell). I have obtained full details, and I can assure the House that nothing unusual has occurred in dealings affecting this parcel of land.

(1) (a) Following a request to identify likely alternative sites for rifle-range activities in the Hervey Bay area, the Land Administration Commission considered an area of vacant Crown land on the south-eastern side of the railway line to the south of Takura. In the normal course of investigation, the matter was referred to the Hervey Bay City Council for its views. I am not aware of what the council may have decided. In other words, the council has not responded to the request.

Mr Burns interjected.

Mr SPEAKER: Order!

*Answer (continued)—*

(b) The inspector of rifle-ranges advised the Land Administration Commission that the site under consideration was suitable for a rifle-range.

Mr Burns interjected.

Mr SPEAKER: Order!

Mr Burns interjected.

Mr SPEAKER: Order! I warn the honourable member for Lytton under the provisions of Standing Order No. 123A, simply because each morning this week I have had to remind honourable members not to interrupt and to hear in silence what a Minister has to say in a ministerial statement.

Mr Burns interjected.

Mr SPEAKER: Order! I have warned the honourable member for Lytton under the provisions of Standing Order No. 123A.

*Answer (continued)—*

The Land Administration Commission has not given any special approval for the site to be used as a rifle-range, and no decision will be made until such time as a current land use study has been completed.

- (c) I have no knowledge of the television interview referred to by the honourable member for Bundaberg.
- (d) The allocation of Crown land is not a function of local authorities, and I am not aware of any decisions that may have been taken by the Hervey Bay City Council.
- (e) The Land Administration Commission has not received any objections from Mr Whittaker in relation to the use of the subject land for a rifle-range.

(2 to 5) A number of applications have been received for various parts of the Crown land in question. In July 1985, an application was made to the Land Administration Commission by a Mr S. J. Whittaker, supported by the honourable member for Isis, for a lease for grazing purposes of part of the general area under reference. No decision has been made in respect of the applications pending the outcome of the land use study of the whole area of Crown land in the vicinity.

## 8. Government's Purchasing Policy

Mr CAHILL asked the Minister for Industry, Small Business and Technology—

“With reference to his announcement of a new State purchasing policy—

- (1) How does this policy assist local industry, if at all?
- (2) What is being done to ensure that Queensland business people are aware of the details of the policy?”

*Answer—*

(1) The policy represents a recognition by the Queensland Government that it can assist Queensland and Australian manufacturers and providers of services through the considerable purchasing power of Government agencies. Government agencies are still required to spend funds efficiently and effectively. The policy requires specifications to be written so as not to discriminate against local firms; it requires payments to be made expeditiously; and it provides for the trialling under certain conditions of new high-technology products produced by local manufacturers. It also requires Government agencies to publish three-year forward projections of proposed purchases starting next June. Seminars will be run next financial year in major centres to inform firms of forward projections of purchases. The policy also requires all firms wishing to supply manufactured goods to the Queensland Government to have adequate quality assurance systems in place no later than 1 July 1990.

(2) A number of seminars have been held in north and central Queensland on marketing to the Queensland Government. Another five seminars are proposed shortly in southern Queensland. Relevant matters in the State purchasing policy are discussed at these seminars. Publications titled *Queensland State Purchasing Policy* and *Marketing to the Queensland Government* are available on request from the Department of Industry Development.

## 9. Steel-mill, Brisbane

Mr CAHILL asked the Minister for Industry, Small Business and Technology—

- (1) What progress has been made on the construction of the Brisbane steel mill?
- (2) When will the mill be completed and in operation?”

*Answer—*

(1) The buildings are complete, foundations for equipment are at present being constructed, all equipment has been ordered and the installation of equipment should commence shortly.

(2) The company expects to start commissioning the mill in May 1987.

**10. Administration of Sir Leslie Wilson Youth Centre**

Mr FOURAS asked the Minister for Welfare Services, Youth and Ethnic Affairs—

“(1) Is she aware that there are very serious problems in the administration of the Sir Leslie Wilson Youth Centre and that such maladministration has resulted in low staff morale?”

(2) Is she aware that recently (a) substantial amounts of marijuana and other drugs were found there and that marijuana smoking is a regular occurrence, (b) a thirteen year old boy was homosexually raped by three other boys and that the ring leader of the rape was put on remand for two days and then discharged as part of a concerted effort to cover up the rape, (c) boys have been transferred to the girls’ section and this has created a love boat situation and (d) children as young as thirteen are given a weekly cigarette quota?”

(3) What action will she take to remedy this shocking situation?”

*Answer—*

(1) I am really appalled that the honourable member should use this House to make a cowardly attack on the manager and staff of the Sir Leslie Wilson Youth Centre, apparently for cheap political reasons.

No-one would deny that, in years gone by, for a variety of reasons, this centre has had some management problems. These problems include the age and structure of the buildings, the range of extremely difficult children who have to be managed and the complex treatments required.

However, in recent times a series of constructive and positive steps have dramatically changed and enhanced the services. In the near future, with the opening of the new John Oxley Youth Centre at Wacol, which is a secure facility unequalled in Australia, these services will be even further improved. About 30 of the young offenders who at present are accommodated at Wilson will be transferred to this new unit.

(2) (a) I have been advised by the manager at the Wilson centre that the honourable member’s allegation that marijuana-smoking occurs regularly is a complete fabrication and that no drugs have been detected on new admissions since 1984. The manager has reported that some 18 months ago a child from a country area was found to be carrying some marijuana on admission and that this marijuana, of course, was confiscated and handed to police. The honourable member’s allegations are an absolute insult to the competence, vigilance and moral standards of the officers at the centre. If he believes that he has concrete evidence—not hearsay, which he so often produces—to back up his claims, I challenge him to place the details before me for immediate investigation.

**Ms Warner** interjected.

**Mr Campbell** interjected.

**Mr SPEAKER:** Order! The honourable member for Bundaberg.

**Mrs CHAPMAN:** I inform the honourable member for Kurilpa that hearsay from the other side of the House is not investigated unless the allegations can be substantiated. The honourable member should clean her ears out.

*Answer (continued)—*

As the honourable member for South Brisbane should know, the Sir Leslie Wilson Youth Centre is an institution for delinquent children who, in most cases, have broken

the law and committed criminal offences on several occasions. As honourable members would know, it is definitely not a Sunday school. It caters for many violent and aggressive young people.

I am advised that about five months ago an incident of a sexual nature did occur and that it resulted in charges being laid by the police against some youths. It would therefore be improper for me to comment further on the circumstances while the matter is before the courts. The youth referred to by the honourable member as the ring-leader has certainly not been discharged. On the contrary, he has been transferred to another institution for older and generally more delinquent youths.

(c) In an effort to make the best possible use of the total facilities, some boys have been accommodated in a section formerly used by girls. I am advised that there is no interaction between boys and girls except under strict supervision.

**Opposition Members interjected.**

**Mrs CHAPMAN:** Opposition members laugh. They would know all about that; yes, they would. They have probably been part of the system.

**Opposition Members interjected.**

**Mr SPEAKER:** Order!

**Mrs CHAPMAN:** I must say, Mr Speaker, that there would be more supervision in that centre than would come from the Opposition members who were looking after children.

**Mr Casey:** We do not peep through keyholes.

**Mr SPEAKER:** Order! I warn the honourable member for Mackay under Standing Order No. 123A.

*Answer (continued)—*

The efforts of the honourable member for South Brisbane to portray this as creating a *Love Boat* situation can only be described as absolute garbage. However, that is typical of his innuendos.

(d) On the question of smoking, most members of this House would appreciate that some young offenders admitted to an institution of this kind are already heavy smokers. This creates a serious dilemma for the staff responsible for their care.

I should not have to point out that a total ban on smoking by such young people would only create the risk of smoking by underhand means using all manner of materials, which, of course, would produce a danger of fire. Needless to say, marijuana, the use of which is supported in the policies of the Labor Party, is definitely not allowed.

Therefore, the practice has developed of permitting smoking by those whose parents allow them to do so and when the parents indicate their approval. This is allowed in defined areas under supervision. However, the policy of the staff is to positively discourage smoking by giving incentives to those who do not pursue the practice.

The department does not favour young people smoking, but it is faced with a very real and difficult management situation when young people who are well-established smokers are admitted with a craving for cigarettes.

If the honourable member has any suggestions of better ways of handling that problem, I would like to hear from him in a constructive way. This would be preferable to grossly misrepresenting the position, as he has done in his question on this occasion. In so doing, he has condemned those who are doing their best in a very complex situation.

(3) I recently visited the Sir Leslie Wilson Youth Centre with my senior officers and spoke with a great number of the staff. I was impressed with their dedication, the compassion they show towards the children and the pride they take in their work.

I have nothing to hide at this centre, and I invite any members of this House who wish to visit the facility to contact me so that arrangements can be made for them to be shown over it.

**11. Public Telephone Charges**

Mr BAILEY asked the Minister for Industry, Small Business and Technology—

“Can he reconcile the 50 per cent increase in the cost of telephone calls from public boxes with the reason for the increase given by Telecom, namely, vandalism, or does he see it as just another tax on the public?”

*Answer—*

This is a matter of some concern, as the cost of making such calls has risen far in excess of the Consumer Price Index. The people who use public telephones either are not in the financial position to have a phone of their own or are in transit where the public phone is important to their business or social life. Neither of these categories of people deserves to be hit with either the added costs or the inconvenience of having to have available the additional coins required.

It is extremely difficult to believe that such an increase can be justified by vandalism costs. While it is recognised that vandalism is an unwelcome and unwarranted cost to Telecom, there are ways in which it can be reduced. More action to reduce the potential for vandalism by locating public telephones in better-lit and publicly observable areas seems to be warranted.

It would be an unfortunate situation if Telecom, in its move towards commercialisation, did not recognise that the provision of public telephones at affordable costs gives some meaning to the social responsibility of its monopoly position.

## QUESTIONS WITHOUT NOTICE

### Pensioner Electricity Rebate Concession

Mr **WARBURTON**: I ask a question of the Minister for Mines and Energy in an attempt to clarify the electricity rebate arrangements that, I understand, have been given some airing by him in the media. In doing so, I refer to the fact that, as the Minister would be aware, many pensioners live in flats or other premises where their accommodation units are not individually metered by the South East Queensland Electricity Board or the other power distribution authorities. The Minister would also be aware that some pensioner accommodation is metered by the owners of the premises, who in turn bill their pensioner occupants. As the pensioners in the circumstances I have described are usually amongst the most needy in the community, I now ask: Will they receive any benefits from the National Party's promised pensioner rebate scheme? If so, can the House be assured that this benefit or rebate will apply from the time when all other recipients first receive the advantage of the rebate scheme?

Mr **I. J. GIBBS**: I can assure the Leader of the Opposition that at the appropriate time the Government will make clear all of its policies. Those policies will be accepted by the community. I will send a copy of them to the Leader of the Opposition when they are released.

### Human Rights Commission Publication on Aboriginal Affairs

Mr **NEAL**: I ask the Minister for Northern Development and Community Affairs: Has his attention been drawn to a publication of the Human Rights Commission that is critical of the Queensland Government in the field of Aboriginal affairs? If so, can the Minister comment on the accuracy of that publication?

Mr **KATTER**: This is the second time that the Queensland Government has had a problem with the Human Rights Commission. On this occasion its claims are quite

ridiculous. The date upon the paper to which the Human Rights Commission referred is March-May, which was prior to the passing of the community services legislation; so the Human Rights Commission was referring to something that had occurred in the past. However, the way in which the article is written indicates that that is the position. That is my first comment.

My second comment is that the lady involved has been very helpful. In fact, she contributed significantly to the changes that have been made in Queensland. I think that she is very happy with the current position.

I draw the attention of the House to the intervention of the Human Rights Commission in this matter. A representative of the commission, Mr Jeremy Long, came to Queensland after the community services legislation had been passed. Mr Long outlined three complaints that the Human Rights Commission still had about the Queensland legislation. One of those complaints related to laws on alcohol. I told him that the Government hoped to change that law in the next session of Parliament. He said, "That is fine."

Mr Long outlined a complaint about the inability to vote in two local authority areas. The Human Rights Commission wanted Aborigines to have a right to vote in the Mulgrave shire as well as at Yarrabah.

Mr Long made a third complaint, which was about the transfer of administrative powers. The Government has advanced about a quarter of the way in some communities and a third of the way in others. The Government has proceeded 100 per cent of the way in the Torres Strait islands, where all of the functions of the Department of Community Services are now being exercised by the local Aboriginal communities. So, one transfer has been completed.

Now that the Yarrabah council understands fully the legislation, it has withdrawn its complaint completely. In fact, that council was against action that had been taken in the law courts in that region. The Yarrabah council has totally reversed its position.

The representative of the Human Rights Commission, Mr Long, withdrew the second complaint.

The third complaint, which related to the legislation dealing with liquor, has now been transferred to my colleague. The law is the same as it is in the rest of Queensland. So, all three complaints were resolved.

Mr Long rang me and said, "As far as we are concerned, we have no outstanding complaints against the Queensland Government whatsoever." Two months after Mr Long had given me that undertaking, the Queensland Government was attacked venomously by the Human Rights Commission on the front page of a number of newspapers for all of the things that had been resolved and were in fact past history. Unfortunately, the Human Rights Commission is a body that acts very irresponsibly. It cannot be taken seriously by the people of Australia.

I will not bore the House by going over the position 25 years ago under Labor. I refer to the dormitory system that brought up children without parents; the permit system, which meant that one could not enter or leave a reserve; the gaoling without trial; and the payment of wages to the Government instead of to the wage-earner himself. In addition, Aboriginal people were allowed no liquor at all in Queensland. That was ALP policy. The Labor Government implemented that policy in Queensland. In 27 short years, the National Party Government has been able to make drastic changes.

All members of the relevant National Party parliamentary committee should be applauded. They can be very, very proud of what they have achieved.

#### **Sugar Industry Price Support Scheme**

**Mr BURNS:** In directing a question to the Premier and Treasurer, I refer to his Budget Speech in which he said that the State Government was fully behind the price support scheme for the sugar industry and would provide up to \$27m in price support

over three years. I ask: Will the Premier then explain why no allocation for price support for the sugar industry was provided in the Budget papers?

**Sir JOH BJELKE-PETERSEN:** I cannot understand why the Deputy Leader of the Opposition missed that important aspect of the Queensland Government's financial affairs. He ought to know that the Government is fully committed to price support and had great difficulty with the honourable member for Lytton's colleagues in Canberra who wanted to have the support scheme extended over nine years instead of the original three years. Taking into account the considerable reluctance of Canberra, the Queensland Government is doing everything it can to bring the scheme into being.

In the meantime the Queensland Government is supporting the sugar industry very fully in many directions. I cannot follow the honourable member for Lytton and I do not know where he has gone wrong. If he lets me know more clearly what information he is lacking, I can help him.

#### **Possums, Brisbane Forest Park**

**Mr BURNS:** I ask the Premier and Treasurer: In this morning's "Day by Day" column in the *The Courier-Mail* there is a report that the officials in the Brisbane Forest Park are unable to feed four possums. The officials have appealed to the public to donate some fruit so that they can keep those four possums and avoid having to send them back to the wild.

I ask: Has the Premier and Treasurer brought this great rich State of Queensland to such a state that he can pay \$400,000 for the fat cats, but he cannot feed four possums? Or is he going to blame Mr Hawke?

**Sir JOH BJELKE-PETERSEN:** I hope the honourable member for Lytton is not referring to himself as a possum.

**Mr Burns:** No, I am not.

**Mr SPEAKER:** Order! In the first place, I am not sure that I will even allow that question, because it was not posed as a question. The honourable member for Lytton did not pose it as a question to the Premier and Treasurer.

**Mr Burns:** I did so.

**Mr SPEAKER:** The honourable member for Lytton must pose it as a question.

**Mr BURNS:** This morning's *Courier-Mail* contains a report that Brisbane Forest Park officials cannot feed four possums and they have had to make an appeal to the public to donate some fruit in order to keep the possums in the park for children to pat. I ask the Premier and Treasurer: Has he brought this great rich State, with all its coal and other natural assets, to such a state that he cannot feed four possums, yet he can spend \$400,000 on the fat cats in the Government?

**Mr SPEAKER:** Order! If the Premier and Treasurer wishes to answer that question, he may do so. I consider the question to be out of order.

**Sir JOH BJELKE-PETERSEN:** I realise that the honourable member for Lytton is trying to make a joke out of this matter. As far as bringing Queensland to the state where it cannot feed four possums—that is an absolutely ridiculous statement. If anybody has destroyed this nation, it is the Federal Government in Canberra. It has made an awful mess of the nation. Because of the Federal Government's handiwork the stage has been reached at which right across the nation people are finding it difficult to pay for sufficient food for themselves.

At our party meeting this morning, the Government discussed the intense difficulties people are experiencing in meeting their commitments, to buy food, fuel and the everyday necessities.

I love possums. I suppose that statement will get into the media. I have a lot of possums at home. I feed them regularly, and have done so for the last 40 years. I am quite sure the department can feed the possums if it wants to. The department knows that the public love to bring food for the possums so that they can feed and pat them.

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

## MATTERS OF PUBLIC INTEREST

### Parliamentary Statistics

**Mr HENDERSON (Mount Gravatt) (12 noon):** I raise the continuing press reports about the so-called undemocratic nature of the Queensland Parliament.

**Opposition Members interjected.**

**Mr HENDERSON:** I asked the Queensland Parliamentary Library——

**Mr DEPUTY SPEAKER (Mr Row):** Order! The Chamber will come to order. I ask members on their feet to either leave the Chamber or take their seats. I could not hear one word spoken by the honourable member for Mount Gravatt.

**Mr HENDERSON:** I asked the Parliamentary Library to research a series of about 10 questions about the House of Representatives, the New South Wales Legislative Assembly, the Victorian Legislative Assembly, the South Australian Legislative Assembly and the Queensland Legislative Assembly. I wanted to examine how those Parliaments performed during the last 18 months.

The first question I asked was simple: How many days did each House sit? Honourable members often hear the comment that the Queensland Parliament rarely sits. The statistics reveal that, from 1 January 1985 to the session that ended in late June this year, the House of Representatives sat for 109 days; the New South Wales Legislative Assembly, 69 days; the Victorian Legislative Assembly, 65 days——

**Mr DEPUTY SPEAKER:** Order! I ask the group on my right to disperse.

**Mr HENDERSON:** The figures I have quoted are for an 18-month period. The Victorian Legislative Assembly sat for 65 days; the South Australian Legislative Assembly for 43 days; and the Queensland Legislative Assembly for 61 days. From those statistics it can be seen that the Queensland Parliament has an excellent record in terms of the number of sitting days.

The second question I asked the Queensland Parliamentary Library was: How many Bills were passed by each House of Parliament? The statistics are very interesting. The House of Representatives passed 327 Bills; New South Wales, 328; Victoria, 150; South Australia, 78; and Queensland, 142. Let me place those statistics in perspective. The New South Wales Parliament sat for 69 days and passed 328 Bills. The Queensland Parliament sat for 61 days and passed 142 Bills. What does that mean? How could one explain those statistics? The fact of the matter is that each Parliament obviously gets Bills through by guillotining the debate on them.

The third question I asked was: How many times was the guillotine applied to debates in each House? In other words, I asked how many times the Government cut off debate. In the House of Representatives, the guillotine was applied nine times and involved 49 Bills. In other words, the Government gagged the Opposition nine times on debate involving 49 Bills. In New South Wales, the guillotine was applied nine times. In Victoria, it was applied 18 times, including one on a cognate debate. In South Australia, under Standing Orders, the guillotine is not permitted. In Queensland, Standing Orders were suspended to allow debate on five Bills associated with the SEQEB dispute to proceed through all stages in one day. Standing Orders were suspended and the allocation of time order applied on one occasion. That makes a total of six occasions on which Standing Orders were varied in the Parliament of Queensland during the last 18 months.

The fourth question I asked was: How many times were Standing Orders suspended to allow the passage of Bills through all stages in less than the time normally allowed between the first and final readings under Standing Orders? The answer was that it was not done in the House of Representatives. I ask honourable members to listen to what happened in New South Wales. A total of 145 Bills were declared urgent and rushed through the Parliament by varying the Standing Orders.

**Mr FitzGerald:** Say that again.

**Mr HENDERSON:** 145.

**A Government Member:** Almost half.

**Mr HENDERSON:** Yes.

In Victoria, Standing Orders were not suspended for that purpose. In South Australia, it is normal practice to suspend Standing Orders to enable the third reading to immediately follow the Committee stage.

In Queensland, Standing Orders were suspended on seven occasions to allow the remaining stages to be completed on a particular day. On one occasion Standing Orders were suspended to allow all stages of a Bill to be debated in one day. A closure motion was moved on two occasions. On a total of 10 occasions, Standing Orders were suspended to allow the passage of Bills through all stages in less than the time normally allowed between the first and final readings under Standing Orders.

The fifth question that I asked was: How many times were cognate debates allowed? Cognate debates occur when the Parliament puts a package of Bills through the House; in other words, one or all of the Bills can be debated.

The Hawke Labor Government on 66 occasions introduced 213 cognate Bills in order to get its business through the House of Representatives.

In New South Wales it is now the normal practice to proceed with cognate debates. Bills are packaged together and are rushed through the House. The same procedure occurred on one occasion in Victoria, whereas no such procedure occurred in either South Australia or Queensland. Honourable members in the Queensland Parliament were given the opportunity of debating every Bill.

The sixth question that I asked was: How many times did Ministers table speeches for incorporation in *Hansard* without reading their speeches to the House? In other words, on how many occasions was Parliament a correspondence Parliament, in which an honourable member can simply send his speech in and it will be incorporated in *Hansard* without the necessity of his delivering it in the House?

In the House of Representatives and in the Queensland Parliament that procedure is not permitted. However, in New South Wales on 17 occasions Ministers who moved Bills simply tabled their speeches, which were subsequently incorporated in *Hansard*. Those Ministers did not even have the decency to deliver their speeches in the Parliament.

Under Standing Orders in Victoria, that procedure is not permitted. However, it is interesting to note that in South Australia honourable members and Ministers who introduce Bills may seek leave—and generally do—to have their second-reading speeches incorporated in *Hansard* without delivering them.

The seventh question that I asked was: How many times were Bills passed without debate? By that I mean how many times did the Government state to the House, "We will not permit you to debate the Bills at all."?

In the House of Representatives, in Queensland and in South Australia that procedure has never occurred. All Bills have been debated in both States. However, in New South Wales on two occasions Ministers delivered their second-reading speeches, no further debate was permitted and the Bills were passed through the House. That occurred on one occasion in Victoria. What could be more undemocratic than that?

The next question that I asked was: What was the average time spent in each House on debates for Bills? In the House of Representatives in 1986 it was 1.31 hours. In South Australia the average sessional time spent on debating Bills was 80 hours 25 minutes and the average debating time per Bill was 2 hours 5 minutes. Unfortunately the figures for other States are not available.

Time and time again in this House I hear honourable members speaking about the so-called undemocratic procedures adopted by this Parliament when the Government, in order to get its business through the House, suspends Standing Orders. I am sure that if I were to quote press reports, they would show that the Government is pushing Bills through this House every morning.

The statistics that I have quoted were prepared by the Parliamentary Library. Those figures show clearly and beyond doubt that it is utter, thorough and complete humbug and totally incorrect to say that the democratic procedure is not followed.

**An Opposition Member: Humbug?**

**Mr HENDERSON:** It is humbug on the part of Opposition members, anyway.

The Queensland Parliament is a very democratic institution. I am now referring to parliamentary procedures. In the Queensland Parliament honourable members do get the opportunity of presenting their material.

**Mr Hamill:** They have legislative committees.

**Mr HENDERSON:** Many honourable members wish to speak about committees and what those committees decide. That is a typical answer that I would expect from an Opposition member who supports the incorporation into Australian law of international covenants on which Australians have had no say. International organisations are not elected by the Australian people; they are an extra-parliamentary international body over which the Australian people have no control. The Federal Government wants to incorporate international covenants into Australian law.

I thought it was the Australian Parliament that made the laws following its election by the Australian people. I am pleased to be able to state to this House that what my research proves beyond all doubt is that the continuing and ongoing claims made by the media and Opposition members are totally wrong and totally misleading in what they intend to convey to the people of Queensland.

I am proud to say that, when one looks at some of these important statistics in terms of permitting debate and so on, the Queensland Government has a very proud record indeed.

#### **Land Rezoning, National Party Headquarters**

**Mr DAVIS (Brisbane Central) (12.10 p.m.):** I wish to deal with a matter that has received a fair bit of publicity over the last week or so. I am pleased that the Minister for Local Government is in the Chamber. The matter involves the rezoning by the National Party of its National Party headquarters at Spring Hill.

On behalf of my constituents, I lodge a protest because the residents of the area were not considered. That rezoning was a smelly undertaking by the National Party Minister, who made a statement yesterday about it. I will outline some of the historical facts of the matter.

**Mr Elliott:** Historical or hysterical?

**Mr DAVIS:** It would be hysterical if the honourable member for Cunningham was involved. I am glad that he is in the House so that he can listen to the facts.

The history is that in 1977 the National Party bought the former Commercial Travellers Club building, plus the adjacent block of flats and the car-parking yard at the rear.

At that time, the National Party would have known what the zoning was. Once the occupants of the flats found out that the Bjelke-Petersen regime had bought the flats, they were very concerned about how long they would remain there. Actually, many of them left because they said that they would not pay rent to that sort of party. Nevertheless, the people who remained were concerned about how long it would last.

The trustees at that time, who were the infamous Mr Ted Lyons, friend of the Premier, and also Mr Proctor, would certainly have known the zoning. At that time the land was zoned for office accommodation. Honourable members should not forget that what the National Party bought was a small building that housed the Commercial Travellers Club and also the block next door.

Honourable members will recall also that, prior to the development of the Spring Hill control plan, a number of public meetings took place and, finally, a decision was made by the Brisbane City Council. In 1982, the plan was forwarded to the Minister for Local Government. The Minister—it is the very Minister now—returned the plan, without objection.

The Minister has stated in the press that some sort of deal was done between the previous Labor Party administration and the Local Government Department. That is untrue. The chairman of the planning committee, Joe St Leger, who is my alderman and a personal friend, told me that in his time as chairman—and he was chairman from the time he was elected until the adoption of the Spring Hill plan, which was his baby; he was its driving force—no application was made by and no discussion took place with that committee for the rezoning of the site. At no time was an application made to the Establishment and Co-ordination Committee.

Why did not the National Party object when it knew that that plan was being proposed? The National Party office and the adjoining flats, as well as the casket agency and the shop on the corner, were considered and marked accordingly on that plan.

**Mr Innes:** Would you say that Alderman Ardill crossed Joe St Ledger?

**Mr DAVIS:** I do not know. All I am saying is that it never came before the council administration at that time, which is what the honourable member tried to imply.

By way of personal explanation, the Minister for Local Government, Main Roads and Racing (Mr Hinze) indicated that since then he has had certain discussions with senior officers of the council. I would like to know who those senior officers of the council were. I would like to know also what role was played by the present Lord Mayor. Suddenly the stage has been reached at which problems with rezoning have occurred. The residents would like to know what role was played by the present incumbents.

**Mr Lee:** Was Mr Philbrick one of the officers?

**Mr DAVIS:** I do not know whether it was Mr Philbrick or not, but some officers of the council were involved.

Honourable members can be quite certain that the National Party of Australia will get a quid out of it, because it purchased the shops and casket agency located on the corner. I guarantee that if the previous owners of the casket agency and the shops were asked whether they knew that the National Party would use its influence in Government to have the land rezoned to allow the construction of a five or six-storey building with two levels of car-parking below, they would say that they did not know. I am also certain that by virtue of that action, the land is much more valuable.

This is not the first time that the Minister and the Government have overridden the wishes of the residents of Spring Hill. One only has to look at the Main Roads Department monstrosity in Boundary Street, which has been built in the middle of residential properties.

**Mr Hinze:** What about Trades Hall?

**Mr DAVIS:** At least the Trades Hall was in the correct zoning. Acting through the Minister, the National Party over-rode the Brisbane City Council and had the Main Roads Department building constructed.

Honourable members will remember that approximately eight years ago, this very same Government knocked down several beautiful houses in Boundary Street and wanted to construct a children's prison on a corner site located in the middle of a residential area. Residents of the area complained bitterly. The issue was taken up by the media, with the result that the children's prison was not constructed. The site is now dirty and an ugly scar on the landscape. The allotments are overgrown and all that has happened to that site is that a few cars are being parked there.

**Mr Shaw:** They will probably build it after the election.

**Mr DAVIS:** The Government has cleared the site and it has not yet been developed. When members of the Opposition ask for accommodation units or housing, the Minister for Works and Housing (Mr Wharton) ignores their requests completely. The Liberal Party is not completely blameless, because in Kennigo Street a release-to-work hostel was established. No consultation with residents of the area took place, and the local member was not informed of the proposal; the Liberal Party simply put its plan into effect.

**Mr Lee** interjected.

**Mr DAVIS:** The first anyone knew about it was when the opening ceremony was televised.

The Liberal Party does not have clean hands, because its headquarters in Gregory Terrace were established against zoning regulations. In spite of the fact that the area was classed as residential, the Liberal Party rode roughshod over the electorate.

**Mr Innes:** Rubbish!

**Mr DAVIS:** It did. The honourable member for Sherwood should not try to tell me that the establishment of the Liberal Party's headquarters in Gregory Terrace was not in contravention of the zoning regulations. The area is clearly residential and the Liberal Party——

**Mr Innes:** It was rezoned. The Liberal Party took the matter to the Local Government Court.

**Mr DAVIS:** It was rezoned, but the site was developed against the wishes of the residents who lived in the area. I concede that the matter was taken to the Local Government Court, but I reiterate that the Liberal Party rode roughshod over the electorate to establish its headquarters on that site.

Anyone who is involved in town-planning would agree that the Spring Hill development plan is a splendid plan for two reasons. The first is that it provided an opportunity for some of the historical houses in the area to be renovated; the second is that the Spring Hill development plan cut across town-planning regulations that would have made restoration and redevelopment very difficult.

The Minister for Local Government, Main Roads and Racing has acted in a manner that was uncalled for. Against the wishes of the residents of Spring Hill, he will create profits for the National Party by virtue of the rezoning of the land that I referred to previously. By very insidious means, the National Party received a large windfall.

*Time expired.*

#### **Community-based Correction of Offenders**

**Mr STEPHAN (Gympie) (12.20 p.m.):** I would like to spend some time referring to some of the corrective services programs that are working very well in a very real and positive way. I refer particularly to community-based corrections. In recent years,

for quite a number of reasons, the trend towards community-based corrections has met with widespread public approval. That approval was highlighted as recently as last week-end at the country music muster that was held in the Amamoor State Forest, which is a recreational area made available by the Forestry Department. As many as 30 000 to 35 000 people attended the country music muster over the week-end, some for two and a half days.

The problems associated with cleaning up after such a display and after such a conglomeration of different people camping on site and making use of the facilities that were available in a temporary manner, but enjoying themselves at the same time, can be well imagined. People undergoing community service orders played their part by helping the Apex club, which was also assisting to stage the program. At the muster people undergoing community service orders made a tremendous impact on the cleaning-up program, making it possible for that park to be left in a fit and proper state after the week-end's activities had been held. One can imagine the cost of the cleaning-up program if it had to be paid for, and the mess that would have been left there for weeks and possibly months on end if people undergoing community service orders had not been involved in the cleaning-up program.

This brings me to the first reason why community service orders have been so successful. They put minor offenders into constructive work in the community rather than having them confined to a prison, where little can be achieved in rehabilitation for short-term prisoners. I will dwell on the rehabilitation program a little bit later. That is also a tremendous asset.

Secondly, community service orders arrest the drain on the public purse and free up Government funds for the expansion of schools, hospitals, roads and other necessary items in this rapidly expanding State.

The capital costs of building a new prison are immense, as can well be imagined. Approximately \$15m is required for a 250-cell institution for maximum, medium and minimum-security prisoners. On top of the capital costs are annual running costs, which range from about \$22,000 a prisoner at Brisbane gaol—Boggo Road—to about \$7,000 at a State prison farm.

The acceptance of community service orders and fine option orders is demonstrated by the number of orders made. This success is heavily dependent upon the co-operation of the community, in particular the willingness of volunteer organisations to provide supervision for offenders. As I pointed out earlier, the community organisations have demonstrated a willingness to co-operate, to spend some time with these people, to show them the value of community work and the value of doing a job very well.

Under the control of the Probation and Parole Service, community service may be performed for charitable, non-profit, church, youth or service organisations or individuals themselves in need. In general, community service is intended to assist in those areas where voluntary work is carried out or where the work could not reasonably be expected to be performed at all.

Offenders themselves find the scheme particularly beneficial, as it gives them the opportunity to do something positive for someone else. It is not uncommon for people who are sentenced to perform community service work on a particular project to volunteer their labour once they have completed their required number of hours. Here again, that is a very important aspect of community service and one that indicates that the people involved in it realise the beneficial aspect of the work that they are doing.

Community service is also regarded as being far preferable to a prison term, and the stigma that goes with that. Community service orders were first introduced in Queensland in February 1981 and, in March 1983, were extended to include an alternative to paying a fine. In a little more than five years, Queensland courts have imposed more than 7 300 community service orders, which represent more than 750 000 hours of unpaid work for the community. Under the fine option scheme, about 4 000 orders have been made, which represents about a quarter of a million hours work.

The recently announced pilot home detention scheme, which is being administered by the Prisons Department, is another positive example of community-based corrections. I stress that the scheme will not release hardened criminals into society, but will encourage positive attitudes and rehabilitation for minor offenders. The scheme was approved by State Cabinet in March this year. It has been described as revolutionary and is the envy of other Australian States. Once again they will follow Queensland's lead.

Under the program, minor offenders and prisoners nearing the end of their sentences will be allowed to serve their time at home under strict conditions. If they abuse the privilege they will be returned to prison immediately. An expert selection panel will decide who is eligible. Those convicted of traffic offences, fine-defaulters and minor property offenders are the most likely candidates.

The scheme will allow an offender to serve either a small part or the majority of a sentence in his or her own home. Conditions include the person's being in, or actively seeking, employment, curfews and attendance at approved behaviour modification programs. Offenders have to abstain completely from drugs or alcohol. To help to keep an eye on the circumstances in which a person is living, plainclothes prison officers will make spot checks in unmarked cars.

The scheme has two distinct advantages. It offers an offender the care of his or her own home and family and allows a more constructive rehabilitation process than can be administered elsewhere. The offenders will, for example, move within society and not within the circle of hardened criminals at prisons. When offenders mix with hardened criminals, they learn the criminals' tricks of the trade. At the same time, they are not in a position to help themselves.

The scheme is designed to save tax-payers thousands of dollars for each prisoner on home detention. As I said earlier, under normal security conditions at the Brisbane Prison Complex, it costs about \$22,000 to keep a prisoner for one year. A prisoner at home costs tax-payers only \$700 a year. That is certainly a big difference in cost; it is certainly a big difference in the results.

Welfare payments also have to be taken into consideration. Usually when a person is sentenced to a prison term, it is left to the tax-payer to provide for his wife and family. The home detention scheme allows a prisoner to hold his job, earn a wage and keep himself and his family. The Government expects that, if the scheme is successful, as many as 400—that is, 20 per cent of the present Queensland prison population—will be catered for.

I believe that the trend towards supervision of offenders in the community will continue. Over the past few years the number of offenders so supervised has exceeded the growth in the prison population. In 1981, only 31 per cent of offenders sentenced by a court were involved in community corrections. The remainder were kept in prison. By 1985 there was almost a complete reversal, with 66 per cent of offenders in community corrections and 34 per cent in prisons.

The general feeling in the community is that offenders should receive harsher penalties. In the past, sentencing alternatives such as probation have been regarded as a let-off and the community is demanding that offenders who are released into the community be supervised more closely. That is quite a reasonable demand.

Even though community-based corrections are less costly than institutional alternatives, they should never be viewed as a cheap way of managing offenders. Community corrections must be viewed as a positive sentencing option that considers the safety of the community to be of paramount importance. The Government is committed to a secure prisons system, but security must go hand in hand with rehabilitation. It is in the society's best interests that offenders are returned to society with positive attitudes and are ready to become useful citizens.

I emphasise the importance of rehabilitation. Many young prisoners who arrive on a prison farm state that they have no occupation. However, after they have been on the farm for a while and have worked with the animals or the crops, they discover the joy

of work. Their total attitude changes. After serving their sentence, they fit into the farm environment very well. In so many instances, prisoners can fit in very well in the rural community. Those prisoners are able to make a positive and very real contribution to the community.

*Time expired.*

### Nurse Education

Mr McELLIGOTT (Townsville) (12.30 p.m.): I address the very important matter of nurse education and its place in the Queensland health care system. In recent times nurse education has become a major issue because of pressure from within the nursing profession to transfer education from the hospitals into tertiary institutions.

It is argued that a college-based program is more properly attuned to providing training for nurses that will make them fit to take their place in a health care system that becomes more complex every day. The Federal Government has accepted that argument. In August 1984, the Commonwealth Government offered to provide a per capita grant of \$1,500 based on December 1983 prices. The offer was based on the assumption that the States would contract with colleges of advanced education for the provision of courses.

On 15 May 1985 the Commonwealth Government introduced the States Grants (Nurse Education Transfer Assistance) Bill, which spells out the conditions under which financial assistance will be given to the States. All of the States, except Queensland, are in various stages of reaching agreement with the Commonwealth. The Commonwealth Government has a program for transferring total nursing student numbers to colleges.

The States Grants (Nurse Education Transfer Assistance) Bill 1985 provides for student numbers to increase each year until a full complement of 18 000 is reached in 1993, when the transfer will be complete. The national program to 1987, in addition to places already funded through CTEC, was for—

1 000 places in 1985

2 700 places in 1986

5 000 places in 1987

The Commonwealth Government had made provision for 100 places for students in basic nursing courses in Queensland colleges of advanced education in 1986, but these were not taken up. A Commonwealth offer to fund 450 additional places in 1987 remains open. Obviously, if that offer is not accepted the money will be diverted to other States.

Honourable members have to ask just how seriously the Queensland Government supports the concept of college-based education. On 19 July 1983, the Premier announced that a college-based basic nursing program was to be phased in, as a gradual process over a number of years, to replace hospital courses. As the Queensland Government has given a clear indication that it will spend no money on college-based basic nursing courses, it is clearly giving token support only. The Queensland Government is alone in refusing to accept the Commonwealth offer. All other State Governments have agreed to participate in the Commonwealth program.

It is worth emphasising that the grant on offer from the Commonwealth would not reduce the amount of funds available to Queensland for nurse education. Nurse education is, of course, funded by the State Government from its health Budget. On the contrary, the Commonwealth has announced that it will not be deducting from the State health grants any of the funding that it provides for hospital-based education. The State is therefore expected to contribute to college-based nurse education out of the savings to the health Budget.

The Queensland Minister for Education (Mr Powell) has stated that the Commonwealth offer was unacceptable to the Queensland Government because full funding would require \$6,500 per student. What the Minister is saying is that, despite the fact that the State

has always been responsible for nurse education, it will not continue to accept that responsibility if that education is provided in colleges.

Why should basic nurse education move into colleges? It is important to prepare nurses to provide health care, rather than just illness care, in a range of environments. On the one hand, hospital-based courses have a narrow focus, because they concentrate on acute illness and sophisticated technology. On the other hand, college courses can utilise the atmosphere of a tertiary institution and can mount comprehensive courses that prepare nurses to practise in a variety of settings.

That is not to say that the practical aspects of education can be forgotten, and time spent in the wards would remain an important component of the college curriculum.

Another aspect of this argument is that with hospital-based courses student placements are planned primarily to meet service needs, and so correlation of theory with practice may be poor. In a college-based course there is more opportunity to obtain clinical placements which match learning needs.

There is no doubt that nurses are seeking a better educational preparation for the practice of nursing. The nurse is the principal provider of primary health care. It is the nurse who makes the primary decision to call in the doctor. Why should nurses be excluded from the education system in which all other health professionals are prepared? The question might be asked, "Isn't a hospital-based course more suitable for a practical profession such as nursing?" Doctors are not educated in hospitals, yet it has been found that they can obtain the practical or hands-on experience that they require.

In addition, the standards of a health service in which the students, as employees, are expected to provide a service for which they are not yet qualified has to be questionable. The intense pressure placed on student nurses by being exposed to situations for which they are untrained results in high percentages of drop-outs. Honourable members can well imagine the considerable trauma involved for a seventeen or eighteen-year-old student nurse seeing death for the first time. Unfortunately, there is little or no provision for counselling or personal support in such situations. Students are left to cope with their own emotions as best they can. It is not unusual in a country or provincial hospital to find a student nurse temporarily in charge of a ward. My very clear message to the Queensland Government is that it must start negotiating for the benefit of Queensland nurses. This Government seems to lack the negotiating skills or the fortitude to see negotiations through.

In recent days there have been gripes from the Government side of the House about Medicare funding to Queensland. The Minister for Health and Environment knows that he is handling the truth carelessly in regard to that matter but still he persists. Assuming that he is right, the Queensland Government had the opportunity to argue and negotiate when the Medicare agreement was being framed. If the Minister is correct, then the Queensland Government's negotiations failed miserably on that occasion. It had a further opportunity when the Commonwealth agreed to refer the matter to an independent arbiter—the Grants Commission. The Commission awarded Queensland a one-off special allocation of \$10m. If the Minister is right then the Government's negotiations failed again to convince the commission that any higher figure was appropriate. The Minister is wrong to criticise the Federal Government in regard to the funding of Queensland's health system. It is a question of Queensland National Party priorities.

Returning to my entreaty to Queensland to negotiate seriously for the transfer of nurse education, I will not now try to argue that the Commonwealth offer is appropriate, nor will I attempt to nominate a figure that I would regard as reasonable. In fact, comments from Labor colleagues in other States indicate that the offer would need to be increased. Both Victoria and South Australia are unhappy with the funding offer and have been prepared to document their reasons and to negotiate over the amount. Both States are proceeding with allocating additional nurse education places despite the absence of a final funding arrangement. Queensland should be prepared to do the same.

The Victorian Premier, in a letter to the Prime Minister despatched on 10 February 1986, pointed out that—

- “(a) Victoria, unlike other States, will be taking the full transfer period 1985-1993 to move all hospital places to colleges of advanced education;
- (b) Victoria agreed not to take its full share of places during the 1985-1987 period to allow other States with small numbers to transfer in a minimum period, thereby causing those States the least inconvenience and cost;
- (c) Victoria commenced its transfer in 1985 and would expect assistance for the period 1985-1987 and not just for the period 1986-1987;
- (d) Victoria will be commencing new courses in 1988-1990 and will require assistance in that period consistent with assistance being provided in the 1985-1987 period.”

The Victorian Premier went on to argue that Victoria needs additional support from the Commonwealth of \$1,000 per place in the 1985-87 period, and \$500 per place in the 1988-89 period over the base amount of \$1,500 per place. Mr Cain advised the Prime Minister that no additional funds would be required other than the base amount of \$1,500 per place for the remaining three years of the transfer period. Victoria agreed to provide \$10.8m for capital works at colleges of advanced education in 1985-86. In his letter the Premier advised that Victoria would require Commonwealth assistance in the capital works area.

I mention these figures today as a basis on which Queensland might commence its negotiations with the Commonwealth. I believe that the Commonwealth may have overestimated the savings to the States as a result of the movement of students out of the hospitals, especially in the early years. I would very much like to know, and so would nurse educators in Queensland, what submissions, if any, have been made to the Commonwealth and what responses have been received.

My information is that Queensland delegates to discussions with other States and the Commonwealth on the transfer have been informed that they are to attend as observers only and not to enter into any discussions that might lead to meaningful results.

As Health Minister after the next election, I want to be in a position in which I can move very quickly to effect the transfer of nurse education into colleges, otherwise a very real danger exists that Queensland nurses will be regarded as second class amongst Australian nurses and therefore their opportunities to improve their qualifications and their standing will be reduced.

*Time expired.*

#### **Deputy Premier's Statements, Member for Callide; Public Works, Duaringa Shire**

**Mr HARTWIG (Callide)** (12.40 p.m.): I refer to a recent visit to my electorate by the Deputy Premier during which he made derogatory statements about my performance in this Chamber and as a member of Parliament. When the Deputy Premier's record equals mine, he will have achieved something.

I do not sit in this Chamber as an Independent of my own choice. I was destined to become an Independent. Prior to my becoming an Independent, a vote was taken by a mob of hill-billies headed by Sir Robert Sparkes, that great farmer from Jandowae. The main complaint against me at that time related to a matter that Alan Metcalfe, very wrongly, rehased in his book. He suggested that I had tried to establish a new party and that I was guilty of that offence. Although I immediately laid \$1,000 on my desk, no-one has taken up the challenge to win that money by proving those allegations. The decision that was made was based on false evidence.

I have in my possession a letter from Sir Robert Sparkes in which he urged me to cross the floor and vote against the abortion Bill. That request is in writing. It is a criminal offence for anybody to try to influence a member in the course of his duties. That letter is now in the hands of my solicitor and barrister and will be dealt with in the courts at the appropriate time.

The judgment in the High Court case of *Horne v. Barber* (1920) 27 CLR, at page 50, states—

“When a man becomes a Member of Parliament, he undertakes high public duties. These duties are inseparable from the position: he cannot retain the honour and divest himself of the duties. One of the duties is that of watching on behalf of the general community the conduct of the Executive, of criticising, and, if necessary, of calling it to account in the constitutional way by censure from his place in Parliament—censure which, if sufficiently supported, means removal from office. That is the whole essence of responsible government, which is the keystone of our political system, and is the main constitutional safeguard the community possesses. The effective discharge of that duty is necessarily left to the Member’s conscience and the judgment of his electors, but the law will not sanction or support the creation of any position of a Member of Parliament where his own personal interest may lead him to act prejudicially to the public interest by weakening (to say the least) his senses of obligation of due watchfulness, criticism, and censure of the administration.”

As my performance in this Chamber has been denigrated by leaders of the Queensland Government, I wish to make a couple of important points. In 1983, the chairman of the Daringa shire said—

“Following advice received, we met with the Premier and discussed aspects of road funding with particular reference to the road leading north from Daringa to the Bruce Highway, North Marlborough.”

He went on to say—

“There is every indication that the Government would be amenable to this suggestion, and I am reasonably confident that funds would become available over a relatively short period of time both for bitumen sealing of the roadway and for the provision of a new bridge over the Mackenzie River.”

That was in 1983. The chairman concluded—

“Additionally in this instance we have the strong support of the Premier in our endeavours and I strongly commend the move to council.”

Subsequently, I received the following letter—

“Dear Sir,

I ask you to accept my word that I am a senior public servant who wishes to draw your attention to what is a scandalous situation in central Queensland, involving the Premier, Mr Joh Bjelke-Petersen, his son, Mr John Bjelke-Petersen, and the Daringa Shire.

As I am sure you are aware, there was considerable media interest in the revelation earlier this year, that the State Main Roads Department was using Federal/State Government funds to construct a multi-million dollar road/bridge over the Mackenzie River.

At the time of this controversy, both the Premier, Mr Bjelke-Petersen and the Main Roads Minister, Mr Hinze, denied any impropriety and claimed the work was not proceeding.

In my capacity as a senior departmental officer, I visited the Daringa Shire recently.

What I found in evidence in relation to the above-mentioned matter shocked me.

It is quite clear to anyone who makes an enquiry, that this road is, in fact, proceeding, and that approval was given recently that a \$3 million project would be constructed over the river in question.

My official duties revealed that there is much unhappiness in the Daringa Shire over this issue, and that the majority of Shire Councillors are convinced that the multi-million dollar project is a shocking abuse of public funds.

I was further informed that funding for this project has been drawn illegally from Main Roads revenue at the direction of the Premier.

As I am sure you are aware, gazettal of main roads is necessary over five years, and this project was gazetted in mid-term and without proper authority, both legally and otherwise.

It is also my understanding that the Premier threatened the Duaringa Shire with political recriminations if news of the construction of the road in question leaked out before the State election."

That was the election in 1983. The letter continued—

"The facts are that this road is now well and truly under construction, that approval has been given for a \$3 million bridge as part of the project, that the funding was provided illegally, and that on a needs basis, the main beneficiary will be Mr John Bjelke-Petersen."

**Mr FitzGerald:** Will you table that letter?

**Mr HARTWIG:** Yes, I will table the letter. In fact, I will provide the honourable member for Lockyer with two copies of the letter, if he wishes. The letter continued—

"I ask you to investigate this matter with urgency and to reveal the true facts in your responsibility.

I repeat that, as a senior public servant with no party political affiliations, I regard this situation as scandalous."

I will table that document.

**Mr FitzGerald:** Signed by whom?

**Mr HARTWIG:** The letter is not signed.

**Mr FitzGerald:** Is that the original or a copy?

**Mr HARTWIG:** The honourable member for Lockyer can question the authenticity or otherwise of the letter. The letter was sent to me.

In support of the claims made in that letter, I point out that on 10 June 1983 I received a letter from the office of the Minister for Local Government, Main Roads and Racing, which stated that the Commissioner of Main Roads had decided to send to the Livingstone Shire Council plans and specifications for 7.7 km of work on the Duaringa-Apis Creek secondary road. It is interesting to note that the letter of 10 June states—

"The Council will be given the opportunity of lodging an objection to this work and if no objection is received, action will be taken to obtain the necessary approval for it to be implemented."

On 23 August I received a similar letter that advocated the construction of 6.7 km of road in the same area north-west of Rockhampton.

**Mr Neal:** What do you think they ought to do—roll the bitumen up?

**Mr HARTWIG:** There is such a thing as priority of works in all areas of this State.

I claim that over \$10m of public funds has been spent in that area. An amount of \$4.02m was expended on the construction of a weir and over \$3m was expended on the construction of a bridge. The rate-payers in the Duaringa shire were summoned by a public servant to a meeting. However, in other parts of Queensland, and especially in areas such as Callide, people on committees such as irrigation committees have been requesting the construction of a major dam in that area. That dam is currently under construction and is almost completed. At least \$3m worth of roadworks is being undertaken as well. In the past, people living in that area had to travel by pack-horse to collect their mail.

At the present time there are no priorities on road construction within cooe of Rockhampton, on the Mount Morgan range and the Bouldercombe road. Queensland is

a huge State and the roads that I have mentioned carry thousands of vehicles each day. However, no work has been done on them for many years. The road through the Mount Morgan range is a disgrace.

If the State Government has millions of dollars to expend on road construction, priorities should rate highly and those roads that require immediate attention should receive top priority.

*Whereupon the honourable member laid on the table the document referred to.*

#### **Occupation Licences, Bribie Island; N. W. and L. C. Turnbull**

**Mr COMBEN (Windsor) (12.50 p.m.):** I rise to continue the sordid tale of National Party mateship and patronage to its friends, which I started last night in the Adjournment debate, a tale of the payment of \$5m or more to friends of the National Party for services rendered; \$5m worth of environmentally sensitive public land given away without reason other than National Party friendship.

Last night in this Chamber I raised questions about circumstances surrounding the determining of occupation licences 445 and 454 on Bribie Island. The leases and subject land are required by this prevaricating Government for national park purposes—the Bribie Island national park, which was promised more than a decade ago but never delivered.

**Mr Newton interjected.**

**Mr COMBEN:** The honourable member for Caboolture does not interject when I stop to take his interjection.

The unchallenged facts on this matter have been the subject of debate by both the Caboolture and the Landsborough Shire Councils, as well as being the basis for front-page stories.

**Mr Newton:** Is it true that the chairman's brother is a member of the Labor Party?

**Mr COMBEN:** It is on the public record. I do not think that a brother, through kinship, has any control over his political affiliations. My father-in-law is a member of the National Party. All of us have to carry disgraces.

Last night I made imputations against the honourable member for Caboolture. What are his interjections today? "His brother is a member of the Labor Party." That is the comment by the jovial but silent honourable member for Caboolture.

The unchallenged facts are that this matter has been the subject of debate by both the Caboolture and the Landsborough Shire Councils as well as being the basis for front-page stories in local newspapers circulating north of Brisbane. If the statements made in those places were wrong, they would have resulted in legal action, but the absence of refutation, demand for withdrawal or legal action is mute testimony to the truth of this sordid tale.

As I stated last night, neither I nor any other person denies that there have been family connections with occupation licences 454 and 445 and the Turnbull family stretching back almost a century, but such a lengthy connection does not present any type of kinship title, as preposterously proposed by Mr Newton, National Party member for Caboolture. The essence of an occupation licence under the Land Act is that it is a very low form of tenure that can be determined at will by the Minister, without compensation, although reasonable compensation is usually paid for improvements.

In this instance, because the Turnbull brothers are, according to local residents, well connected with the National Party, their occupation licences were not simply determined, with compensation being paid for the old tin sheds. Instead, the National Party Government has decided to determine for the national park only 4 790 ha of the licences whilst re-granting to the Turnbull brothers 210 ha as a special lease, which will be able to be freeholded on completion of improvements worth \$210,000.

**Mr Newton:** What's the difference?

**Mr COMBEN:** I note that the honourable member for Caboolture has just said, "What's the difference?" The honourable member does not care. He is the silent oncer from Caboolture.

At first glance, this may not seem a particularly good deal. As the honourable member for Caboolture said, the Turnbull brothers lose the use of 5 000 ha of land and receive in return a special lease over 210 ha, on which they have to spend \$210,000 in improvements. But the substantial benefit can be seen when it is realised that such prime real estate——

**Mr Newton:** It can never be subdivided. Get your facts right.

**Mr COMBEN:** I take the interjection. Why can it never be subdivided?

**Mr Newton:** I just told you.

**Mr COMBEN:** The honourable member is walking straight in and doing me a beautiful turn.

**Mr Palaszczuk:** That has been his longest speech.

**Mr COMBEN:** It has indeed been his longest speech.

That a substantial benefit has been bestowed can be appreciated when it is realised that such prime real estate is probably worth between \$5m and \$7m.

This grubby attempt to give such a massive benefit to friends of the National Party first came to light in the *Northern Times* newspaper of 15 May this year, in which it was reported that claims had been made that the Turnbull family would receive several million dollars worth of real estate as compensation, and embroil the Government in another Lindeman Island affair. How true that is! The front page of Mr Newton's local paper states——

"Mr Newton said there would be 'tremendous arguments' over the matter and expected it to be an election issue."

The Labor Party is raising it as an election issue.

In the same article the jovial, but generally silent, member for Caboolture even admitted that there would be "tremendous arguments" over the matter and he expected it to be an election issue. The Opposition gives notice that it will indeed be an election issue—as every corruption issue will be.

The issue raised such public concern that both Caboolture and Landsborough Shire Councils were seeking a meeting with the Premier and Treasurer over delays in the declaration of the Bribie Island national park. Councillor Barr, chairman of Caboolture Shire Council, stated——

**Mr Newton:** What has it to do with Councillor Barr?

**Mr COMBEN:** It has to do with Councillor Barr because the article includes a reference to him above a reference to the honourable member for Caboolture. If the honourable member does not wish to be quoted, I will not quote Councillor Barr; but the honourable member cannot deny the existence of the article. The issue has a great deal to do with Councillor Barr.

Councillor Barr stated that the land in question is "some of the choicest on Bribie Island". He also stated that the only improvement——

**Mr Newton:** It ought to be made an election issue.

**Mr COMBEN:** I am merely obliging the honourable member because he was quoted on the front page of the local newspaper in his electorate as saying that he expected it "to be an election issue". The honourable member obviously wants it to be, and I am

obliging him. This would be the first time that I have done a favour for the honourable member.

Councillor Barr stated—

“The only improvements carried out by the Turnbells was a clearing of a small amount of land, a horse paddock and small amount of roadworks.”

Councillor Barr went on to say that for that “tremendous” input to Bribie Island, the Turnbells think that they should be compensated with 210 ha of freehold title to choice land.

Of great significance is the request made by the Caboolture Shire Council to the Premier and Treasurer to discuss the matter. The request has been refused. The land that has been earmarked for national park purposes and conservatively valued at \$5m is being given to friends of the National Party for compensation, although no valid, moral or legal claim for compensation exists.

**Mr Newton:** The land is not for subdivision.

**Mr COMBEN:** Perhaps the honourable member knows something more about this. I would be prepared to accept his answer, but all he is saying is, “It is not for subdivision.”

**Mr Newton:** It is a family heirloom on Bribie Island and that is all that the issue is about.

**Mr COMBEN:** It is about land being freehold land—

**Mr Newton:** Members of the Turnbull family have owned the land on Bribie Island for 122 years.

**Mr COMBEN:** Yes, on the basis of occupation licences, which are the lowest form of title that can be availed of under the provisions of the Land Act.

I reiterate that this land is being given to friends of the National Party for compensation, although no valid, moral or legal claim for compensation exists. In such circumstances, why did the Premier and Treasurer refuse to discuss the matter with the council?

The actions of the honourable member for Caboolture (Mr Newton) in this matter need to be scrutinised also. The newspaper article published on 15 May quotes him as saying that the Turnbells deserve the special lease for managing the property for 120 years and pioneering the area. The article states that Mr Newton said he was “trying to get the Turnbells to agree to a special lease”—a gift of \$5m.

It is a strange system that provides substantial land grants for people 120 years after the area has been pioneered. I believed that such things had gone out in the 1830s, but obviously the thinking in the National Party is 150 years out of date.

Mr Newton stated—

“. . . the Turnbells could freehold the property only if they spent ‘a couple of hundred thousand dollars’ in improvements.”

As I said last night, “a couple of hundred thousand dollars” has to be considered in the context of potential benefit worth more than \$5m.

The honourable member for Caboolture has said things that are a matter of public record and remain uncontested and unchallenged. The honourable member now says that the newspaper article is not correct. Why did he not challenge the article? His silence screams, because he knows what is going on. When the matter is concluded, the honourable member will stand condemned.

This is a sordid land compensation scandal that reaches up to the Premier and Treasurer, who has refused to discuss the matter with the relevant local authority. Friends of the National Party will benefit by more than \$5m from a scheme that a National Party member of this House, Mr Bill Newton, has admitted he proposed. Prime Bribie

Island land that was proposed to be retained for national park purposes is being lost, and friends of the National Party will pocket the proceeds from the loss of that land.

**Mr WHARTON:** I rise to a point of order. I cannot understand the honourable member's reference to "friends of the National Party". The honourable member has accused friends of the National Party of receiving \$4m worth of land, and that is not true.

**Mr DEPUTY SPEAKER (Mr Row):** Order! I cannot see that any personal reflection has been cast upon the Minister, although the Minister has taken a valid point.

**Mr COMBEN:** Thank you, Mr Deputy Speaker. I will not make that reference again.

Private gain has again taken precedence, in a sinister, underhand and totally unjustifiable manner, over public good by the alienation of a public asset. National Party involvement and interest are obvious. The people of Queensland await answers with great interest.

**Mr HARTWIG:** Mr Deputy Speaker, I rise to a point of order. I have been told by the Government Whip that I will not be given an opportunity to speak in this Chamber again. I consider that to be a serious breach of privilege, and I take exception to it.

**Mr DEPUTY SPEAKER:** Order! I do not think any point of order has been made out by the honourable member for Callide.

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

## MINISTERIAL STATEMENT

### Queensland Day Committee; Allegations by Leader of the Opposition

**Hon. Sir JOH BJELKE-PETERSEN** (Barambah—Premier and Treasurer) (2.15 p.m.), by leave: Earlier today the Leader of the Opposition in a statement to this House attempted to imply that responsibility for certain actions relating to funds associated with the Queensland Day Committee should attach to my department and to me as Minister.

As Minister I have already advised the House that my department and, indeed, the Auditor-General could not be expected to audit funds that were unknown and unauthorised.

I am quite capable of speaking for and defending myself against the Leader of the Opposition's untrue allegations, but I deplore the implication in his statement that the department, and therefore public servants, should somehow share responsibility for the dishonesty and deceit that occurred in relation to the unauthorised expenditure of certain funds.

The simple fact is that the law was broken and the law has taken its course to bring the offender to justice.

The Auditor-General in his report rightly stated that transactions associated with the Queensland Day activities are, by law, required to be channelled through the books and accounts of the Premier's Department. The Auditor-General further stated that those transactions were subject to normal audit review in the context of the audit of the Premier's Department, the results of which were satisfactory in all respects.

I have already informed the House that Judith Callaghan, the former executive director of the Queensland Day Committee, without the approval of that committee, opened certain accounts that were not authorised, and, naturally, were not subject to audit. Judith Callaghan misappropriated funds credited to those bank accounts. Those funds were the property of the Queensland Government and she dishonestly applied them to her own use. She falsified minutes of meetings to hide her deceit. She pleaded guilty to that misappropriation, and has paid the price for her dishonesty.

I also draw to the attention of the House the comments of the trial judge in his summing-up of the case. He said—

“Finally, there is the crude attempt—indeed, I think a mean and despicable attempt—to smear by association the good name and high standing of respected, long-serving senior public servants. In fairness to these gentlemen, it should be said that I find that there is not a scintilla of evidence to associate them in any way whatever in the prisoner’s wrongdoing. Their good standing and high reputation remain untarnished.

The Committee members entrusted you with the task of informing them honestly and fully of the Committee’s affairs. You had the day to day management of those affairs. They acted in good faith in accepting your word on matters put to them by you. You were trusted. They had no reason to doubt your word. Although it is true the Committee members were there, amongst other reasons, in a watchdog role, unless they suspected something untoward, there was no reason to pry. They had a right to assume that you were honestly conducting the executive side of the committee’s affairs.”

When the investigations by the Auditor-General disclosed the existence of the unauthorised accounts, naturally departmental action was taken to secure control of the funds held in such accounts.

I regret very much the attempt by the Opposition Leader to again attach responsibility to the department, and I reiterate that the reputation and actions of officers of the department concerned with this matter are quite beyond reproach. It ill becomes the Leader of the Opposition to continually try to impute improper practices to them.

## IPSWICH TRADES HALL BILL

### Second Reading—Resumption of Debate

Debate resumed from 20 August (see p. 461) on Mr Glasson’s motion—

“That the Bill be now read a second time.”

Mr HAMILL (Ipswich) (2.19 p.m.): The Ipswich Trades Hall Bill facilitates the re-siting of the Ipswich Trades Hall as part of the major redevelopment of Ipswich’s central business district, which is currently under way.

The existing Trades Hall occupies parcels of land in Nicholas Street. Negotiations are now proceeding between the Ipswich Trades Hall and Labor Day Committee and the Kern Corporation concerning the future of the hall.

Those negotiations have focused on a proposal to construct a new Trades Hall at the corner of Bell and Union Streets in the central part of Ipswich. The legislation will permit that relocation to take place by an exchange of land. The Trades Hall will occupy land presently owned by the Kern Corporation, with a deed of grant in trust being given to the trustees of the Ipswich Trades Hall and Labour Day Committee. The land presently occupied by the Ipswich Trades Hall will then be surrendered to the Crown which, in turn, will grant the freehold title to the Kern Corporation. That is all provided for in this legislation.

Of course, all of that is dependent upon agreement being reached between the Kern Corporation and the Ipswich Trades Hall and Labour Day Committee. Nevertheless, I am aware of strong support for the proposal to relocate the Ipswich Trades Hall. I am confident that an agreement will be reached between the parties and that, upon the satisfaction of the conditions precedent as set out in the legislation, the exchange of land will take place.

Honourable members must realise that the matters that are the subject of this legislation are only one part of a much larger project. I refer of course, to the \$100m redevelopment proposal—perhaps I should call it a project because it is no longer merely a proposal—for the central city of Ipswich by the Kern Corporation. Over the years the

commercial growth of the central business district of Ipswich has been stunted, largely because of the proximity of Ipswich to Brisbane and the lack of an extensive hinterland for the city of Ipswich to service. I contrast that, for example, with the position prevailing in Toowoomba, which acts as a major service centre for the Darling Downs and areas further to the west.

In recent years the central business area has also lost trade to the suburban one-stop shopping centres. Combined with a lack of self-promotion by these traders in the central city area, that caused the commercial significance of the central city area to go into further decline. That decline became all too apparent with the loss in a fire last year of the old Cribb and Foote building, which was then the Reid's department store. The consequent loss of passing trade to small business was quite dramatic.

In this context the Kern project, which is the reason for the Bill coming before the House today, is most welcome. The project was announced in March 1985. Although there has been some community concern about the impact of the project upon the character of such an historic city as Ipswich, I am satisfied that the old and the new will be blended to the satisfaction of the Ipswich community.

The project has three stages. I am pleased to report that Stage 1 is well under way, with construction commenced on the site of the old North Star Hotel, which is to be occupied by a new McDonnell and East department store. One of the key facets of the development is that it will bring new retail names into Ipswich and enhance the character of the central business district.

The Reid site on the corner of Brisbane and Bell Streets, which has caused considerable community concern in the wake of the fire, will see construction commencing in early October. The plan is that Stages 1 and 3 of the redevelopment project will be completed in August 1987. I welcome the hundreds of construction jobs that this project will generate and the enormous potential for new jobs in retailing and other services which the redevelopment of the central business area heralds for the city of Ipswich. Of particular significance in respect to Nicholas Street, the location of the existing Trades Hall, is the development of a pedestrian mall by the Ipswich City Council simultaneous with the construction by Kern Corporation of Stages 1 and 3.

The key to any successful commercial retailing enterprise is establishing a special character for that enterprise. This redevelopment project, incorporating the mall, will achieve that for the central part of Ipswich. With the mall and the provision of off-street parking, the commercial activity in the central business district will be rejuvenated to the benefit of the community as a whole.

In addition to this legislative measure to facilitate the redevelopment of Nicholas Street, major work involving the Railway Department will ensue with the reconstruction of bridges in Nicholas Street, an underpass on Bremer Parade and the re-establishment of an Ellenborough Street bridge. The Commonwealth Government has provided \$1.75m for a transport interchange for the central business area.

I am pleased that the business community is also getting behind this project. The Central City Traders Association has regrouped and is now actively promoting its interests. I welcome that development and I support the endeavours of that association. Furthermore, the Ipswich Chamber of Commerce and Industry is also getting behind the dynamism that is evident today in the city of Ipswich.

I was pleased to participate in the Enterprise Ipswich promotion, which represents a united and community-wide approach to employment generation through the promotion of the industrial and commercial potential of Ipswich and the surrounding district.

I welcome the initiative of the Chamber of Commerce in putting its money where its mouth is and in promoting development for the city of Ipswich.

Although in recent years Ipswich has experienced difficulties in some of its traditional industries, with a consequent loss of employment, particularly in the coal-mining industry,

the economic base of the city is broadening. The city of Ipswich has many attributes that attract new industry.

The Bill will facilitate the further development of the retail and commercial heart of the city of Ipswich. Among the new enterprises that are moving to that area and acknowledge the potential of the city of Ipswich is the Kern Corporation. Its \$100m project is very significant. To date the Kern Corporation has purchased approximately \$30m worth of real estate in the central part of Ipswich. By its investment, the Kern Corporation has given a very public vote of confidence in the city of Ipswich. By putting that money up, the Kern Corporation now has about a hundred million reasons to ensure that it realises the enormous potential of that investment.

*Debate interrupted.*

## PRIVILEGE

### Right of Member for Callide to Speak

Mr NEAL (Balonne) (2.26 p.m.): I rise on a matter of privilege. Prior to the luncheon recess, the honourable member for Callide (Mr Hartwig), in taking a point of order, claimed that the Government Whip had told him that he would "never speak again in this House", or words to that effect.

As the Government Whip, I totally reject that claim. The honourable member for Callide is misrepresenting the facts. At no time did I say he would not speak again in the House. It is not my desire, right or intention to deny the honourable member for Callide his say in the House. That is the prerogative of the Chair.

The honourable member for Callide is seldom present in the Chamber. However, on the rare occasions when he is present, he expects to be put on the speaking lists after they have already been drawn up.

This morning, in the Matters of Public Interest debate, the honourable member for Callide took the place of a Government member. I merely informed him that in the future he could not expect that to happen.

## IPSWICH TRADES HALL BILL

### Second Reading—Resumption of Debate

Hon. Sir WILLIAM KNOX (Nundah) (2.27 p.m.): The Liberal Party supports the legislation.

The interesting aspect about the Bill, of course, is that not only is it about the redevelopment of a project in Ipswich, but also it will repeal the existing legislation. It will be substituted for the present legislation.

The legislation ought to be debated because it is of great significance. I understand that it revolves around these new developments in Ipswich. However, the opportunity has been taken—probably quite rightly—to re-design the Ipswich Trades Hall legislation, which used to be known as the Ipswich Trades and Labor Hall Land Perpetual Lease Acts 1925 to 1950. The Bill will repeal that legislation.

The Bill raises the very interesting subject of the privileged position that trade unions have in the community.

Mr Davis: There he goes; knocking the old worker again.

Sir WILLIAM KNOX: I am not knocking the worker. I may be knocking some of the people who are grinding the worker into the ground. I may be knocking some of the union bosses who take advantage of their position of privilege in the community to stand over some of their members.

Not so long ago, amendments regarding the redevelopment of land owned by the Trades and Labor Council in Brisbane were passed, and rightly so. It was within the

authority of this Parliament to do that. This Bill has been introduced because of history and because of the status of the Ipswich Trades Hall and its trustees.

**Mr Davis:** We are not going to miss you after the election, because you have turned out to be the greatest knocker of workers ever.

**Sir WILLIAM KNOX:** Is that right? Some years ago, when the honourable member for Brisbane Central was thrown out of this Chamber, with the help of the ACTU he set about putting little people out of business.

**Mr Davis:** I certainly made a good job for the workers.

**Sir WILLIAM KNOX:** The honourable member certainly made a good job. He almost destroyed the industry in this city.

**Mr Davis:** I reduced the price of petrol.

**Sir WILLIAM KNOX:** The honourable member for Brisbane Central reduced the price at the sacrifice of those employed in the industry and small businesses whose living depended on it.

The clauses of the Bill establish the new status of the trustees. In his speech, the Minister spoke of the trustees who will be the trustees of the Ipswich Trades Hall and Labour Day Committee. The trustee will be granted a deed of grant in trust in fee simple of the Bell Street lands under the aegis of the Land Act 1962-1986. The trustees will hold the land for use by the Ipswich Trades Hall, with the provision that land surplus to requirements may be leased. In other words, the Ipswich Trades Hall will be allowed to trade in the land that is surplus to its requirements. That is not an unusual provision. It is done with market trusts and Crown land that is used for community purposes. It is quite a normal provision.

I emphasise that trade unions in Australia enjoy freedoms that trade unions in many other countries of the world do not enjoy. I am not referring to oppressive or totalitarian countries. I am talking about democratic countries where trade unions have to stand on their own feet, like anybody else in the community, make commercial judgments and negotiate on the open market without the privilege and sanction of legislation by Parliament and the protection that Parliament gives to them.

I sometimes think that that protection is overlooked. It is only when legislation is presented that consideration is given as to where that privilege and sanction come from. They come from Parliament, which provides trade unions in this country with enormous privileges that few other public bodies in the community enjoy. It is worth while bringing that to the attention of the House, because those same trade unions have no hesitation in advocating breaking the law or disobeying the orders of industrial commissions and tribunals. The trade unions have no hesitation at all in doing that, while still enjoying the privileges that the Parliament gives them.

It is worth reminding honourable members of the special position the unions hold. Queensland has to live with its history and cannot ignore things that have happened in the past, when trades halls were given Crown land at peppercorn rentals. The land was virtually a gift to the unions, which could do as they liked with it; to raise money or engage in other activities. Presumably those activities were legitimate. I am not saying that they were not. The trade unions receive a great deal of protection that many other people in the community do not enjoy.

**Mr White:** Unlike the employer.

**Sir WILLIAM KNOX:** The employer organisations that the trade unions are contesting with do not enjoy the same privileges that this legislation gives to a group of trade unions which sponsors the Ipswich Trades Hall.

That is worth remembering. On occasions, when difficulties arise in our community, I would counsel the Government, when trade unions behave illegally—I am not referring

to legitimate activities—not to bring this type of legislation before the House. The trade unions should consider their position and the privileges that they enjoy with the authority of this Parliament, which other organisations with whom the trade unions deal do not enjoy.

I recognise that the trade union movement has a great deal to contribute. Most trade unions do. Many union-leaders are firm supporters of the law and ensure that their members' interests are looked after at every stage. Others do not take advantage of the umbrella of the protection offered.

I bring to the attention of honourable members that, although the emphasis has been on the development of the land, it should be kept in mind that this legislation repeals legislation that has been in existence since 1925. In its place is being put a new piece of legislation that protects the trustees and all those associated with the Trades and Labour Hall in Ipswich.

**Hon. W. H. GLASSON** (Gregory—Minister for Lands, Forestry, Mapping and Surveying) (2.35 p.m.), in reply: I thank the member for Ipswich (Mr Hamill) and the member for Nundah (Sir William Knox) for their contributions to the debate. The Government takes cognisance of the comments made by the member for Nundah about the changing of the law. The legislation could be termed enabling legislation.

The member for Ipswich more or less repeated my second-reading speech in which I outlined the background to the Government's legislation. I said that it enabled a redevelopment to take place in the city of Ipswich. Without this legislation it would have been impossible to proceed along the lines desired by Kern to amalgamate parcels of land and to consolidate its development in the heart of Ipswich involving the transfer of land from the Ipswich Trades Hall to another site.

The legislation is enabling legislation that should be supported by all honourable members.

Motion (Mr Glasson) agreed to.

#### **Committee**

Clauses 1 to 13, first and second schedules and preamble, as read, agreed to.

Bill reported, without amendment.

#### **Third Reading**

Bill, on motion of Mr Glasson, by leave, read a third time.

### **PORT OF BRISBANE AUTHORITY ACT AMENDMENT BILL**

#### **Second Reading—Resumption of Debate**

Debate resumed from 20 August (see p. 464) on Mr Tenni's motion—

“That the Bill be now read a second time.”

**Mr EATON** (Mourilyan) (2.39 p.m.): In assisting in the passage of this legislation, the Opposition agrees with the intent of the Bill and hopes that its intent is carried out successfully. In his second-reading speech the Minister said that in the last five years losses at Cairncross Dockyard have amounted to \$7m. Over the years, the Cairncross Graving Dockyard has experienced problems. That has been a matter of concern not only to the public of Queensland but also to the people in the shipping industry and to the unions involved in maintaining a continuity of work for their members.

Honourable members may recall the problems that were experienced by Evans Deakin several years ago. I believe that at one stage the problems reached a crisis point. Evans Deakin was well known throughout Australia. As have many businesses over the years, Evans Deakin went through a downturn caused by various factors such as industrial problems, contractual problems and the many other problems that go hand-in-hand with

running a business. However, through negotiation and a little bit of initiative, Evans Deakin proved that such problems can be overcome.

I feel that in the past the Government, if it had shown initiative, could have avoided many of the problems that have occurred in relation to the Cairncross Dockyard.

In his second-reading speech the Minister stated that the Government has known for quite some time how those millions were lost. I believe that it was approximately three or four years ago that retrenchment problems occurred at the Cairncross Dockyard. On that occasion, Opposition members went to the Cairncross Dockyard to speak with management and the people involved in an endeavour to overcome the problems. In fact, if I remember correctly, the then Leader of the Opposition (Keith Wright) flew to Canberra in an attempt to obtain a Federal Government contract.

I believe the Federal Government has let the shipping industry down in regard to providing contracts. Many Australian National Line ships trade up and down the Queensland coast. To use the Minister's own words, Queensland has the largest dockyard in the southern hemisphere.

**Mr FitzGerald:** That is private.

**Mr EATON:** That is correct. It is a private dockyard. I believe I can safely say that that dockyard is probably one of the best equipped in the southern hemisphere for carrying out repairs. Not only are there the necessary facilities and equipment required to operate a dockyard economically and successfully and to provide continuity of work and contracts——

**Mr FitzGerald:** Where was the problem?

**Mr EATON:** That is what I am trying to ascertain. The Government must take the blame because over the years it has been part and parcel of creating strife within the union movement. In the past it was convenient for the Government of the day to have unions go on strike so that the Labor Party could then be aligned with the unions. The Government did not try to alleviate or overcome the problems that arose.

As I mentioned previously, many years ago Evans Deakin suffered the very same problem in obtaining contracts. It was going to close down and pay off its employees.

**Mr Ahern:** They did. They went out of business in ship-building. This is the funniest story I have heard this week.

**Mr EATON:** Yes, but that goes to show that the people employed by Evans Deakin have been able to obtain employment with other firms. The experience that those employees have gained has come to the fore; in fact, some of the former employees of Evans Deakin are currently negotiating with the Government on the proposal contained in the Bill.

In the past the Government has shown a lack of initiative because it did not want to overcome those problems. It was politically expedient for it to have somewhere to hang its hat. In that way the Government could align the unions with the Labor Party. In fact, on occasions the Government deliberately stirred up the unions.

I hope that the proposal will be successful because the employers and employees want to see continuity of work, which in turn builds continuity and stability within the community.

In his second-reading speech the Minister acknowledged that the other States are all taking action to create business for their work-forces, particularly in the dockyards. Other State Governments are subsidising interest——

**Mr FitzGerald:** They are subsidising it?

**Mr EATON:** That is correct. The State Government has done nothing to assist the shipping industry. When I say that, I mean that the Government has lent the port authority \$10m at high interest rates, even though there has been a fall-off in trade and

business. The Minister acknowledges that, with the advent of technology, ships do not need servicing as often as they did in the past. The periods between services, repaints and general maintenance are longer. However, the Government has done nothing more than lend \$10m to the port authority to upgrade the Cairncross Dockyard. I believe that that payment was made in 1976. At the present time private facilities exist at the Cairncross Dockyard that will bring business to Queensland.

Queensland has a very long coastline, which is serviced by many overseas and local ships. However, shipping maintenance and repair work has been lost to Queensland and is now carried out interstate. The shipping companies say that they are worried about the time that the ships will spend in dock. That time will be lost by their travelling to the southern States.

**Mr FitzGerald:** But they are down there. Ships are not based in one port.

**Mr EATON:** No.

The Queensland Government provides no incentive for the ships to be repaired in this State. If ships that ply the coastal trade and the international trade and are regular visitors to Brisbane had the incentive, they could quite easily arrange for the maintenance and repair work to be carried out in Queensland. That is the point I am making. No incentive is given by this Government for ships to come to Queensland to have the work done.

**Mr Ahern:** Why should the tax-payer be subsidising the cleaning of ships?

**Mr EATON:** The Government is subsidising other areas today. The Government lent \$100,000 at 1 per cent to a man to set up a furnace to burn rubbish, and the honourable member for Lytton (Mr Burns) found it lying in a paddock. Anyone can make money if it is obtained at 1 per cent. I agree that the Government has helped industry round the State and given incentives. I could mention instances when the Minister for Industry, Small Business and Technology (Mr Ahern) has arranged help for people in business.

The criticism that I have of the Government is that it helps some people but not others. The Bill refers to an industry that has the best private facility in the southern hemisphere, yet until recently the Government had made no effort to try to upgrade it. The Government gives encouragement and incentives to outsiders to come to Queensland, but other States are giving similar incentives.

**Mr Ahern:** It is an impossible industrial approach.

**Mr EATON:** The Government has done very little to assist industry. At the back of its mind it has the thought that it can blame industrial trouble on the Labor Party. That has been advantageous to the Government on occasions. Honourable members only have to listen to the speeches in this House by the Premier about socialists and unions. Every second statement that he makes relates either to the Federal Canberra socialists or the unions dictating to the Labor Party. Honourable members should listen in future to the speeches made by the Premier and the Ministers in this House to ascertain whether or not I am right. I guarantee that every statement made by a Minister or the Premier in the House, as recorded in *Hansard*, tries to tie the Labor Party in with the unions. They do not pick out the unions with good records. They pick out only a few isolated cases and tie them to the Labor Party and use the term "those dreaded socialists in Canberra".

**Mr Veivers:** He is not saying much about the leave loading at the moment, is he?

**Mr EATON:** That is right.

Governments are elected to overcome problems. The Queensland Government has the power and everything else on its side, except initiative and common sense. They are the two things that are lacking.

**Mr FitzGerald:** What is the legislation here for?

**Mr EATON:** That is the point I am trying to make. This is a golden opportunity for the Government. The Opposition believes that there is a place in society for both private enterprise and socialism.

The Opposition agrees with the intent of the Bill; but, because of the Government's track record, the Opposition has a little bit of a doubt in the back of its mind. In the past, although the intent of a Bill has been commendable, the interpretation put on it and the regulations put into effect after the Bill has been enacted have left a lot to be desired.

The Opposition hopes that the legislation does work, because it could bring stability to the industry. In his second-reading speech, the Minister mentioned the rough ride that the employers and employees have had over the years. Queensland has lost the business people to interstate. The Government has to show initiative and give incentive to business. That will bring business into the State.

Some of the biggest ships in Australia, including the Fairstar and the Fairsky, have docked in the Cairncross dock, but there is no incentive for them to come back. They know that, if they go to facilities down the coast where private industry is subsidised by the Government, they have their work done there more cheaply. On the other hand, the Queensland Government lent the dock \$10m and charged a high interest rate. Because of the resultant lack of work, the debt cannot be serviced.

**Mr Davis:** Wouldn't the devaluation of the Australian dollar make the industry more competitive?

**Mr EATON:** That is correct. The Government should publicise the fall in the Australian dollar, but it does not want to use it to advantage and bring business into Queensland. It wants to use it only to knock the Federal Government. That is the main thing that I wish to comment on.

**Mr Tenni:** I never did that.

**Mr EATON:** The Minister is pretty lucky that he is relatively new to the job. Many of the faults that occurred in the past cannot be blamed on him, and I certainly wish him luck in the administration of this portfolio. For him to do the job as the Opposition would like it done—indeed, as the Minister would like to be able to do it—he will need all his initiative, administrative ability and common sense so that effective negotiations can take place.

Although the Australian Labor Party may be termed a socialist political party, its members believe in democratic socialism. I believe that there is scope for private enterprise and socialism to work together. There are examples in industry throughout the State and the nation of private enterprise and socialism working together, and I instance the sugar industry. The problems that beset the sugar industry at the moment have been highlighted in the media, and people involved in that industry have been working together to overcome those problems. In the past, private enterprise and socialism have been able to work together very well. The Opposition hopes that the amending legislation will be passed in the form in which it has been presented by the Minister.

As I mentioned earlier, the dockyard can carry out refits and repairs. It has all the necessary equipment and facilities to be used by subcontractors. The Minister may wish to address some remarks in his reply to the matter of negotiations of contract. I understand that the contract will be between the dockyard and the companies that wish to have work carried out.

**Mr FitzGerald:** You are not talking about painters and dockers' contracts, are you?

**Mr EATON:** I want to find out from the Minister whether the employees will all be sacked, as occurred in the industrial dispute involving the South East Queensland Electricity Board. I note that the contracts will be negotiated between the Trades and Labor Council and the company that requires the work to be done.

**Mr Tenni:** It is up to the unions in the future. What the Government is saying is that it will hold their jobs for them.

**Mr EATON:** The Opposition accepts that view. I think the Minister will find that that approach will work because no member of a trade union I know of wants to lose his job. It must also be remembered that Australia is undergoing a period of economic hardship.

**Mr De Lacy** interjected.

**Mr Tenni:** Unlike members of the Opposition, the Queensland Government does not tell lies. I will try to explain what the issue is all about. Management is all about trying to maintain the jobs for union members. If union members misbehave at some time in the future, they must realise that the matter is in their own hands. We are not trying to close down the dockyard and sack the employees.

**Mr EATON:** The foregoing exchange provides me with the opportunity of saying to the Minister that negotiation involves give and take, and the provision of incentives. I am sure that the Minister and the Government can bring common sense to the negotiations, and provide incentive to overcome the problems that arise in negotiations with unions and the difficulties concerning partnership arrangements, so that a binding and beneficial agreement can be reached for the good of trade-unionists, employers and the people of Queensland.

**Mr FITZGERALD (Lockyer) (2.52 p.m.):** I rise to join in the debate on the Port of Brisbane Authority Act Amendment Bill. Although the Opposition spokesman expressed support for the legislation, I believe that much of his argument was unmitigated hog-wash. He tried to blame the Queensland Government for problems that have arisen in the operations of the Cairncross Graving Dockyard.

I must offer some criticism of the Government by saying that action should have been taken earlier. I do not believe that the Port of Brisbane Authority should have continued to sustain losses of the magnitude that occurred over the last five years, to the extent of \$7m. Although the loss has not been borne by the Queensland tax-payer, the loss has had a detrimental effect on every person who engages in transactions with the Port of Brisbane Authority. The loss has been made up by an increase in levies.

As one who is interested in the welfare of people who use the port of Brisbane facility, I would like to see a continued reduction in port charges. Basically, it is not in the interests of the Government to burden users of the port with charges. My comments may offend honourable members on both sides of the House, but I must point out that some people who use the port do not care whether or not the largest dockyard in the southern hemisphere is located in Brisbane. They want to see costs reduced and losses of the order of \$7m over a five-year period completely eliminated.

This legislation should be the last chance given by the Government to the dockyard to maintain viable operations. Unless arrangements can be made between the Port of Brisbane Authority and private enterprise contractors to ensure the financial success of the dockyard's operations, the dockyard should be closed down—provided that the transportation of goods by ship continues in Queensland, and provided that shipping can still enter and leave ports in Queensland. I do not believe that the negotiations that will be necessary will put shipping at risk.

The member for Mourilyan claimed that ships have to go from Brisbane to the southern dockyards to be serviced. Surely the fact is that, en route, ships arrange to have their work done if it is not of an urgent nature, and when they are in the southern ports they get the work done.

I criticise the Governments in the south that are heavily subsidising their dockyards. I believe that Queensland should not subsidise its dockyard.

**Mr Tenni:** There are actually a lot of ship-owners who will come back here if they can get their ship in and out in the time allocated.

**Mr FITZGERALD:** I share the Minister's point of view. Actually, it all comes back to performance. In the past, sadly, Queensland's performance record has been very, very poor.

I am not going to bucket the trade union movement at length and refer to some of the work practices that existed in Queensland. This legislation will enable those agreements to be null and void, and a renegotiation will take place between the new organisation that may be set up under this Bill, the trade union movement and the workers. Some of the work practices that have been occurring at the Cairncross Graving Dockyard are scandalous—absolutely scandalous. Stand-over tactics have been used. I understand that at times, because of some of the tactics that have been adopted, police officers are flat out being game enough to walk into that area. I will not reveal some of the other scurrilous and scandalous things that have happened in the yard.

For various reasons, Queensland is not competitive. Over the years the tonnage going through that graving dockyard has dropped off. Do the members of the Opposition know why it has dropped off? It has done so not because the quality of the paint has improved and the ships are now serviced every three years instead of annually—with the new ships it may even be every five years—but because ships are unable to go into and out of the dock as a result of the number of strikes by the dock employees—the mates of the members of the Opposition.

I have not linked the Labor Party to the trade union movement; the Labor Party's spokesman in this debate did that. He linked the Labor Party with the trade union movement. He and his colleagues have been largely responsible for many of the strikes. Over the last two years there have not been as many strikes at the dockyard. Do Opposition members know why? Hardly any ships have been there. The number of ships coming into that dock decreased. The ship-owners decided they would not bring their ships back to that dock again.

The seaports of this nation are the heart of the economy. The port of Brisbane is the heart of Queensland's economy. It supplies the arteries, it supplies Queensland's life-blood. The whole of the economy suffers if there are any problems on the waterfront.

People who are exporting commodities out of the Lockyer Valley have had problems in the past. Indeed, the member for Gympie (Mr Stephan) referred to this topic last night when he said that large quantities of Chinese cabbage and other vegetables that were destined for Singapore have been held up in ports and were spoilt while they remained on the wharf because of waterside problems.

That type of situation cannot continue and it should not be allowed to continue in Queensland. I do not care whether it is the New Right or the "old Right" that advocates the abolition of irresponsible trade-unionism in this country, I will support that organisation. I acknowledge that some trade unions realise that their future is tied up with this State's economy. Opposition members have no chance of running away from that fact.

The port of Brisbane has had a fairly spectacular growth over the last few years. I suppose the same thing has happened to ports throughout the world, especially with the containerisation that has come into ports. I am rather disappointed that the cost of handling containers has not decreased.

Two years ago in this House, when speaking about containerisation, I said that at that stage it was true that very few ships handling container cargoes got into Brisbane without having a strike of some description pulled on them. It was regrettable. That may have gone on for only a very short time. I listed the number of strikes that occurred and those unions that were responsible for them. It galls me no end, and it galls the people in my area no end, that something is locked up on the waterfront and it cannot be got off. Although the agreements do not come under the Minister's direct responsibility, they are impinging upon this legislation. The people of Australia have to realise that irresponsible action by those unions is not what is needed for the benefit of this country. Therefore, I support this legislation.

I believe that the legislation before the House is the last stand that the Port of Brisbane Authority can take to make a viable commercial operation out of the Cairncross Graving Dockyard. If it fails, the whole place should be sold off. If anyone wants to operate it and can do so on a commercial basis, that is well and good. I do not think its demise will be any loss. If the unions continue on in the way in which they have been, the dockyard will fade into insignificance. A loss of \$7m to the users of the port of Brisbane is something I do not welcome. I would like to see the end of that sort of loss. The legislation before the House makes that possible.

**Mr INNES (Sherwood) (3 p.m.):** I rise also to give pessimistic support for the legislation. The track record of the operation of the dry dock, the track record of the operation of the waterfront and the track record of the operation of maritime unions in this country give absolutely little or no optimism that even this change will be of any benefit in returning some level of proper commercial viability to this enterprise.

The Federal Minister for Trade (Mr Dawkins) recently accused business of being traitors to this nation.

**Opposition Members:** Hear, hear!

**Mr INNES:** Yes, I thought I would hear such a chorus.

No group in this country has been more traitorous to the interests of this nation—an export—commodity dependent nation—than the maritime, waterfront and port unions of this nation.

**Opposition Members interjected.**

**Mr INNES:** I will give Mr Dawkins a bit of his own back. The very person who accused business of being traitorous is himself a quisling—a quisling who operates with those forces that have destroyed the maritime power and position of this nation.

In this trading year, among the balance of payments problems that Australia faces are what are called invisibles, which are the sorts of money expatriated for things like insurance. Invisibles are the sorts of things paid to overseas companies for shipping our goods overseas.

**Sir William Knox:** Isn't it difficult to insure vessels coming to Australia now?

**Mr INNES:** It is difficult to insure vessels coming to Australia.

Payments to foreign shipping companies to take our commodities overseas are \$2.25 billion. Australia will continue to be a ship-based, export-dependent country. Everything depends upon our sea lanes. Everything depends upon the utilisation of our ports. This nation has shipping companies struggling to introduce every form of technology and every form of handling that will minimise labour and minimise the cost of shipping from Australia. This country is ideally and uniquely positioned. It is an island nation producing enormous amounts of bulk raw commodities which it sends to all parts of the world. It is a country that pioneered the chilled meat trade at the beginning of this century. However, a country that is ideally situated to build ships, to man ships, to own ships and to operate ships to every corner of the globe has no shipping industry, almost no ship-building industry left and ports with twice, three-times, four-times, five-times, six-times and ten-times the cost of handling commodities of other ports in the world. Ports in the United Kingdom can handle scrap for a third of the cost of Australian ports. Ports in the United States of America can handle it for a fifth of the cost.

The record of the maritime and wharf unions of this country has been nothing short of traitorous to the national interest. One honourable member said that the unions will protect the jobs of their men. The unions have been on a one-way track. I will welcome the contribution of the honourable member for Bulimba (Mr McLean) who can give the House some insight into what form of tunnel vision operates on the wharves.

**Mr Davis:** He is not a barrister like you, that is for sure.

**Mr INNES:** At least I am used to looking at the whole case, not part of the case—certainly not a micron of the case.

The reality is the wharves have been a hotbed of restrictive practices. I will consider the Brisbane container port. One would have thought that the various wharf unions would have welcomed the building of a brand new port in Brisbane, would have welcomed the building of brand new container facilities and would have supported the expansion of container handling facilities. Of course, formally they will say, "Yes, we do." What is the reality of the benefit of the container-handling facilities to the people of south-east Queensland, northern New South Wales and Queensland generally?

Approximately 60 to 70 per cent—no doubt the honourable member for Bulimba (Mr McLean) will be able to provide a more accurate picture—of the containers that come into southern Queensland come by rail from Sydney. Why is that?

This State is rarely serviced by an international shipping company. Last year ANL almost went out of business. That company had to struggle because its loss of business was even too much for the last remaining handful of overpaid merchant seamen to cope with.

The reason why the majority of containers are railed from Sydney to Brisbane is because no shipping company is prepared to play Russian roulette twice. If a ship enters an Australian port, it is playing Russian roulette. A ship-owner never knows when there will be a bodgie inspection or the imposition of phony safety or working standards. He never knows when there will be a lightning strike or a rolling strike, when a ship will be held up for one day, two days or a week. Enormous demurrage costs will be incurred and the ship's journey rescheduled in order to pick up consequential cargoes around the world.

**Mr Davis** interjected.

**Mr INNES:** The honourable member for Brisbane Central knows what a rolling strike is. The wharfies go on strike on Monday, all the other unionists turn up and get paid because they have presented themselves for work. The next day the foreman of the stevedores takes over, the next day the tally clerks, the next day the ETU. On Friday, all of them turn up for work. That has happened in Brisbane on a couple of occasions this year and last year. On Friday all of them turn up and they are all paid for four days' work even though they have only worked for one day. Then, of course, because demurrage is so enormously costly, on Saturday and Sunday the ship-owner has to employ those men at double time, triple time, quadruple time and any other form of time one can think of. The net result is no loss of wages and a three-day working week.

The wharf is the home of the rolling strike. Somebody produces a new piece of equipment to facilitate handling, to take the stress and strain out of the traditional back-breaking job that working on the wharf is supposed to be, and what happens? No men are taken off. They stand and watch. The union man and the first-aid man have to stand and watch.

I turn to the live cattle trade. One would have thought that it would have been a boon to the wharfies round Australia. Some wharfies in small, isolated areas have come to terms with the exporters. In other areas the wharfies have been threatened by the farmers, as they were in South Australia, to do their job or get off the wharf.

Bastardry—and I use that word advisedly—breeds in other people outrage and anger and the sort of reactions that have justifiably been seen from primary producers and others right round Australia.

The people who bring the cattle to the wharf have got to hand them over to the wharfies. They are quite prepared to help load the cattle. However, they cannot touch them, unless something goes wrong and one of the steers runs amok. Then the wharfies call for the stockmen to get them out of a dangerous situation.

These are restrictive, crazy, stupid work practices. It has nothing to do with the good of the nation. It has nothing to do with benefiting the whole chain of workers that leads to the development of a new export industry. It is just the blind, stupid protection of a handful of jobs.

The unions could not give a damn about the work-force of Queensland or of Australia. All the unions want to do is to maintain peak conditions by holding a knife at the throat of an export dependent nation. That is what is happening.

**Mr Hamill:** Do restrictive trade practices operate in relation to the legal profession?

**Mr INNES:** Restrictive trade practices abound on the waterfront. There is no compulsory work at the Bar; there is no compulsory work as a solicitor. That is a false analogy. It is something that academics such as the honourable member for Ipswich—who have never done a day's work in their lives—would not understand.

The reality is that the logic is on my side. The Dawkinses of this world, supported by the ACTU, have presided over an industrial system that has wrecked industries in this nation, that has driven ship-owners out of Australia to overseas ports, and that has made the wharves in Australia a nightmare for international operators. It has stopped the development of new industries and has put them out of business. The same thing happened in the United Kingdom on Tyneside and Clydeside, where, through the inherited stupidity of the same crazy British union system, the complete loss of entire industries has occurred.

Why would people risk building a ship in Australia? Why would people risk repairing a ship in Australia? They could not be certain of getting the ship in and out on the specified day. If a 5 000 tonne ship is brought in, the same number of men have to be employed as on a 40 000 tonne ship. There is no flexibility. The shipwrights union and the other unions that have members at the dry dock demand the right to say who will work on what day and on what job. The employer has nothing to do with it. The deliberate preservation of a casual labour system gives the union absolute control and total domination of the work-force. The unions state, "You are beholden to us as to whether you get a day's work, a week's work or tomorrow's work. Therefore you have to come to the union and give the union more power. The power involves not only the right to allocate to you your day's or weeks' job, but also the right to be called out for as long as we think fit." Historically, those unions have been dominated by people who are wedded, not to modern democratic socialist views, but to communist views. The record of the maritime unions and the waterside unions is one of domination by those who espouse communist philosophies and who are dedicated to the destruction of capitalism, the bourgeoisie and the middle class.

**Mr Comben:** Come on!

**Mr INNES:** Yes, we hear it, "Come on!" The honourable member for Windsor finds it embarrassing. I find it absolutely disgusting when every second day Mr Halfpenny is permitted to parade his views to the people of Australia. He might knock off John Button, who happens to be one of the most sane members of the Labor Party. Mr Halfpenny is a tool of the socialist Left; a man who conveniently rejected his communism for promotion within the Labor movement, but still is wedded essentially to the same philosophy. That makes it very easy for him, as a union leader, to wreck Australian business and to paralyse the ports and industries in Australia. That is what he believes in. He does not believe in the system; he believes the system has to be wrecked. He wants to create a socialist paradise.

The waterfront unions, shipwrights, ship-building industry and maritime unions are bedevilled. Examples of union stupidity are constantly to be seen. Eighteen months or two years ago, the Tasmanians needed a new ferry brought from Hamburg. A group of traitorous, half-baked, so-called Australian stewards held that ship in port for five, six or seven weeks because of a \$400-a-day claim, or some similarly outrageous, totally stupid condition of labour that everyone in Australia would have said was insane. The

stewards have the power because ships are very controllable. If one throws a hawser on to a wharf, but no-one is allowed to touch it, to load or unload the ship or to pump fuel on to it, what happens? It is possible for the unions to bring totally to a halt somebody else's mobile liability—a multimillion dollar investment, with an earning capacity that depends on the world-wide organisation of a schedule involving a sequence of delivery and pick-up.

This legislation is the tombstone of the Labor movement. This is the reason why the New Right is in existence. The New Right is not opposing the socialist Left; it is opposing the "old wrong". The opposite of New Right is "old wrong"—all the wrongs that Australia has inherited through an insane industrial relations system and insane, myopic, blind, bigotted unions that do not have the national interest at heart. All that the unions want to do is make sure that the union bosses maintain absolute control in their area in order to demand outrageous concessions from other people, irrespective of the consequences on the rest of the work-force and the rest of industry in Australia.

**Mr Hamill:** Are you a small "l" Liberal?

**Mr INNES:** I am a Liberal. I believe in free enterprise and incentive.

The member for Mourilyan (Mr Eaton) referred to incentive. Incentive is encouragement to work and to be active. Why do the waterfront unions have such a bad record? Why do ships not use the dry dock in Brisbane?

**Mr Eaton:** This Government has not given them the opportunity.

**Mr INNES:** Rubbish! That is absolute nonsense.

If it was not unparliamentary, one could say that the honourable member's statement was totally untruthful. Because ship-owners are not prepared to run the risk of dealing with a work-force that might not allow their ships out of the dock the following week, the week after that or in two months' time, the dry dock in Brisbane is not used.

The law is being changed to bring some responsibility back into the work-force so that, when a contract is made to repair or maintain a ship, it is likely to be honoured. Because there is no guarantee that a contract will be honoured, ship-owners do not use the dry docks in Brisbane. Such is the total union control that, if the union says that the ship will not be released, it will not leave the dock. No-one is prepared to run that risk any longer.

I will provide another illustration of how up to date the insanity and the treachery of the waterfront unions really is. A matter was brought to my attention by a boiler-maker whom I know. Some Opposition members might not understand what I am talking about because for too long they have been away from their tools and have spent too long in cushy jobs with the unions. Since the fall-off in the number of coal projects being developed in Queensland, the metal fabrication industry in Australia, and particularly in Queensland, is experiencing a rough period. A metal fabrication shop in Australia is lucky to be in active business. A boiler-maker is lucky if he is still working on a job.

Recently, somebody obtained an export order to send steel to the Solomon Islands for the building of a new shopping and office centre. One ship was sailing to the Solomon Islands and it was necessary to meet a deadline. The workers in the metal fabrication shop worked seven days a week as well as overtime to meet that deadline. The employees were told that, if they had the export order ready on time, they would be given a bonus of something extra as well as the benefit of keeping their jobs. The employees were able to fulfil the contract. The night before the ship was due to arrive, the work was finished, stored in the workshop in Brisbane and ready to be delivered to the wharf and onto the ship. However, the ship sailed past the port of Brisbane because it had been held up by industrial disputation in the port of Melbourne or the port of Adelaide. For the following month, the fabrication took up space in the metal workshop and stopped work being done on other projects. It was not even clear that during the following month a ship

would be able to call into the port of Brisbane to load the export order. Who in the Solomon Islands will place an order in Brisbane again?

Another friend of mine obtained a brand-new export order of meat from the ports of Brisbane, Sydney and Melbourne.

**Mr Yewdale:** Two friends?

**Mr INNES:** That is an example of the ethos that goes on in the unions. The little person is denigrated. I suppose that the honourable member will soon begin to use the word "scab". That is the fine, rational reaction that one receives from the organised unions!

The company to which I have referred obtained the first export order for dressed meat. It even made sure that meatworks in Australia benefited from some of the action. It did not involve live cattle. It was the first export order of meat ever to Mexico. Traditionally, Mexico bought its meat from the United States of America, Canada or elsewhere. The company was required to deliver meat of certain quality out of Brisbane, Sydney and Adelaide. Of course, an Australian ship could not carry the cargo; the ship had to be based in the United States or Mexico. What happened? When the ship sailed into the port of Brisbane to pick up the first shipment of meat, the port of Brisbane was completely closed by strikes.

**Mr Yewdale:** What was the strike about?

**Mr INNES:** Some stupid, trivial matter.

**Mr Yewdale:** What was it? Tell us about it.

**Mr INNES:** It was a consequence of the ETU strikes. It was a sympathy strike.

The ship was then redirected to Sydney. All the meat to be placed on board had to be taken from Brisbane to Sydney and was containerised there. Even in Sydney the meat would have been under threat had it not been for the actions of one of the Federal Labor Ministers. He was embarrassed by the revelation that a brand-new Australian export market was totally at risk because of the stupidity of the unions involved. That Minister pulled some strings through the union network and ensured that the Queensland and New South Wales meat was loaded in Sydney.

I cannot recall whether the shipping company involved came from the United States or Mexico. However, that shipping company never put in a request to return to Australia. It never played Russian roulette with the ports of Australia again.

**Mr Campbell:** It is easy to knock the worker.

**Mr INNES:** Nobody objects to the worker. The people who control the workers are the ones who say, "Without a union ticket you get nothing, and you get a union ticket from us. You do not work if we say you do not work. You only work when we tell you to work, and you work how we tell you to work."

The Liberal Party is not against the worker. It is against the crazy, insidious, arrogant, stupid and destructive power—work-restricting power—of those people who control the workers of Australia and who, through the control of union tickets, are able to impose that craziness upon the nation.

The Liberal Party supports the proposed legislation but, frankly, it does not believe that it will be successful. There is nothing written in the history of ship-building or ship-repairing in Brisbane that would create optimism within the Liberal Party that the past problems will not recur. In particular, I refer to the sad and sorry loss by the dock of approximately \$7m.

The Liberal Party does not envisage any change in the union movement. I hope that the stupidity of the total loss of any position of power, or any position of work at all, might bring somebody to his senses.

**Mr De Lacy:** Do you think sanctimonious lecturing will solve the problem, or do you have a solution to it?

**Mr INNES:** The solution is easy.

**Mr De Lacy:** The New Right?

**Mr INNES:** Yes, the solution is much of what the New Right is all about. The solution is the removal of insane union power and control; the return to the people of freedom to work; the freedom of employers to demand that their employees do a reasonable day's work for a reasonable day's pay; and the freedom to adjust work practices, the work-force and machinery to cope with the changes in world trends and demands.

If the Labor Party's theory—that unions are beneficial and that they genuinely look after all Australian workers—was applied, Australia would have the biggest maritime fleet of any nation on earth. It would have one of the most vibrant waterfront industries and one of the biggest ship-building industries on earth, because no country uses more ships than this island continent of Australia. However, that theory does not work. The Labor Party has almost driven ship-building and merchant shipping from Australia. That is the reason why that \$2.25 billion worth of invisibles is paying for overseas shipping to come to Australia in order to carry Australian goods overseas.

Liberal Party members are totally pessimistic about the fate of the proposed legislation. We hope that it will work. However, there is nothing in the history of the trade union movement within Australia and the attitude of the Labor Party and people such as Dawkins that would suggest that the situation will improve in the future.

**Mr McLEAN (Bulimba) (3.25 p.m.):** The speech by the honourable member for Sherwood is probably the most ignorant speech that I have heard in the six years that I have been in the House. It was full of misquotes. It was even worse than the speech by the honourable member for Lockyer (Mr FitzGerald). And that is saying something. That honourable member's speech was also full of ignorance.

The honourable member for Sherwood launched a tirade against the union movement. He said that 70 per cent of containers come from Sydney to Brisbane. I would like to see his figures, because I believe that they are completely untrue. As a matter of fact, the number of containers that go the other way is of most concern to workers on the waterfront.

If the Government had been responsible about containers coming to Brisbane from the south, it would have built a railway line from the port of Brisbane to the unloading yards at Acacia Ridge. That has not been done. Brisbane is the only port in Australia that has not constructed a connecting standard-gauge railway line to the port. It is obvious to anyone in the industry that the Government has failed to look at that very serious problem.

The honourable member for Sherwood spoke about "false safety standards" that exist and delay containers. The honourable member worked as a policeman in the Northern Territory and he worked as a barrister. I doubt whether he has worked in a work area in which someone has been killed beside him. I have. On four or five occasions, I have seen people killed and many seriously hurt because of unsafe work practices. So I can talk from first-hand experience of the necessity to have very stringent safety standards in areas in which changing work surfaces, changing gear on ships and an environment changing day by day exist. The safety standards exist on the waterfront.

For the honourable member to claim that false working standards exist on the waterfront is irresponsible. He certainly outlines his feelings on the safety and the rights of ordinary workers. I am disappointed at the honourable member's attitude, and I am disappointed at the attitude of the honourable member for Lockyer, who said that people cannot walk into the docks——

**Mr FitzGerald:** I did not say you can't.

**Mr Campbell:** You said that the police couldn't.

**Mr FitzGerald:** Reports are going round to that effect.

**Mr McLEAN:** I tried to interject at the time because that is what I understood the honourable member to say. That is completely false. The Cairncross dry dock is in my electorate and I have been there on many occasions. Problems have existed over the years, but it does not fall into the category that the honourable member mentioned.

The honourable member for Sherwood raised several points, but he failed, quite conveniently, to raise some points that I would like to bring up in regard to the maritime industry. If the honourable member looks at the Waterside Workers Federation, the union that he attacked so strongly, he will see that, 20 years ago, some 30 000 waterside workers were employed on the waterfront in Australia. The number is now down to fewer than 8 000 workers. With that cut in manpower on the waterfront, where have the profits gone?

**Mr Lee:** The business has gone down south.

**Mr McLEAN:** It has not. That is what I would expect from the honourable member for Yeronga. Has he heard of containerisation, mechanisation and automation?

**Mr Innes:** Do you see the difference in the number of people working on an agricultural property or grazing property as compared with 40 years ago?

**Mr McLEAN:** I am not denying that. The honourable member for Sherwood conveniently forgot that in his attack on the maritime unions. He should go to the sugar towns and see the difference there. Many years ago, those towns were thriving because there were people who made the bags and——

**Mr FitzGerald:** You were against mechanisation and containerisation.

**Mr McLEAN:** No, I am not. The Waterside Workers Federation at no stage went against the implementation of automation. As a matter of fact, it welcomed automation and containerisation more than any other union in this country welcomed it.

**Mr FitzGerald:** How about in the dockyard? Did they go to automation there?

**Mr McLEAN:** The dockyard is a different story altogether. I will come to that.

I would like to answer one other point that the honourable member brought up in his attack on waterside workers. I ask the honourable member for Sherwood whether he can remember the days when the bull system operated in this country. The employers picked thugs for foremen, and at the gate the workers were picked because they had done favours for the foremen. It was because of workers being bashed and the hours and conditions involved in the work that the men banded together and became militant. The friends of the Liberal Party—this mad New Right supported by the Liberal Party—forced the workers into that situation.

I predict that it will arise again in work areas never seen by the honourable member. I speak from personal experience; I have been there, done that. I have been sacked for taking a Saturday off to attend the grand final for a junior football team that I had coached in my area. I was refused leave for the Saturday, and I was fined either a week or 10 days' attendance money for going to the grand final with the kids.

The honourable member for Sherwood should realise that the affair is not one-sided. There are two sides to the story, and the New Right supported by the Liberal Party will force workers to the wall. They also will organise themselves in the same manner as waterside workers have done in the past.

The honourable member for Sherwood is on the wrong tram. In my six years in the House I have never heard a speech that has been as pompous, foolish and devoid of facts as that made by the honourable member. I suggest to him that he go back to school and study a bit more, so that when he rises to speak on these issues, he will at least quote some facts.

**Mr Casey:** The honourable member is not worried about the price paid by people for justice or the fees charged by barristers and solicitors.

**Mr McLEAN:** No.

I will once more turn my attention to the subject-matter of the debate. My electorate includes the Cairncross Graving Dockyard. I can state confidently that the full use of that facility and continuity of work at the dockyard are very important issues in my electorate. Any move that is aimed at maintaining continuity of work and full use of the facility would most certainly be supported by me.

The dockyard is a labour-intensive enterprise, as every honourable member would agree. When the dockyard operates at full strength, it is an important cog in the wheel of prosperity in my electorate. It is certainly the case that when a ship is in dry dock and a full work-force is employed, the businesses of the shops, hotels and suppliers of goods and ancillary services associated with the dockyard enterprise are improved. That makes a big difference to the overall economy of the Bulimba district.

I turn my attention to some of the topics mentioned in the second-reading speech of the Minister for Water Resources and Maritime Services (Mr Tenni). He said—

“The Bill is a relatively short measure, its purpose being to empower the Port of Brisbane Authority to enter into a joint venture business agreement with private enterprise to establish and carry on the business of operating the Cairncross Graving Dockyard.”

I do not believe that that will be the case. Many questions spring to mind because this measure is not a simple one.

The Minister went on to say—

“With the advent of better technology, the period between dockings of ships has increased from 12 months to a period of 2 years, with the consequence of a lesser number of dockings.”

That is true. The advent of technology has created further pressures for the work-force employed in dockyard occupations. I understand that it is now possible to paint ships without dry-docking them, because paint that can be applied under water is now available.

**Sir William Knox:** Would the unions allow that to occur here?

**Mr McLEAN:** Of course they would. I have heard no arguments in favour of knocking back technology. I do not think anyone on the Opposition side would be so stupid as not to move with the times.

**Sir William Knox:** What about a full turn-out of workers at the dock, regardless of whether there is work available or not?

**Mr McLEAN:** Many comments that have been made in the House today have not been true. I expected the Minister to have cleared up some of these matters as they were raised. I must point out for the benefit of the honourable member that over the last two or three years, an extremely responsible attitude has been adopted by all the unions involved in the operations of the dockyard. If the honourable member were prepared to be honest, he would agree with me.

**Mr Tenni:** I am sorry; I was not able to hear what you were saying.

**Mr McLEAN:** I pointed out that a very responsible attitude had been adopted by the workers over the past two or three years because they are as concerned as anyone else about their livelihood.

**Mr FitzGerald:** About three or four years ago, actions taken by the union chased all the ships away.

**Mr McLEAN:** There were a number of reasons for that.

**Mr Tenni:** Many of the activities of the union did not help. Unfortunately it was because of problems that occurred earlier that ships went to Singapore and similar places for repairs.

**Mr McLEAN:** That may be the case, but I have had reports from people employed in the industry to the effect that the quality of work and maintenance of schedule at the Cairncross Dockyard has satisfied the majority of people.

The Minister went on to say—

“A joint-venture arrangement has been considered by the port authority, aimed at providing a more commercial approach to the benefit of the dock and rationalising the use of labour which is presently employed by both the port authority and contractors who currently carry out work within the dock.”

When the Minister replies I would be interested to hear if that means that the successful tenderer and the port authority will still lease out work. Will they have a permanent work-force? In that joint operation, what role will the port authority play in regard to the labour force, advertising, overall management and even pricing or buying? What actually will the role of the port authority be? What will be done in a joint arrangement that could not have been done by the port authority itself?

The Minister stated that he had three options, namely, to continue to operate the dockyard at its present standard, under which of course it is losing quite a deal of money, to close the dock or to call for submissions of interest from the present dockyard operators seeking their proposals for its future operations. Those three options that were put by the Minister need a little more explaining, as far as I am concerned, because nothing in his second-reading speech makes me believe that the port authority itself could not have upgraded its involvement in the same manner as the private company that enters into partnership with the port authority.

**Mr Casey:** People such as Mr Innes forget about the outmoded work practices that have caused industrial illnesses on the job.

**Mr McLEAN:** That is right.

**Mr Casey:** Which is a big factor.

**Mr McLEAN:** Exactly. One of the stoppages at the dockyard was caused by a ship that had a cargo of asbestos. Would any honourable member suggest that people should work in asbestos?

The Minister went on to say that four companies were considered for the joint partnership, namely, United Ship Repair Services, Maritime Engineering Pty Ltd, Peters Ship Repair Pty Ltd and Canniffe Engineering Pty Ltd. He also said that the port authority is carrying out negotiations with United Ship Repair Services in order that any joint venture considers the future well-being of the dockyard and the dock employees. People in the industry have told me that there is no problem with that company, that it has had a long history in the maritime industry and that it has a good record. I see no problem with such an arrangement. However, I would still like further explanation on some of the points raised in the Minister's second-reading speech.

The Minister went on to say—

“. . . it is extremely important that there is a renegotiation of the Port of Brisbane Ship Repair Industry Industrial Agreement”—

and this is the part that somewhat worries me, particularly after hearing some of the speeches in this House today—

“on such terms as the partners consider necessary to allow the partnership to compete efficiently and effectively in the ship repair and ship servicing industry.”

In relation to one of those points, I ask the Minister: What role would the Port of Brisbane Authority play in those negotiations? How involved will it be in the setting of agreements and the handling of labour itself? As I see it, problems exist with that aspect.

The Minister went on to say—

“The question of work practices is being considered by both parties and at an appropriate time will be discussed with the unions involved. The Trades and Labor Council has been notified, of course, that joint venture negotiations are taking place and that discussions with the unions will take place in due course.”

I am concerned at the emergence of the New Right in Australia. When one hears the Minister's second-reading speech and the speeches made by Government and Liberal members in this debate, one becomes concerned that the legislation will make way for another Robe River exercise. I am particularly concerned about whether the Minister is genuine in his endeavours to set up the dry dock in a manner that will be beneficial to the industry. I just hope that this is not another union-bashing exercise.

**Mr Davis:** It is, by the look of it.

**Mr McLEAN:** If the member for Sherwood (Mr Innes) had his hands on the reins, it would be.

From what I have heard, the standard of work in the dry dock and the responsibility of the unions over the last couple of years have been good. The Port of Brisbane Authority is quite happy with how things have been going, as is everyone else in the industry. To blame the workers alone for the problems that have occurred at the Cairncross Dockyard is not quite right. Some of it is quite unjustified. Anyone who has spoken to people involved in the running of that dockyard would know that it has slowly become more and more top-heavy. Over a period the difference in the number of management staff and workers has decreased significantly. I am sure that has played a role in the problems that exist. Some bad decisions have been made. On occasions there has been a slowness to update equipment, even though the \$10m that the member for Mourilyan (Mr Eaton) spoke about was spent some years ago. Of course, one of the reasons that the dockyard finds it very difficult to compete is the repayment of that loan.

A number of issues have been quite conveniently overlooked by the previous speakers. The labour problems are not the only ones. I hope that is realised. I hope that the negotiations take place in a climate of understanding and honesty.

In his second-reading speech the Minister also said—

“The problems of Cairncross will only be solved in a commercial way. It certainly is not the intention of this Government to compete with the New South Wales Labor Government which has, for some considerable time, made available interest-free loans to the State Dockyard, Newcastle. That certainly is not the way to solve the problems at Cairncross. In fact, the port authority itself recognises that there will be only a commercial solution to the problems, because in reality the losses that have occurred are being subsidised by other operations of the port authority. Quite clearly there comes a time when enough is enough.”

I can understand the concern of the Port of Brisbane Authority. It cannot continue to lose millions of dollars every year. That would be crazy. The authority intends to enter into a partnership with a private firm, but what can that partnership do that the port authority itself cannot do? That still concerns me. A new agreement can be negotiated and things can start from scratch. Possibly that will bring about some savings, but they will not be savings in the order of a million dollars. I would like the Minister to answer those questions in his reply to this debate.

When the Government enters into negotiations, I am a little suspicious about the continuation of the problems that this Government runs into with the handling of tenders. Recently, after calling for tenders, the Port of Brisbane Authority let a relatively small contract for the removal of waste twice a week. The contract was for only \$30,000

or \$40,000, but the handling of the tenders and the awarding of the contract left much to be desired, to say the least.

Official quotation forms were used. I have one in my hand. The contract is subject to yearly renewal. After reading a couple of paragraphs of that contract, I will outline the problems that have been drawn to my attention and the complaints that I have received.

The first paragraph of that contract states—

“The quotation shall be enclosed in a sealed envelope addressed to the Executive Chairman, Port of Brisbane Authority, 28th Floor, AMP Place, 10 Eagle Street, Brisbane and endorsed with the Quotation Number (if any) and the name of the works.”

The second paragraph states—

“Quotations shall be lodged in the Tender Box of the Authority situated on the 18th Floor, AMP Place, 10 Eagle Street, Brisbane or may be enclosed in an outer envelope and posted addressed as aforesaid and in either case so as to be placed in the Tender Box or arrive at the office of the Authority prior to the time advertised for the closing or quotations.”

The fourth paragraph states—

“Late or non-conforming quotations shall be rejected unless the Authority in its sole discretion decides that such quotations warrant consideration because of special circumstances.”

The last paragraph states—

“Quotations close at 12.00 noon on 7th July 1986.”

In this particular case the tender box was opened in the proper manner. It contained four quotes. Those quotes were from Cleanaway, Waste Management, Hunter Bros (in part) and TNT Waste Control.

I am told that the box was opened by port authority officer Ron Stevens, with observers from the various companies in attendance. The following notice was stated on the box—

“No-one will be allowed to change or add to their quote after tender time.”

However, surprise, surprise! The next day the results were given, and none of the four tenders in the box was successful. A mistake had been made and one tender was left out of the box. Surprise, surprise! The missing tender from J. J. Richards was the lucky winner in the final granting of the contract.

I am told that the other tenderers were not very happy about the whole running of the show. I can quite understand that. I am told that the explanation from Hodges was that an error was made in the office, that the quote from J. J. Richards had been received but was not in the office. It was at the dockyard.

The four tenderers who had legitimate tenders in the box knew each other's quotes. However, to this day, those tenderers still do not know the quote that was put forward by the lucky winner, J. J. Richards.

This is another smelly episode in a long line of very doubtful decisions by this Government. It is thought that someone was at the opening of the tender, saw the quotes and left immediately with the knowledge of their contents. If that did happen—I am sure that the Minister will deal with it in his reply—it would prove that the conduct of the tender procedure was very unfair, to say the least.

Credibility must be lost when such issues arise. The honesty of the people involved must be questioned. There is very good reason for people not being very happy about the whole matter. I would be very pleased if the Minister could inform me whether the information that I have received is true or false.

As I have said, my electorate takes in the Cairncross dry dock. It does affect many people in my area. When the dock is working at full capacity, it makes a big difference to the shops and the people in the area. Money is put back into the Bulimba district.

When the Cairncross dry dock is working, many people are happy. As I said, it is a labour-intensive industry.

Although the industry has struck problems in regard to competitiveness because of new technologies in areas such as painting, ships can still be attracted to this country. Ships can be attracted to that dry dock. It is a good facility. If the Government and the company with which it is going into partnership do attack it on a sensible basis by sitting down and talking to the unions, there is no reason why ships cannot be attracted to that dry dock. I hope that that will happen. One of the few sensible things that the honourable member for Sherwood (Mr Innes) said in his pathetic speech was that Australia is an island nation serviced by a large number of ships. Many of the ships servicing Queensland are far too large to enter the Cairncross dock. Only large ships can carry the kinds of cargoes coming out of Queensland—coal, minerals etc.—but a large number of ships could still be attracted to this facility. If that is achieved, it will improve the very pathetic record of this Government in regard to the creation of industry in this State.

One of the reasons for Queensland's high unemployment figures and its very sad economic state is because it has failed to establish an industrial base. It is too late in some areas and now Queensland is suffering. For too long Queensland has relied on its minerals and primary industry to carry the burden when it should have been establishing manufacturing industries. If this particular labour-intensive industry had been handled sensibly and not permitted to fall apart, as has occurred, it could have provided a large number of jobs.

I am not completely convinced that the joint venture is the way to go. I hope it does operate successfully, because it is in the interests of——

**Mr Lee:** It did not go too well the other way, did it?

**Mr McLEAN:** There are other ways in which the problem could have been approached.

I hope it is successful and that some of the problems I have outlined are approached in a sensible way. I hope there is a genuineness there and that the legislation is not just based solely on a union-bashing exercise. If that is the case and full usage of that facility is retained, it will be of great benefit to the State.

**Mr SHAW (Wynnum) (3.52 p.m.):** Like the honourable member for Bulimba (Mr McLean), I have some reservations about the contents of this Bill, but I bow to those who are more closely associated with the industry and have studied the Bill. I believe it is the way to go and Queensland has to put its faith in their knowledge and expertise.

I wish to raise some other matters that are allied to the activities of the Port of Brisbane Authority. I refer to the Manly Boat Harbour and the recent announcement by the Premier that a large area will be turned over to the Royal Queensland Yacht Squadron as freehold land. The Manly Boat Harbour was established in the late 1950s. I will stand corrected if I am wrong about that date, but it certainly was around that period. Originally it was built with public money and was a public asset. I was one of the first people to congratulate the Government of the day on its action and the very fine facility that was provided, not only for the public of Queensland generally, but also for the local residents.

At that time the plan displayed by the authorities showed the development of the Manly Boat Harbour containing public facilities, parkland and areas set aside for lessees and commercial use. Unfortunately that plan has not been maintained. As time has gone by it has been progressively changed and greatly diminished. The first lessee to be granted a lease of the surrounds of the harbour was the Royal Queensland Yacht

Squadron. It was rapidly followed by other local clubs, and clubs from the Brisbane area generally.

The first sour note in the harbour's development occurred on the granting to commercial interests by the Government of an area to be used as a marina. In my discussions with the people who held the lease at that time, they were quite ecstatic about the conditions under which it was granted. One of them said to me that he could have paid double the amount that it cost him, because the profit margin was such that he would have still made a very, very good return indeed.

People had every right to expect that the development would be carried out with the best possible methods. The people were told that, after construction, the area would be landscaped and made very presentable. The Minister would have to agree that, today, from the roadway it is an unsightly mess. The Minister should be asked to at least clean up that area.

**Mr Tenni:** Are you referring to the new fill area?

**Mr SHAW:** I am referring to the old fill area. It was one of the first areas filled with material from the Manly Boat Harbour. As one approaches the yacht squadron area and the entrance to the harbour, or as one passes along the Esplanade at Manly, one passes a high wire fence. Inevitably one finds that the lessees allow material to be dumped in the area. The area is not being maintained in the way that it should be. It is not a council matter; it is a matter under the control of the port authority. Originally, it was proposed that the lessees would be allowed to dump sludge in the harbour. I am pleased to report that, after a campaign by local residents and me, that practice was prevented, resulting in a condition that the area was to be upgraded. The promise of landscaping and the undertaking not to create a nuisance for local residents have not been honoured.

From the very first day there has been a lack of planning of the harbour. When Mr Bird was Minister for Northern Development and Maritime Services, I put the proposition to him that, because of the number of decisions that were being made, a need existed for the local lessees who used the harbour to have an input of their local knowledge to assist in planning and development. Unfortunately, that was not very successful. The committee that was set up was disbanded. I must be honest and say that not all the blame for the disbandment of that committee is attributable to the department. I believe that the people involved—the representatives of the various lessees—were unable to put aside their personal interests and view the matter in the public interest so that plans could be implemented for the entire group of users, including the local residents. I was disappointed greatly that it was not possible to do that. The lessees saw as their function the advocacy of their club's interest.

Be that as it may, the committee has been disbanded. I am concerned that until now a long-term plan has not been developed for the harbour. It is not known how many boats it will eventually accommodate. The stage has been reached at which the harbour is overcrowded. There is a great danger of a serious accident on a Sunday afternoon when a number of mariners who have partaken of a little too much rum on their return to the harbour try to navigate the very narrow entrance at the one time, fighting for space with the larger vessels and ferries that travel to Moreton Island and insist on right of way. Whether they have right of way under the rules applicable to them, I do not know, but their size certainly gives them right of way.

My principal complaint is about the handing over of public assets to the Royal Queensland Yacht Squadron. Some years ago, the area was constructed as moorings and handed over to the Royal Queensland Yacht Squadron on a long-term lease. Naturally, at the time there was an outcry. Promises were made about the maintenance of public access to the area. In particular, a road was to be maintained along the outside perimeter of the harbour where fishermen like to travel.

**Mr Tenni:** We are still doing it.

**Mr SHAW:** That is the point. The Minister is still doing it. I am talking about a proposal that was made five years ago. I went to the area personally and spoke to representatives of Royal Queensland Yacht Squadron. They said, "We will allow people to come through here. We will not construct a fence. We will allow people to continue to travel through our area." I then said to them, "Look, if I was a member of your club and put my boat on the hard stand, there is no way in the world that I would allow the public to come through." I do not believe that would be reasonable. I believe that people are entitled to security. However, they said to me, "No, there is no problem. We will let people through." They did not keep that promise. It was obvious in the first place that the promise was not to be kept. It should not have been made.

The next promise that was made was that the area would be fenced but a pathway for fishermen would be maintained along the waterfront to enable them to reach the point. That promise has not been kept. Many young people have gone down to that area with their fishing gear and have been refused entry by the man on the gate. The promise had previously been made that public access would be created to the area.

On one occasion when the then Governor (Sir James Ramsay) officially opened the sailing season, as Governors have traditionally done for many years, he said, "It has been my pleasure to make representations to the Government and to get special treatment for the club. I think it is entitled to special treatment because it is a royal club. Because it has the word 'Royal' in its title, it is entitled to special privileges." I was disgusted by the Governor's statement, and I have never forgiven him for it. I do not believe the club is entitled to that privilege. It is a point that the Government seems to have accepted, however.

The Wynnum Manly Yacht Club has a very good development which is the closest development possible to private enterprise. The Royal Queensland Yacht Squadron also has a development. However, RQYS has made use of Government subsidies. The Wynnum Manly Yacht Club, which has a Queensland-wide membership, has been developed through the initiative of its members. It is very much a private enterprise. I wish the members luck. I hope that they can make a success of the club.

The Minister interjected earlier. The very same promises are being made about restoring the road and providing public access at the back. However, here is the crunch: at the official opening of the Royal Queensland Yacht Squadron, Sir James Ramsay made that announcement, which the Government thought was a good procedure.

Senator Boswell got in touch with the Royal Queensland Yacht Squadron and said, "I think it would be a good idea if the Premier came down and performed the official opening." He was met with the reply that official openings had been performed before by the Governor. Members of the squadron said, "We have always had the Governor. We have already sent an invitation to him to come and do it." Senator Boswell then said, "I think it would be in your interests to have the Premier do it." Would honourable members believe that the Royal Queensland Yacht Squadron rang up the Governor and said, "Would you please tear up that invitation that we sent you? We have to ask the Premier to come down."? In no shape or form do I claim to be a royalist. However, I would never offer such an insult to a Governor.

During the initial discussions by the Royal Queensland Yacht Squadron about what development it wanted, the more reasonable members of the club agreed that, in order to rationalise the leases so that all became due at the same time, a 75-year lease would provide sufficient opportunities for mortgage and long-term planning. It was decided that a freehold title was a bit over the odds. However, in the grip of election fever, the Government stepped in and said that there would be a freehold title.

**Mr Tenni interjected.**

**Mr SHAW:** I am very pleased to hear the Minister say that.

There is another factor that I would like the Minister to expand upon. He said that he is not going to give freehold title.

**Mr Tenni:** I said that the Government will not give freehold title over the whole lot. It will stick to the original agreement.

**Mr SHAW:** At no time was there any agreement to give freehold title. This is a completely new proposal. The Minister might clear up how much freehold land is involved.

A conflict exists in the public statements as to the area of land involved. The Minister might inform the House how much land is involved. I am very interested to know how much of the land designated for a public road round the southern shoreline is to be maintained, what area of parkland is to be maintained, and what restrictions will be placed on the——

**Mr Tenni:** Fishermen?

**Mr SHAW:** No. I hope that there will be none. There should never have been any.

What will the zonings in that area be? Once the yacht club is given freehold title, the land can be sold. The only reason that people want freehold title of land is so that they can sell it. I have heard the Minister advance that same argument as to the reason why freehold title should not be given to Aborigines. He said that the only reason that they want freehold title is so that they can flog it off. The same argument applies to the yacht club. The only reason that it wants freehold title is so that it can flog the land off. Will it make it industrial, commercial, or will it use the sale of the land to raise funds for other developments? They are the questions to which the local residents are entitled to an answer.

**Hon. N. E. LEE (Yeronga) (4.6 p.m.):** I support the honourable member for Sherwood (Mr Innes), who made an excellent contribution to the debate. I was very interested in the comments of the honourable member for Lockyer (Mr FitzGerald). He made some very good points.

The honourable member for Sherwood really told the House a lot of the home truths and the real truth about what is happening on the waterfront. Then the honourable member for Bulimba (Mr McLean) tried to refute that—unsuccessfully, I might add. The speech by the honourable member for Bulimba did not contain the facts that were contained in the speech of the honourable for Sherwood.

The honourable member for Bulimba asked me whether I had heard of mechanisation or containerisation. Certainly, I have heard of mechanisation. I owned a company named H. J. Lee and Son Pty Ltd, which owned many tractors and employed some 580 men. In the late '50s, before I entered this Parliament, I went to the Cairncross dry dock and saw the unionists sandblasting a ship. The sand was falling into the bottom of the dry dock and then it was shovelled into heaps so that the crane could lift it up. I suggested that the men lower a dozer down and push the sand into one heap, where a grab-bucket could get it from one heap. The wharfies had a meeting and decided that that was an excellent idea.

Of course, when it was discovered that the job would be finished in half the normal time, the unionists said, "Wait a minute, this is being done too quickly. This will do us out of a job." Immediately they said, "While that tractor is down there, we want the same number of men employed as there were before it went down there." Therefore, in the end there was no saving at all. The unions wanted the same number of men employed. I could not understand that.

**Mr Yewdale:** You never paid the award rates to your truck-drivers.

**Mr LEE:** That is completely untrue. Truck-drivers from all over Australia wanted to work for me because I gave them better conditions. I believed that if a person was worth only the award rate, he was not worth employing. I offered above-award rates to obtain a better man. I never had any trouble.

As I was saying, I had the tractor down in the bottom of the dry dock and this strike occurred. The unionists decided that they would not lift the tractor out. The situation went on and on for a week. It was all right for the wharfies who were on strike; they were being paid. However, I could not receive payment for the tractor that remained down in the dock.

After two or three weeks had passed, the ship-owners said, "We are sick of this. It is about time that the ship was refloated." Before I knew what had happened, they had made arrangements to refloat the ship with the tractor still in the dry dock. It was a great big mess.

**Opposition Members interjected.**

**Mr LEE:** Opposition members can laugh their heads off; but I point out that the tractor was worth the best part of \$200,000. Apparently, Opposition members can find something humorous about a tractor's being immersed in salt water and completely ruined.

After a long period, it was finally decided to lift the tractor out. The example I have given indicates the very reason why troubles arose at the Cairncross Graving Dockyard. The Cairncross Graving Dockyard has not operated effectively before, and that fact has necessitated the introduction of this legislation.

**Mr De Lacy:** It was like you.

**Mr LEE:** The honourable member for Cairns would not know what real work is.

I cite an example of the problems that occurred at the Hamilton wharves. Each stevedoring company had a set of gates, and I believe that that is the case even today. The opening and closing of the gates requires two men to be employed on a Sunday. The workers are paid treble time merely to open and close the gates, although one gate would be sufficient to allow trucks in and out of the wharf area. All of the companies have to employ two men and must pay the workers \$300 each. Such a situation is beyond my comprehension.

As the honourable member for Lockyer (Mr FitzGerald) mentioned previously, it is all right for wharf labourers to go on strike and engage in extended industrial disputation, such as rolling strikes; but what about those people who are waiting on spare parts for a tractor or vital machinery such as a wheat-harvester or a cane-harvester, or people who need spare parts for equipment involved in sinking a dam? What happens when it rains and roadworks are required but are unable to proceed because spare parts are needed for the equipment? In such circumstances, weeks of lost time can go by simply because the spare parts were not unloaded by wharf labourers who had gone on strike. It was not my intention to mention incidents that involved industrial disputation on the wharves, but I am sure that honourable members would realise why I cannot blame the Government for wanting to effect some change to the operations of the dry dock.

The importation of equipment is the most important factor in productivity. Australia needs shipping, yet it is being chased away every day of the week because of strikes and industrial disputation.

**Mr Campbell:** We need to export; we do not need imports.

**Mr LEE:** That is certainly true, but half of the work-force in Australia does not work well enough to enable Australian products to compete with products made overseas.

It is all very well for Opposition members to be amused, but they should consider the position of people in rural areas who are in need of spare parts for essential equipment such as a cane-harvester or a wheat-harvester. Do members of the Opposition ever stop to consider that losses occasioned by delay should be compensable? Why should a wharf labourer be entitled to stop work for a frivolous reason and be paid, whereas a person in the situation I have described is not entitled to compensation for delay?

I can cite the further example of ships carrying fertiliser from Noumea that used to call at the port of Brisbane. In the old days, the grab-buckets used to go down into the holds. Fertiliser had to be shovelled from the outside edges of the hold, and that necessitated the employment of 22 labourers. I made the suggestion that an end-loader be put into the hold to push the fertiliser in the centre of the ship and that suggestion was warmly received. Before I knew anything had happened, the union demanded that the same number of wharf labourers be employed as were employed on the day that the ship delivered the first consignment of fertiliser. The end result was that not one cent in savings was passed on to the farmers of the nation who needed cheaper fertiliser, in spite of the fact that it could have so easily been achieved. Because of the stubbornness, militancy and pig-headed attitude of the unions who demanded that their members be paid for sitting on their backsides, no benefit was derived.

In fact, on many occasions when I went down to the wharves to see how the tractors were going, the wharfies would even complain to me that the tractor-driver made them shift from where they were very comfortably playing cards on a heap of fertiliser. That is how bad it got. As I say, it is a terrible state of affairs. Anything that has been brought on the waterfront workers has been brought on by themselves. The members of the Labor Party know that darned well.

I have great pleasure in supporting this Bill, and particularly the remarks of my colleague the honourable member for Sherwood (Mr Innes).

**Mr DAVIS (Brisbane Central) (4.16 p.m.):** When I sit in this Chamber and listen to members such as the old tory, the Honourable Norm Lee, usually speaking in the same vein, I am absolutely amazed.

When I was an official and member of the Transport Workers Union, I do not know how many times the union asked courts why Lee and Son should not be prosecuted. I wonder just how much manual work the member for Yeronga has ever done. Time and time again in this Chamber he tells us how hard he has worked with the old pick and shovel. He also forgot to state that the family line had a lot of money and, I think, his inheritance was a contributing factor. How many times in this Chamber do honourable members hear these so-called self-made millionaires saying that they are the ones who have done the work? It should not be forgotten that it was the same member, during the period that he was showing the coat all around Queensland, who introduced day labour.

**Mr Lee:** I have still got it.

**Mr DAVIS:** It must be an old coat or an old badge. That is the "Queensland made" label on the Japanese suit from Sam the tailor's in Hong Kong.

Members have heard time and time again about the honourable member's \$100,000 tractor. In the past, I also happened to be the president of the maritime group of unions for a short period. I have to admit that I have never worked with a better mob of people. They were not the back-stabbing type of people that can be seen at the back of this side of the Chamber or the ones that can be seen on the other side. Those people were the salt of the earth.

**Mr Casey:** They are stabbing John Moore now so they can take over the leadership of the New Right.

**Mr DAVIS:** That is right. The honourable member for Sherwood is probably a better example. I never thought I would see people more to the right than members of the National Party, but they can be forgiven because it is known that, owing to their conservative background, the cows, the sheep and everything else, they do not understand things terribly well. No-one could be further to the right than the member for Sherwood. His absolute hatred of unions comes through in every word he says.

If anything has affected the welfare of this country, it has been the professional fees that are being charged. How would someone like the honourable member for Sherwood,

a person who is employed as a junior barrister, I suppose on something like \$1,000 a day, know about the problems facing people such as ships' painters and dockers? He was very keen to mention problems associated with ship-building and about how there has been a downturn in that industry because of the workers. I suggest that the reason why ship-building and ship-repairing in this State has decreased is because of the lack of high technology in this country.

Who can recall Evans Deakin? At Evans Deakin the workers have always been blamed. Each time Evans Deakin launched a ship people were not too sure whether it would end up in the home units over at New Farm. That is an example of the high technology used in this State for ship-building and ship repairs.

The member for Sherwood mentioned overseas shipping lines. Of course he and his ilk would always support the flag-of-convenience ships. If any honourable members have gone down to the port to see some of the ships from countries such as Libya that fly flags of convenience, they would know——

**Mr Innes:** Is that what the Left flies under?

**Mr DAVIS:** To save money, the member for Sherwood and his type would save money by not having rat guards on ships. I would like to see barristers such as the member for Sherwood——

**Mr DEPUTY SPEAKER (Mr Row):** Order! Occasionally the honourable member for Brisbane Central should mention the Bill under discussion.

**Mr DAVIS:** I am getting back to it. The member for Sherwood talked about ship-building.

**Mr DEPUTY SPEAKER:** Order! I will determine the matters that can be debated.

**Mr DAVIS:** I will return to ship-building and the ships that fly flags of convenience, which were mentioned by the member for Sherwood. I will also refer to the \$100,000 tractor that was mentioned by the member for Yeronga (Mr Lee). He certainly was not pulled up by the Chair.

I would like to see the member for Sherwood and his ilk, who are used to working in air-conditioned offices with the only industrial problem to worry about being that of falling off their overstuffed wallets, get down into the bowels of a ship in the Cairncross Dockyard with all the filth, the sand blasting and all the associated stench, particularly in hot Queensland summers when the temperature down below is between 10 and 20 degrees higher than that on deck. Those sorts of people have never worked in their lives and they would not work in an iron lung. The same as Government members, all they can do is knock the worker.

I am proud to be associated with the maritime people. I reckon they are good workers. I am sure that my party supports them, unlike the members of the atrocious New Right who come from the National and Liberal Parties and who are trying to kill this country.

**Hon. M. J. TENNI (Barron River—Minister for Water Resources and Maritime Services) (4.22 p.m.),** in reply: I thank honourable members for their contributions. I appreciate the support that the member for Mourilyan (Mr Eaton) gave the Bill. I know that he is concerned about whether the joint venture will work. I am hopeful that it will. I quite genuinely believe that the Port of Brisbane Authority and those others who will be involved in the joint venture are very desirous of retaining as many of the present work-force as possible.

The users of the port have to be looked after. The only way to retain the few companies that presently use the port and to endeavour to entice back those who have taken their custom to Singapore and other places is to rely on the men who work for the joint venture to provide the services that are required to maintain the type of custom that is necessary to keep the dockyard operational.

It is in fact a last chance. There will be no more chances. Losses can result from disruptions by strikes or any other industrial action. I hope that the unionists themselves, who are good workers, will stand up to the union-leaders and put an end to any threats of strikes or other industrial action. If they have a bit of guts and fortitude and do just that, they will have no worry about their future employment. They should dissociate themselves from those few in the unions who deliberately set out to create unemployment for those whom they represent.

I know that the honourable member for Mourilyan appreciates that the operation has to be viable. The only way that that can happen is for us all to get behind the operation and ensure that each and every person plays his part in securing the success of the venture.

**Mr Eaton:** They have to work as a team.

**Mr TENNI:** Yes, that is right.

When they book their ships in for the necessary repairs, in order for the dock to retain their business, the ship-owners have to be assured on how much the repairs will cost and how long the ship will be in the dock. If a ship was to enter the dock on 1 July and was supposed to leave on 10 July, that is the day that it has to come out. If, because of one or two-day strikes, the ship comes out on 11 or 12 July, the ship-owner will bring no more business to the dock. If that happens, no joint venture will save that dockyard. That is a point that has to be made very, very clear. It is common sense; it is business. No longer can the users of the present port continue to subsidise the strikes that have occurred in the past.

One of the things that happened is that prior to last Christmas the present chairman, Max Hodges, got all the men together and spoke to them. Since then the operations in the dockyard have been extremely good.

I have spoken to a person who has had a ship in that dock since that discussion took place. He was quite surprised at the speed with which service was carried out and at the quality of the work that was done. He made it quite clear to me that if that good service continued to occur at that dockyard, he would be bringing the rest of his ships to that dockyard from Singapore, which he used to do many, many years ago. That is the sort of thing that the Government is hoping for.

The honourable member for Sherwood (Mr Innes) said that he gave the legislation pessimistic support. The Government is very optimistic about the scheme. Of course, the Queensland Government is a very adventurous Government. The Government hopes that by being optimistic and very adventurous, it will make the dry dock successful.

The honourable member for Sherwood is quite right when he says that a few years ago the unions did have the ship-owners "by the throat". I think those were the words that he used. I am sure that the members of those unions now realise that it cost quite a few of their mates their jobs, and that it will cost many more jobs if they continue to adopt that attitude.

The honourable member for Sherwood spoke about Mr Dawkins and the coalition between the Labor Government in Canberra and the ACTU. He referred also to the problems that unions cause throughout this country. I do not believe that the men working in the Cairncross Dockyard will have a bar of that type of action. They are very genuine in wanting to maintain their jobs for the betterment of the whole State.

**Mr De Lacy:** How have the wharf unions been behaving in Cairns?

**Mr TENNI:** There are not many left now. I do not think the honourable member for Cairns was born when Cairns had approximately 960 waterside workers. Those men were constantly on strike. I can remember that, when my son was young—and he is now 29—the waterside workers held up a ship carrying Lactogen, which babies needed to survive. The waterside workers actually formed a chain of men to stop anyone from

unloading the Lactogen. The mothers in Cairns went down to the dock and forced the waterside workers to unload the ship.

The honourable member may be too young to recall this—it must be remembered that he spent most of his time pushing blackfellows round in New Guinea—but in Port Douglas a large number of waterside workers were working on the sugar lighters out of Port Douglas and into Cairns and connecting with the ships that were to take the bagged sugar away from Cairns. The trouble with the waterside workers in Port Douglas was so great that the port was closed down, the road was pushed through quickly and upgraded, and the bagged sugar was transported by road from Mossman direct to Cairns. Of course, all those jobs were lost.

**Mr De Lacy** interjected.

**Mr TENNI:** The honourable member for Cairns talks about the waterside workers who are there now. I think that there are only 96 or 93, something like that. Those men can no longer afford to play up, because they forced men into developing bulk-loading and machines and equipment to avoid paying wages. That is what has happened right down the line.

The sooner Opposition members stop supporting not the unionist but the socialist, communist, union-leader who is dictating to the unionists, who is in fact forcing man to think quickly and develop products to eliminate the jobs of men, the sooner jobs will be available for people in this country.

At present there is very little trouble on the wharves in Cairns, because there is not much work there. It is all done by bulk containers or bulk-loading. The honourable member for Cairns knows that as well as I do.

**Mr De Lacy:** I know a lot of people who are working outside the system.

**Mr TENNI:** I do not know anything about that. If the honourable member knows anything about that, he had better report it to me. I have not heard of it before. By not reporting it to me, the honourable member is not doing his job.

I thank the honourable member for Sherwood for his contribution.

The honourable member for Lockyer (Mr FitzGerald) made it quite clear that he supports the Bill. He does not countenance the problems that occurred in the past with the unions, and nor should he.

If the union problems were to continue, the Government would not be trying to do anything, it would just close the facility down. That is the alternative the Government is faced with. The Government either has to try to make a go of it this time or close it down. A hundred men rely on the dock for their permanent employment.

The honourable member for Bulimba (Mr McLean) referred to union agreement. That is part of the decision that has to be made, as to when this combined project is to be set up. Following that, discussions will be held with the union-leaders before the final decision is made as to the kind of reliance that can be placed on the unions. An agreement has to be reached to ensure that the project is viable and that \$7m will not be lost over the next five years. It is all up to the unions to reach a sensible agreement regarding the operation of the dock.

The honourable member for Bulimba and the honourable member for Wynnum referred to private enterprise development. They claimed it can do what the Port of Brisbane Authority has not done in the past. I believe it should be a combined effort on the part of both organisations. There is a great deal of expertise in both organisations. Both have good representation on the board, with the chairman and the management operated by private enterprise and not by the Port of Brisbane Authority, and a great deal of common sense will come into the project, resulting in the upgrading that is required to keep costs down and the situation in which more ships use the port.

As to the Royal Queensland Yacht Squadron—unfortunately, the comments made were incorrect. An area of land has been reclaimed from the sea by the Royal Queensland

Yacht Squadron. In the present marina there is a section, 30 metres back from the waterfront, that the Government developed many years ago. This section will remain leasehold land. Can honourable members picture the area 30 metres back from the high-water mark to the area behind the existing facilities building? That area will remain as leasehold land. Under the conditions, an area of land from the southern side of the present newly filled area, a full road width, will be bituminised right out to the point. In addition, about 20 metres of nature strip will remain for public use.

The honourable member for Wynnum made the comment that, with the fence there, fishermen could not get through. When the fence was erected, a one metre strip had to be left for people to walk down in order to fish off that filled area. That was left. When the job was completed, the freehold section in the centre, which was granted to allow for further development by people who borrow money from the banks and finance companies, will be left for people to walk or drive down. Any worries that the honourable member for Wynnum may have had in the past will be solved.

The honourable member for Wynnum referred to the Wynnum/Manly club and the extremely good job it has done. I would be the first one to admit that. I have had a look at it. However, the club has done the job so well that it has now got itself into financial trouble. The club brought a deputation to me, and the Government will help it out by providing finance. The Government will put the club on a footing on which it will continue to develop in the future.

I refer to the comments made by the honourable member for Wynnum about the rubbish and the timber stacked outside the area. That is Stage 2 of the East Coast Marina development and is part of the landscaping. After a certain time that whole area will be cleared out and landscaped under Stage 2, and there will be no worries with that.

The member for Yeronga is an old earth-moving contractor and knows what he is talking about. He referred to unions, the strikes that have occurred on the waterfront over many years and the associated problems, such as loss of income. I congratulate the honourable member on his speech and thank him for his comments.

From what I could understand of the comments made by the member for Brisbane Central (Mr Davis), the members of the unions with whom he worked over many, many years were great guys who never did anything wrong. As with the fire services, too many unions are involved on the waterfront. The unions associated with the dockyards include the Federated Ship Painters and Dockers Union, the Amalgamated Metal Workers Union, the Federated Ironworkers Association, the Federated Engine Drivers and Firemen's Association and the Electrical Trades Union. Outside the dock one finds the Waterside Workers Federation, the Australian Foremen Stevedores Association, the Seamen's Union of Australia, the Merchant Service Guild of Australia, the Australian Institute of Marine and Power Engineers, the Federated Miscellaneous Workers Union, the Federated Marine Stewards and Pantrymen's Association, the Transport Workers Union and many other minor unions. It is impossible to operate under those conditions. It is about time that the unions realised that they have to do something about that.

I thank honourable members for their comments on the Bill.

Motion (Mr Tenni) agreed to.

#### Committee

Clauses 1 to 8, as read, agreed to.

Bill reported, without amendment.

#### Third Reading

Bill, on motion of Mr Tenni, by leave, read a third time.

**CLERMONT COAL MINE SPUR LINE****Initiation**

**Hon. D. F. LANE** (Merthyr—Minister for Transport): I move—

“That Mr Speaker do now leave the chair and the House resolve itself into a Committee of the Whole to consider the following resolution—

‘That the House approves of the working plans, section and book of reference for the construction of a railway from the Wotonga-Blair Athol line to the Clermont coal mine.’”

Motion agreed to.

**Committee**

**Hon. D. F. LANE** (Merthyr—Minister for Transport) (4.39 p.m.): I move—

“That the House approves of the working plans, section and book of reference for the construction of a railway from the Wotonga-Blair Athol line to the Clermont coal mine.”

Honourable members would be aware of the importance of the central Queensland coal mines and associated railways to the financial health of Queensland Railways and to Queensland as a whole.

Using technology second to none, the Government has developed an efficient railway system in the central Queensland region to handle the massive task of hauling coal from the mines to the export ports, power stations and private local users. In 1985-86, almost 59 million tonnes of coal were railed throughout Queensland, the vast bulk of it being from the Bowen Basin in central Queensland.

Electrification of the Gladstone-Blackwater and Goonyella systems is currently well advanced in a \$680m project to further improve the efficiency and capacity of these rail systems. The Goonyella railway system, in particular, has undergone massive expansion in recent times with new coal mines and associated infrastructure developed at Riverside, Blair Athol, German Creek and Oaky Creek.

A further coal mine, to be located near Clermont, is now proposed by Clermont Coal Mines Limited, a joint-venture company involving White Industries (Queensland) Pty Ltd and Mitsubishi Australia Limited. The proposed mine is located approximately 13 km north of the township of Clermont. An open-cut mining operation on the 260 million tonne steaming coal deposit is proposed by the joint venture. Annual throughput is to be geared to reflect market realities. However, a maximum capacity up to 10 million tonnes per annum is envisaged. The coal will be railed from the mine site via a new railway spur line connection to the Wotonga-Blair Athol railway, thence via the existing railway to the export port at Dalrymple Bay. Upgrading of the existing railway and port facilities, together with supporting infrastructure, will be necessary to handle the additional tonnages to be railed from the new mine. The extent of the necessary upgrading works has yet to be finalised.

The purpose of this proposal is to obtain the approval of the Parliament for the route of the spur railway to connect the Clermont Coal Mines Limited's mine site with the existing Wotonga-Blair Athol railway. The proposed spur line, including the balloon loop at the mine coal load-out point, is 14.8 km long, and it joins the existing Wotonga to Blair Athol railway at kilometrage 109.05 km on that railway. The route of the proposed spur line extends southwards through generally undulating black-soil plains country, of which approximately 40 per cent is under cultivation, with the balance used for grazing.

Apart from lands required from the mining company to site the balloon loop and coal load-out facilities, a total resumption area of 57.5 ha from six separate lots is required.

Construction will entail the bridging of Gowrie Creek, other minor drainage structures and substantial earthworks to achieve the necessary gradings. An open level crossing at the intersection with Ken Logan Road is also required.

The spur line will be electrified with the remainder of the Goonyella system at the proposed time of commissioning the new spur line. The total estimated cost of the proposed rail spur, including resumptions, is \$15m.

Advantages to the Clermont region and to Queensland will accrue through both short and long-term employment that will be generated by the construction and operation of a major coal mine project, the rail freight revenues and the mining royalties that will be enjoyed. The other incidental benefits are obvious. Accordingly, I have no hesitation in recommending the construction of a rail spur line between the existing Wotonga-Blair Athol railway and the Clermont Coal Mines Limited mine site.

I commend the proposal to the Committee.

**Mr MILLINER (Everton) (4.43 p.m.):** Opposition members do not oppose this proposal. In fact, we welcome the development that is occurring in the Clermont area. In view of the development that is being undertaken, there is obvious confidence in the mining industry despite the downturn in the prices being received by coal mines for their products.

The Opposition congratulates White Industries (Queensland) Pty Ltd and Mitsubishi Australia Limited for continuing with the coal mine venture. The Minister's proposal will provide those companies with the necessary infrastructure to transport their product to the port at Dalrymple Bay.

I was interested in the figure quoted by the Minister of the total number of resumptions that will have to be made outside the land owned by Clermont Coal Mines Limited. The Minister stated that the total area involved in those resumptions will be 57.5 ha and will involve six separate blocks of land. That is not a huge resumption. I trust that no serious problems will be caused by those resumptions.

The Minister also stated that the railway line into the area will be electrified as part of the central Queensland electrification program. The total cost involved in that project will be approximately \$15m.

In the debate on the previous proposal before the Parliament for the provision of railway facilities in the central Queensland/Bowen Basin area at Blair Athol, I asked about the provision of sleepers that were to be used on that project. Wooden sleepers were to be used. At that stage, my colleague the honourable member for Mackay (Mr Casey) reminded me that a couple of plants had been established in the Mackay region to manufacture concrete sleepers. He indicated that the companies were facing difficulties because of the downturn in the mining industry. I am pleased that the sleepers to be used in construction dealt with by the proposal will be pre-stressed concrete sleepers. I hope that that provides employment for the people in the Mackay area.

I notice that the cost of the railway line will be met by the developers, who are making a contribution to the proposal. The Opposition certainly supports the proposal.

**Mr ELLIOTT (Cunningham) (4.46 p.m.):** I am delighted to support the Minister in this proposal on the Clermont Coal Mine spur line. Since I have been a member of this Parliament, this is probably the first occasion on which a Minister has come to grips with efficiency problems and done something constructive.

**Mr De Lacy:** Tell us why you support the Americans at the expense of the Australian wheat-farmers.

**Mr ELLIOTT:** It is very interesting to hear that inane interjection. The honourable member for Cairns (Mr De Lacy) should wait for the reply of the Minister for Primary Industries to primary industries legislation that will be discussed tomorrow. Then the honourable member will see how smart he is.

I wish to speak on this proposal. It is very much to the point that this Minister has been game to rock the boat, as it were. Quite frankly, over the years, there have been many sacred cows in the public service. The Railway Department has adopted the attitude that thou shalt not dare to go along and make any suggestions about improving the efficiency of its operation. In a very sensible and reasonable fashion, through the use of consultants, the Minister has created a situation in which Queensland is the first State in this nation to make a profit from its railways. I do not know of any railway system in any other country that makes a profit. That is something to be commended in the administration of this portfolio.

**Mr Casey:** Mr Elliott——

**Mr ELLIOTT:** I am going to speak for only a short time. Other people want to take part in the debate. The honourable member for Mackay will have plenty of time to speak later.

**Mr Casey:** Mr Hielscher thinks that he is to get the credit for negotiating the coal contracts.

**Mr ELLIOTT:** It is a combination of the efforts of a lot of people. What I am talking about today is the efficiency that has been achieved by the use, firstly, of consultants to point out the shortcomings and problems within the railway system. It is very important, when talking about this proposal, to look at efficiency. Quite frankly, achieving efficiency in the Railway Department has resulted in morale being very much uplifted.

I speak regularly to many people in my own electorate, in Toowoomba and in the surrounding areas. The general consensus of railway employees is that they are very proud of the new efficiency in the Railway Department. Practically every week new records are set for the movement of tonnages of grain and coal to port. Of course, that is very much different from the days of old when the main records that were set related to the number of days lost through strikes and industrial problems.

The situation is much improved, and I am very pleased to see it. The improved morale in the railway service can be sheeted home to the Minister and the Cabinet, who at the time were prepared to back up the decision to put consultants into the Railway Department. This proposal is another example of the Minister's working in conjunction with private industry to achieve positive benefits for the people of this State.

**Mr Borbidge:** Victoria is losing \$1m a day on its railway system.

**Mr ELLIOTT:** What has been said by the honourable member for Surfers Paradise is true. The southern States are losing heaps of money on their railway systems, and it might be suggested to them that they should take a leaf out of the book of Queensland's Minister for Transport (Mr Lane).

Honourable members will recall that one of the first duties of the Minister when he took over his portfolio was to introduce a proposal into this Chamber for the construction of new branch lines to Blair Athol and Riverside as part of the expansion of the Goonyella railway system. The mines that I have mentioned are in operation, and create substantial revenue. Moreover, they have provided employment for substantial numbers of people in Queensland.

Honourable members would be pleased to note that approximately \$680m has been spent on the electrification program for central Queensland. As someone who has taken a keen interest in the efficiency of railways, I look forward to the day that a tunnel is constructed through the Toowoomba range, in the electorate of the honourable member for Toowoomba North (Mr McPhie), to transport grain from the Darling Downs. At a later date, when the returns for coal production improve, it may be a viable proposition to transport coal from the Darling Downs as well.

I take pleasure in supporting the proposal. I commend the Minister and officers of his department for the developments that have taken place in the central region of this

great State. I am sure that my colleague the honourable member for Mirani (Mr Randell) when he rises to speak to the proposal, will provide the Committee with greater detail of that expansion. Notwithstanding that, I would be remiss if I did not take this opportunity to say that Government members are delighted by the increased efficiency of the Railways Department. As I mentioned earlier, I believe that the increase in efficiency has changed the level of morale evident among members of the staff. The employees are very proud of being able to set new records for the transportation of tonnages. For those reasons, I am delighted to be associated with the proposal that has been brought forward in the Chamber.

**Mr CASEY (Mackay) (4.53 p.m.):** I am very pleased to be associated with the proposal that is before the Committee today. The development of the Bowen Basin coal mines has been a matter of great importance to the city of Mackay and the surrounding districts. Many years ago as a young lad, I can remember hearing talk of magnificent coal deposits in the hinterland region and discussion of the possibility that at some future time a market may be found for the coal that would provide development, work opportunities and prosperity for the people of Queensland and Australia.

What will be known as the Clermont coal mine is what has been known to me over a long period as the Wolfgang deposit. In the main, the deposit comprises steaming coal, but it is a very, very thick seam. I understand that some parts of the Wolfgang seam are thicker than the Blair Athol seam, which is 30 metres wide and is, as all honourable members would know, the thickest seam of coal in the world. Over a period, I have escorted people from New South Wales to the Blair Athol mine. They were absolutely aghast at the depth of the coal deposit, in spite of the fact that they were familiar with mines in New South Wales.

I am informed that the deposit is good quality coal and that it is proposed to mine approximately 5 million tonnes a year. Transportation of the coal will be the responsibility of the Railway Department and will involve the use of this spur line along the Mackay-Blair Athol route, and discharge through the port of Dalrymple Bay. Every day and night that I am at home, I look across Dalrymple Bay, which is a port that duplicates coal-loading facilities at Hay Point.

I can safely speak with some considerable knowledge of this area and this work. If a coal mine is developed at Clermont from which up to 5 million tonnes of coal a year is taken, it will be necessary for the port at Dalrymple Bay to duplicate its coal-loading facilities. Consequently, Dalrymple Bay and the port of Hay Point, which adjoins it, will have the capacity of exporting upwards of 50 million tonnes of coal a year, which is an enormous amount. One thing that I did note in the commissioner's report—and the Minister touched on that in his introduction—was that the successful exploitation of the Clermont coal mine was dependent on the rail facilities. I do not believe that to be the case. The successful exploitation of that coal deposit is completely dependent upon the markets and the prices for steaming coal around the world. It is known that prices have suffered a bit of a belting at the moment because of the big drop in oil prices. Because of the decrease in market potential alarm bells have been ringing in all coal mines in Queensland and New South Wales, which are reliant on the export of their product. Consequently, because of the drop in price in the last two years there has not been a great deal of reinvestment in the coal industry.

I want the Committee to note these points because they are important to a further point that I will make at a later stage. Some mines have been rendered uneconomical because of the recent drop in coal prices around the world. Obtaining new markets is very, very important. At the moment, in this State and, indeed, in New South Wales, anybody who is operating a coal mine will confirm that the mines are not operating to maximum capacity because of the shortage of markets and the low prices.

The point that I want to make is that this sounds very much like a Claytons proposal because there will be a railway line without a mine. At the moment no mine development is under way at Wolfgang, or the Clermont coal mine, or whatever one likes

to call it. The great mystery is why this motion has been moved. When the Minister replies to this debate he should clear that up.

For instance, the cost of the development of the coal mine and the building of the railway line to which this motion relate, is \$15m. It is important to look at the *Estimates of Receipts and Expenditures* which were placed before the Parliament only last week by the Premier and Treasurer (Sir Joh Bjelke-Petersen). At page 133, under the heading "Railway Mineral Projects Fund", are found the allocations with which the lines are being built, including all the additional electrification, etc. It is found that money from last financial year is still available for the German Creek railway project. The same can be said for the Blair Athol railway project, the Riverside railway project, the Oaky Creek railway project, the Newlands railway project—I am naming all the new mines that have recently been established in that area of Queensland—the Curragh railway project, the Yarrabee railway project, the Laleham railway project, the Blackwater railway project, the Callide railway project and the Gregory railway project. Money is also already allocated for the refund of security deposit and for locomotives and rolling-stock for the Central Queensland Coal Associates. Not a thing appears in that document about the Clermont railway project—nothing whatsoever! So is it a Claytons mine? Is it the mine we have when we are not having a mine, or something like that?

It is necessary to look further at the *Estimates of Receipts and Expenditure*. Going back to page 88—these are all the Government's own figures under the Trust and Special Funds—it is found that the estimated expenditure for the Railway Mineral Projects Fund is \$51m, which is exactly the same figure that can be found on page 133, with \$37.5m in the main being the refund of the security deposits of the different coal-mining companies for previous projects.

So it is not there. If one goes to the Estimates of the Minister's department, one finds that it is not there, either. So why is it necessary for the Committee to be debating this motion now when the Treasurer's Financial Statement to this Assembly contains no funding for the project? In the actual area, nothing is happening. I realise that the Minister might say that exploration is continuing and that the parties are getting ready to negotiate their agreements and all that sort of stuff. Certainly that may be the case for the company, but on major projects such as this it is a good two years or more from the date of the announcement until construction operations get properly under way.

This is something that the Committee should be told. The Minister should not simply move the motion and hand out some briefs to his back-bench cronies so that they can praise him and his actions. That is what happened with the member for Cunningham (Mr Elliott). His big mistake was that, when he finished his speech from the Minister's brief, he took it back to the Minister.

I will deal with the usual fanfare that occurs when mining projects are announced. In Queensland, usually the first person to make the announcement, in an endeavour to ensure that he can gain credit for it, is the Premier himself. Last Tuesday in this place the Premier and Treasurer delivered his Budget Speech and, in doing so, stated that Queensland did not have a flat economy. That was an altogether different speech from the one that is traditionally made to this Assembly. Usually he says that everything is going great and the Government has all these big, new projects under way. However, this time there was not one word from him about the Clermont coal project.

So the plot, or the mystery, or whatever one likes to call it, thickens. When will the Clermont coal mine get under way? What is the need to pass this motion now when nothing is actually happening? Is it, as the member for Everton (Mr Milliner) suggests, that perhaps it is only a cover so that the Minister or his department can have the consent of this Assembly to go ahead and purchase some more reinforced concrete sleepers from Humes in Mackay so that it can at least partly restart its plant before it is pulled down and put away for ever? I think not, because on previous occasions the Government has been able to use the various Trust and Special Funds to purchase such goods ahead of time. That is a common practice in the Main Roads Department, the

Works Department and many other departments. The Railway Department has done it on a number of previous occasions.

What the Opposition really wants to know is: When will the mine be built? As the member for Mackay, I want to know. Not one member of the Government can deny that I have been a constant and strong supporter of all of those developmental projects in my electorate and that I recognise and realise the value of them. In 1968, when the first Central Queensland Coal Associates Agreement was debated in this Assembly and entered into, against even some of my own colleagues in the Mackay area, I supported that project.

Those projects have been an enormous benefit to the Queensland and Australian economy. They have meant an enormous improvement to the local Mackay economy. The people of the area and I want to see further development of the resources in the area. Compared with other areas, Mackay has had somewhat of a depressed economy. The conclusion of the construction of the project at Dalrymple Bay, the coming on-stream of the Riverside mine, which was the last big one to come fully on-stream, the opening of the Blair Athol mine and the completion of the Blair Athol railway line, all of which occurred from the end of 1984 and through 1985, as the honourable member for Mirani would agree, coincided with the biggest downturn ever in prices in the sugar industry. That was a double dump to the economy of Mackay.

The sugar industry is improving. If the industry gets into it and the mills are prepared to work a bit of overtime to get the big crop off in the Mackay area, that would help to return some buoyancy to the economy of the area. Many industries were established in the area because this Government promised that coal mines would be opened in the area.

Recently, I spoke to a Mackay businessman who is at the top of his field in Australia. His company has become expert in the construction of the big draglines that are used at the coal mines. That company is now in the position of having to merge with a southern company and perhaps move its operations to Brisbane because there is insufficient work going on in the Bowen Basin in the upgrading of existing equipment, opening of new mines, expansion of existing mines and the building of construction and mining equipment.

As many members are aware, draglines are magnificent pieces of equipment that cost anywhere between \$60m and \$80m each. However, very high levels of technical skill are required to build them. If the Queensland Government is not careful, north Queensland will lose the ability to manufacture those draglines and will once again be dependent upon equipment that is manufactured in the south.

It is extremely important that my area know when the mine will begin operations. It is important so that the local business people can make the right commercial decisions about whether to relocate or to stay in the area and participate in some of this construction and the spin-off from it. Additional service industries would be required. Those industries cannot be brought into being overnight.

The Minister would know that a couple of years ago, when Blair Athol was first being built, I advocated the construction of the missing link between Clermont, which is the home of the honourable member for Peak Downs (Mr Lester), and Blair Athol so that the equipment that was already operating in the area could be utilised. However, that did not happen at that time. Of course, the Government then had to get those operators back again to carry out that particular work.

It is important that the Parliament be told what will happen. Perhaps honourable members will have to wait. Is this going to be the carrot that the Government will place on the plate when Cabinet visits Mackay on 13 October to make a magnificent announcement, as it has tried to do in most other areas?

**Mr Davis:** To try and save Mirani.

**Mr CASEY:** If anything, it is the Minister for Corrective Services, Administrative Services and Valuation (Mr Muntz) who has been putting his foot in it lately. He will have trouble retaining his seat in the forthcoming election.

Will this rail project be the carrot that is placed on the plate when Cabinet visits Mackay on 13 October? Will it just be more election bait?

The proposal to build the spur line is sound. It is necessary, and will be a great asset when the mine is opened. I ask the Minister to tell honourable members when that will be.

**Mr RANDELL (Mirani) (5.8 p.m.):** I strongly support the motion. I endorse the remarks made by the Minister and the honourable member for Cunningham (Mr Elliott).

The honourable member for Mackay never gives the Queensland Government credit for anything.

**Mr Casey:** I just did.

**Mr RANDELL:** The honourable member gives half credit and then gives a slight backhander at the same time. He should not do that.

I do not think anyone in this Chamber, except possibly the honourable member for Peak Downs (Mr Lester), has had a better liaison with that mining area than me. I have represented that area for more than 12 years either as a local councillor, chairman or a member of Parliament. I can tell the honourable member for Mackay that the spin-off from those mines has certainly helped the town of Mackay. The economic reality is that the mines have helped that town. The honourable member should be giving the Government a bit of support.

**Mr Casey:** When will it happen?

**Mr RANDELL:** It will happen. The honourable member for Mackay has to remember that any major project must have a lead-time. It must be planned. It must be well thought-out. That is exactly what is being done. The honourable member knows that.

The Minister has explained that the new spur line to and the coal mine at Clermont will greatly benefit the people of Queensland now and in the future by way of greater employment and better rail services. Much of that growth will benefit the mining and railway sectors directly.

As I have said, I have been connected with the area for at least 11 years. I was a member of the Broadsound Shire Council when the town of Dysart was first built, and I saw the improvements there. Later on, as the chairman of Broadsound Shire Council, I helped to build the town of Middlemount.

I can recall going there one Christmas on a very hot, steamy day with the health surveyor, who was the building inspector at the time. When we drove into the area, the bulldozers were knocking the trees down, white pegs were going into the ground, men were burning off, it was about 140 degrees fahrenheit in the shade, and people were laying the first concrete slabs for houses. I can go back to the time when those towns were built and when the schools, community centres, bowls clubs and post offices were built.

**Mr Prest:** Who wrote this for you—Leisha Harvey?

**Mr RANDELL:** The honourable member for Port Curtis would not have a clue what goes on in this country, and never has. How he ever got into Parliament, I will never know. Certainly it was not on ability. The Queensland Government will not have to worry about him after the next election.

I was present on the day the town was built. My association with the town has given me a sense of pride and I can look on it as being something that I helped to

build. I wonder how much the honourable member for Port Curtis will be proud of when he leaves this Parliament.

The construction of roads for the area was negotiated and the people in the outback got TV, postal services and a place where they could go in the afternoon for a beer. They are the little things that the country people did not have, but now they can take them for granted. This will have a spin-off effect throughout the whole of Queensland and these people will obtain considerable benefit from the new mine and new railway development that the Minister has foreshadowed.

The development of the new mine and railway facilities will directly generate employment in the construction industry. The construction of the railway formation, bridges, drainage structures, mine structures and facilities will provide a welcome boost to the construction industry. That will have an effect down here in Brisbane. So the people working here in Brisbane will certainly get a spin-off. Whether it be tonnes of cement or steel, it has an effect all over Queensland and helps provide employment. The honourable member for Mackay is knocking all these things. Why does he not get up and support them?

**Mr Casey:** What are you talking about?

**Mr RANDELL:** It is not so much the honourable member for Mackay as some other Opposition members who would not know what they are doing.

Although the extent of the upgrading of existing railway and port facilities has yet to be finalised, it can be said that previous new mine and railway developments have necessitated the construction of additional housing and accommodation for railway personnel together with the provision of ancillary equipment and services. I do not know how many Opposition members have gone through my electorate, but what about the town of Coppabella? The honourable member for Mackay would know that town. An entirely new town was built solely for railway people.

In the beginning, services in the town were very primitive, but now it has a beautiful swimming-pool, child-minding facilities, a new school—the whole lot. It is there and the Queensland Government is proud of it. The honourable member for Mackay, who has been to that town, would admit it is certainly a credit to the Queensland Government. The Queensland Government would like to achieve a lot more. That is the type of thing that has been achieved in that area. Progress and development is occurring and it will certainly help the whole of Queensland. Opposition members must not try to tell me that this is not the case.

The other industry that will be helped by this line is the grain industry. The honourable member for Peak Downs knows of the huge grain areas. I have flown over that area and seen the thousands of acres that are being cleared. Before too long that area will rival the Darling Downs.

**Mr Littleproud:** Now, Jim.

**Mr RANDELL:** Yes it will.

**Mr Prest:** Thanks to the Labor Party of '47.

**Mr RANDELL:** Just listen to that. My God! The ALP's policies are trying to crush the rural sector into the ground. With its interest rates and costs, it is forcing people off the land daily, by the dozen. And the honourable member for Port Curtis has the hide and audacity to say that the ALP has something to do with the improvements in this area! The ALP has nothing to do with them. The only things that keep the people on the land going are the incentives given by the Queensland Government, because it is picking up what the Federal Government is taking away.

At Waitara there are the new facilities that will be opened very shortly. Mackay harbour has the receiving depots for Queensland grain so that it can be sent overseas. Those facilities are being expanded. The Queensland Government is providing for the

future of Queensland. As I said to the honourable member for Mackay, there has to be a lead-time. One cannot just wait until it is there. The facilities must be put in, and when expansion occurs, the facilities are there to cope with it. The Queensland Government makes no apologies. It can say proudly that it is doing something for Queensland. The Minister for Transport is playing a great part in this expansion and honourable members should realise that the Minister is doing a tremendous job.

**Mr Henderson:** It is the only railway in Australia that runs at a profit.

**Mr RANDELL:** I will come to that shortly.

The Queensland Government is proud to be working alongside private industry in providing services to people throughout the State. The Queensland Government is working together with private enterprise all the time.

The new Clermont coal mine and proposed spur line are yet another example of the Government's commitment to progressive development of this State's resources for, as I said earlier, the benefit of all Queenslanders.

I congratulate the Minister on the work that he is doing. He has made an outstanding contribution to the State of Queensland. He is a man who has a vision for the future. He took the railways by the scruff of the neck, shook them and got them going. When he took over responsibility for the railways, they were operating at a loss. He now has the railways operating at a profit.

**Mr Davis interjected.**

**Mr RANDELL:** Would the honourable member like to see my notes? Who sent the brief to the honourable member? Was it the ARU?

As I have said time and time again, Opposition members are representatives of the union-leaders. Earlier, I heard the member for Brisbane Central say that he represented some obscure union and that he was proud to be associated with it. The union-leaders have never worked in their lives. They only scheme to get more out of their members so that they can get a little more out of the State. They never think about the men who work on the railway lines and who work very hard for this State. The honourable member should not try to tell me about union-leaders. The rank and file of the unions have nothing to do with the honourable member.

The Minister's initiative to electrify railway lines was a great step and one that took courage. The electrification of Queensland railways will stand as a monument to the present Minister for Transport. Once the lines are electrified, Queensland producers will be more competitive on overseas markets. Do we need some incentive because of what the Federal Government has done! Heaven help us! Queensland has to compete on world markets and create jobs.

I support the proposal and wish it success.

**Mr DAVIS (Brisbane Central) (5.17 p.m.):** For the first time in this Chamber I saw the member for Mirani reading a brief from the Minister. On that brief appeared the words "congratulate the Minister". That is the most unusual thing I have seen for a long time. If one provides a brief, one does not congratulate oneself.

The member for Mirani referred to the wonderful facilities provided by the Government in country towns. Honourable members will recall Coppabella, which is in the electorate of Mirani. The member for Mirani was petrified when, one day, he entered this Chamber after union agitation over the shocking facilities and amenities provided in Coppabella. It was only following union action that the Government ensured that decent amenities were provided for the decent people who live in that area. So much for the member for Mirani!

**Mr RANDELL:** I rise to a point of order. The member for Brisbane Central accused me of obtaining notes from the Minister. That statement is untrue. The honourable member is casting aspersions on me. I ask that his statement be withdrawn. I point out

that the honourable member is referring to notes from the Miscellaneous Workers Union. On the bottom of the notes appear the words "please turn over".

**The TEMPORARY CHAIRMAN (Mr Booth):** Order! There is no point of order.

**Mr DAVIS:** That was very good! I have to turn to something more important than the member for Mirani and his speech-reading.

All honourable members must be very pleased with the Minister's statements and press releases, his publicity about Traveltrain and the trumpeting of the \$120m operating profit. I am not sure whether that figure is correct, because it goes up and down a bit. By nodding his head, the Minister is acknowledging that that is the operating profit. If that is so, and as our electorates share an area in Fortitude Valley, I see no reason why some of that operating profit that has been saved should not be spent on providing some decent facilities for some of our mutual travelling constituents. I recall Brunswick Street Station. I know that this is probably a bore——

**Mr Lane:** You recall it because it is so long since you visited it.

**Mr DAVIS:** Everybody knows that I am a regular train traveller.

**Mr Lane:** You lost your gold pass five years ago.

**Mr DAVIS:** I do not know why the Minister gets so upset. I am only asking him to spend some of the \$120m operating profit that was made.

Why am I asking? Not only on my own behalf but also on behalf of your own constituents, Mr Booth, in this case I am asking for escalators to be installed at the Brunswick Street Railway Station. Those escalators were promised in 1970 by that well-known Liberal Treasurer.

I am aware that you, Mr Booth, have not visited the Brunswick Street Railway Station for quite some time. There are 40 steps from the railway platform up to the top. Poor old ladies have to go up those stairs, as well as young mothers with their children, trying to cart their groceries and other items up those 40 steps——

**Mr Hamill:** This is the Year of the Family, too.

**Mr DAVIS:** That is right. It is the Year of the Family, as the honourable member for Ipswich has stated.

On many occasions I have requested that escalators be installed at the Brunswick Street Railway Station. However, the answer was always that there were insufficient funds. The Railway Department blamed the SGIO. The SGIO claimed that it was the responsibility of the Railway Department.

In view of the \$120m operating profit made by the Railway Department during the last financial year, I feel sure that the installation of escalators at the Brunswick Street Railway Station will go ahead.

The other two railway stations that are included in my electorate, namely Roma Street and Central, have been upgraded because of my good representation. Therefore, why cannot decent facilities be provided for those hundreds of old ladies who attend bingo in the Valley Centre Plaza? All those ladies ask is that an escalator be installed.

What amount of money would be needed for such a project? Bearing in mind the \$120m operating profit that I mentioned previously, I believe that only \$120,000 would be required for that project.

**Mr Milliner:** You are well known for helping those old ladies up the stairs.

**Mr DAVIS:** The honourable member for Everton should not mention matters such as that because I am a humble person.

If support can be obtained from the Minister for that project now that the problem of funding has been eliminated—

**Mr Lane:** Have you ever won at the bingo?

**Mr DAVIS:** Yes, I do play bingo now and again because I believe in mixing with those little old ladies who need help with their shopping items up and down those 40 steps.

Even though this is a State election year, I hope that the Minister will find it in his heart to ensure that those long-awaited escalators, which have been promised since 1970, will be installed. The initial promise was made by the Liberal Party; but, after all, the Minister was at that time a Liberal Party member.

**Hon. V. P. LESTER (Peak Downs—Minister for Employment and Industrial Affairs)** (5.23 p.m.): I am pleased to join in this debate, particularly as the proposal will create further development in the Clermont area.

The motion being considered by the committee, which will enable the building of a spur line to link the new Clermont coal mine at Wolfgang with the Blair Athol-Wotonga and Clermont-Dalrymple Bay railway line, is significant.

Many significant and important events have occurred in the Clermont district in recent times. Grain production has quadrupled over the past few years; the cattle industry has become more and more pronounced; and the Blair Athol coal mine has been established. In addition to those developments, the high school facilities in Clermont now provide education to year 12.

The Minister for Transport attended the opening ceremony of the Blair Athol-Wotonga connection, which linked Rockhampton, Emerald, Clermont, Blair Athol, Dalrymple Bay and Mackay. That is a tremendous asset for the Central Highlands area.

An office of the Employment and Industrial Affairs Department has been established in Clermont. That office will bring the Government closer to the people. The Tom Eite Bridge has also been constructed. An extra \$4m or more was promised in the State Budget for upgrading of the Charters Towers road. Roadworks between Clermont and Capella are also being undertaken. In addition, sporting facilities have been provided and the population of the town has doubled.

A feasibility study of coal deposits commenced some time ago and then, because of the market, did not continue for a while. However, recently a further feasibility study was conducted by Clermont Coal Mines Limited, the parent company of which is White Industries. I am led to believe that it has almost been completed.

Only last Tuesday, I had the pleasure of meeting the chairman of the Belyando Shire Council, Councillor James Turner, and Mr Chapman of Clermont Coal, when I was informed that the project is very advanced at the moment. In fact, many trial orders of coal have been sent throughout the world and great interest has been shown in the quality of the coal. Tests are presently being carried out at the combustion unit at Ipswich, and the future for the export of coal looks rosy.

I have not the slightest hesitation in believing that the Clermont coal project will go ahead. In fact, I am led to believe that construction is to start early in the new year. I understand that construction will take not much more than 18 months or two years, at which time production will commence.

It is very exciting that the amount of coal produced will be in the order of 4 million tonnes a year. The capacity exists to increase that volume. Clermont's population will increase by a third, which will add yet further stability to that excellent central Queensland town.

I welcome what is happening. Everything seems to be running to schedule. It all looks very good for the future. Significant events have occurred in the world that have made it desirable for various organisations, coal authorities and, indeed, power authorities to use steaming coal for future power generation.

Honourable members are aware of the nuclear disaster in Russia and the fluctuation in the price of oil. The time is rapidly approaching when power stations, which have to be renewed every 20 years or so, will revert to steaming coal; hence the great confidence that the Government has in the Clermont coal project based on Wolfgang.

The proposed railway route is a branch line from the Wotonga-Blair Athol line at the 95 km mark, in a south-south-easterly direction, crossing the Ken Logan Road and Gowrie Creek to finish at the mine site just north of the junction of the Peak Downs Highway and the Gregory developmental road.

The country traversed by the proposed line is generally undulating black-soil plain, of which approximately 40 per cent is under cultivation. The remainder is lightly grassed and timbered. Gowrie Creek, situated about 400 m past the point of the balloon loop, is the only major stream crossed by the proposed line.

**Mr Casey:** Mr Lester—

**Mr LESTER:** For the information of the members of the Opposition who seem to be interjecting, this is very important news for the people of Clermont, who have a right to be represented. I thought that the honourable member for Mackay (Mr Casey) would be offering support because, after all, the city of Mackay will benefit greatly. You are supporting it, are you?

**Mr Casey:** I am trying to tell you that the Minister has already read that into *Hansard*.

**Mr LESTER:** There is nothing wrong with the local representative reaffirming the fact that this is very important news for the people of Clermont, who should be given the opportunity to read what their member has to say in the Parliament in Queensland, in which all the major decisions are made.

Apart from the connection onto the Wotonga-Blair Athol railway line and the balloon loop, the alignment has been designed with the minimum curve of 2 500 metres. The maximum depth of roadworks will be 12 metres, and the maximum height will be seven metres. A level crossing will be provided where the rail line crosses the Ken Logan Road. It is certainly my hope that flashing lights will be installed at the crossing. A bridge will be constructed over Gowrie Creek consisting of four spans of 15 metres each. Approaches to the bridge will extend for 180 metres. A refuge siding will be located adjacent to the mine site. Areas of land will also have to be resumed according to the plan, and I thank the graziers concerned for the co-operation they have given during the difficult negotiations that were necessary from time to time.

It is also important to mention the requirement of locomotives and rolling-stock that is based on the transportation of four million tonnes of coal per annum from the Clermont coal company's mine to Dalrymple Bay. The additional rolling-stock required will be 12 109.8 tonne electric locomotives and 297 bottom-dump coal wagons, as well as Locotrol equipment. The total cost of rolling-stock is estimated to be \$43m. The expenditure of a sum of that magnitude will provide a good deal of employment for many people. I am sure that the people of Clermont will provide the necessary work-force.

The estimated cost of the new spur line, including land resumptions, surveying and engineering, is approximately \$15m. In addition, the company will be required to provide funding for the upgrading of relevant portions of the connecting railway line to Dalrymple Bay and its supporting infrastructure. The arrangements made for revenue and working expenses will assist the local economy.

In conclusion, I wish to congratulate the Minister for being so far-sighted by presenting the proposal to Parliament today. I thank the Clermont Coal Company for its continued dedication and efforts to make Clermont and the surrounding district a bigger and better place. I am delighted that again Clermont is being brought to the fore in a project that will be of a great benefit to the State of Queensland. I also thank the good people of Clermont for all of the efforts they have contributed to make the project

viable. Everyone who lives in the State of Queensland will be much better off because of the introduction into Parliament today of this magnificent proposal.

**Hon. N. E. LEE (Yeronga) (5.32 p.m.):** The Liberal Party supports the proposal. Of course, the Liberal Party will support anything that results in expansion of the coal-mining industry. The expansion of the rail line electrification program will be of great assistance to the coal-mining industry.

Blair Athol is one of the largest coal seams in the world. The first time I saw it, I was absolutely amazed that such a vast seam of coal existed. The project should be given all the support that is possible because Queensland desperately needs to develop products for export. It is more important nowadays than ever before, since the Australian Labor Party Federal Government came to power and began bleeding export industries as fast as it possibly could.

It is also important that the costs of freight be kept to a minimum. If freight costs rise, sooner or later the added burden of transportation costs imposed by actions of the Federal Government will result in Australia's having no export industries to speak of. In the light of that, the Queensland Government has a major role to play in maintaining freight costs at a minimum. I had intended to mention the Fairfield overpass; but, as it is not covered by the proposal, I simply reiterate the total support of the Liberal Party for the motion.

**Mr PREST (Port Curtis) (5.34 p.m.):** It gives me great pleasure to support the proposal that provides for extension of the Clermont spur line. I endorse the words of wisdom from the honourable member for Mackay (Mr Casey), who spoke very forcefully and intelligently about the proposal, which is something that members of the Government did not do.

It was obvious that the honourable member for Cunningham (Mr Elliott) knew nothing about the subject-matter of the proposal. As the honourable member for Mackay pointed out, at the conclusion of his speech the honourable member for Cunningham took his notes back to the Minister and asked which member of the Government the notes should be given to next.

Nevertheless, I am concerned about the questions that the honourable member for Mackay (Mr Casey) posed to the Minister on the timing of the new coal mine. Also, judging by the comments of the Minister for Employment and Industrial Affairs (Mr Lester), it would seem that it will be a long way down the track before the Clermont mine will be achieving anything at all.

**Mr De Lacy:** Does Mr Lester live in Clermont?

**Mr PREST:** I do not think he lives there at all. I think he has deserted the people of that area. They would be most fortunate if he did, anyway. They would see him coming if he walked backwards.

I have been associated with the railways for a considerable time. In fact, I worked in the railway at Blair Athol when it was at its peak. As the honourable member for Mackay said, Blair Athol has a wonderful seam of coal. In 1948 there was a depth of about 104 feet of coal under the main street of Blair Athol. At that time Blair Athol had enough steaming coal to supply the world for many, many years. The Opposition is very proud and pleased at the opening of another mine and the expansion of more rail track.

In the past in this Assembly the Opposition has supported the electrification of the rail system in central Queensland. At that time it was stated that that would bring great benefits and improved employment opportunities for railwaymen. Bearing in mind that electrification will soon be coming on line, it is sad to hear the minister say that that electrification will mean a reduction of 600 rail jobs in the area between Gympie and Mackay in the next three years. In spite of the huge increase in the tonnages of commodities such as coal being railed, there has been a general decrease in the number

of jobs and a reduction in the railway wages. It is sincerely hoped that railwaymen will not pay with their jobs for another extension of the rail system. I hope that, by supporting the extension of the rail system, the Opposition is helping to create short-term job opportunities for the people employed in its construction and for those people within the workshops who are making the electric motors and the dump coal wagons that the Minister spoke about. It is hoped that the number of trains that are carting approximately 5 million tonnes of coal weekly from Clermont to the Mackay area may save the jobs of some of the crew members who presently are facing redundancy, or the sack, from the railways. It has been stated that they will not be sacked but that the reduction in staff will be by the normal wastage process. In other words, as railwaymen become further disgruntled and as their morale continues to sink and as more of them leave, their vacancies will not be filled. Thus it will be seen that in the years to come job opportunities for young school-leavers will not be available.

As I say, the Opposition has pleasure in supporting another extension to Queensland's rail system. I do not want to take up the time of the Committee tonight. A considerable number of questions will be put to the Minister when the Transport Estimates are debated next Tuesday. I will leave it at that.

If, as the honourable member for Brisbane Central (Mr Davis) said, the profit to the railways this year, after the operational costs, will be \$120m, I sincerely hope that the Minister will honour his promises not only in relation to the upgrading of the project that the honourable member for Brisbane Central spoke about, but also on the Government's commitment to the project for the new railway station at Gladstone, which will be a very important section of the electrification and an improvement to the system in Queensland.

**Hon. D. F. LANE** (Merthyr—Minister for Transport) (5.40 p.m.), in reply: The construction program for this railway is such that a January 1989 commissioning is envisaged. The construction of the line is expected to commence in May next year.

The resolution is being sought now to allow adequate time for the resumption process and the design and survey work to be done.

Negotiations are currently under way between the Clermont coal mine and Treasury for the infrastructure works, that is the railway, the roads and the harbour facilities, the contribution that it will make towards them, and on the rail freight that will apply to the cartage of coal on this line. The commissioner's report to this Assembly stated—

“The actual additional annual revenue which will be derived as a result of the provision of this electrified spur from the upgraded existing Wotonga to Blair Athol Railway will vary according to the freight rates which would apply at the particular time and on the tonnages railed. Similarly working expenses relating to the haulage of coal will also vary depending on the tonnages to be railed. It is expected freight revenues and operating expenses will be similar to those currently being experienced on the export coal railways in Central Queensland.”

That is the basis upon which the Treasury would enter negotiations.

**Mr Casey:** The commissioner's report states that it is going to be nearly three years until—

**Mr LANE:** I ask the honourable member for Mackay to extend a little courtesy to me until I finish what I am saying. I will be happy to answer anything else he has to put forward.

Funding has already been received from White Industries. The Government has already received a remittance of about \$50,000 and money to pay for the design works is being forwarded as it is required. The geotechnical investigation and surveys are being carried out by private consultants and are being funded by the mining and construction companies. So the Government has a firm commitment to this mine. As I said, construction is expected to start in May 1987 and coal-railings will take place from January 1989.

**Mr Casey:** It is said in the commissioner's report that it will be nearly three years and you yourself said that it will be 1989 before you start receiving any revenue.

**Mr LANE:** The honourable member for Mackay always tries to make seven or eight speeches in a debate. He does not collect his thoughts before he rises to make his contribution and makes the remainder of his speech by way of interjection during the course of the debate. That is a shoddy way to speak in this Chamber, but for years that has been the honourable member's practice and members are quite used to him.

In fact, the Labor Party's record on coal mine development in this State is abysmal. The honourable member could well hang his head in shame. I can remember back in the mid-1960s when the idea of overseas investment in coal mines in this country was condemned out of hand by the Australian Labor Party, which accused the Government of selling off the farm. The Labor Party should admit the error of its ways 20 years ago.

**An Opposition Member interjected.**

**Mr LANE:** I was around in those years and I can well remember the pamphlets and hoardings that claimed that the Government was selling a ton of coal for the price of an apple or an orange. It suits the honourable member for Mackay to change his stance today. That is a great pity.

Comments were made about Coppabella, which is a railway township on the Goonyella line. That town is now serviced very well with sporting and club facilities. At no cost to the employees, a Railway Institute with swimming-pools and the most modern facilities has been provided as a result of the representations made by the honourable member for Mirani (Mr Jim Randell). Early in the piece the honourable member for Mirani induced me to make a special trip to the town to have that development carried out.

**Mr Casey:** They had to strike in order to get their conditions.

**Mr LANE:** There was no strike.

That development is to be admired. It sets an example for anyone who needs to develop a town in a fairly remote area for a particular industrial purpose. It is a model town—perhaps really a model village.

As I have said, my visit to the site with the senior railway officials of the day was as a result of the representations made by the honourable member for Mirani.

I thank honourable members for supporting what is obviously a very worthy project.

Motion (Mr Lane) agreed to.

Resolution reported and agreed to.

## **INDUSTRY AND COMMERCE TRAINING ACT AMENDMENT BILL (No. 2)**

**Hon. V. P. LESTER** (Peak Downs—Minister for Employment and Industrial Affairs), by leave, without notice: I move—

“That leave be granted to bring in a Bill to amend the Industry and Commerce Training Act 1979-1986 in certain particulars.”

Motion agreed to.

### **First Reading**

Bill presented and, on motion of Mr Lester, read a first time.

### **Second Reading**

**Hon. V. P. LESTER** (Peak Downs—Minister for Employment and Industrial Affairs) (5.49 p.m.): I move—

“That the Bill be now read a second time.”

Since its proclamation on 20 September 1979, the Industry and Commerce Training Act has proved an effective mechanism for administering training in apprenticeship and in other industrial and commercial areas in this State. Training has been extended into various non-trade areas through the development of traineeships.

The effectiveness of that legislation has been further enhanced by various amendments to the Act necessary to meet changing circumstances in industry.

The amendments proposed by the Bill will continue the approach of providing legislation that is responsive to the current needs of industry.

The Industry and Commerce Training Commission, established under the Industry and Commerce Training Act, has undertaken a review of training needs in middle-level occupations in the engineering industry. The review identified specific training needs in middle-level occupations and suitable action, including the development of a traineeship, is being taken to meet these needs.

The review also revealed an industry perception of middle-level occupations that had not previously been recognised.

Specifically, the trend in industry is to divide the middle-level occupations into two occupational areas.

The professional associate occupations such as technical officers, design draftsmen, etc, cover employees who work closely with and assist professional people.

The other occupational area refers to employees that industry associates with the term "technician". These are generally tradesmen who have undertaken further training. However, the current definition of "technician" in the Act ties technicians to professional associate occupations. Amendment to the Act by omitting the definition of "technician" and re-defining "trainee technician" is therefore necessary to reflect industry practice, avoid confusion and facilitate the provision of training.

Under the ambit of the Industry and Commerce Training Commission, a network of industry and commerce advisory committees and regional advisory committees has been established to administer training needs on an industry basis and a regional basis, respectively. Previous amendments have increased the autonomy and effectiveness of the regional advisory committees, thus making them more responsive to regional needs, by giving them the authority to deal with machinery matters such as allotment of apprentices to employers, cancellation of indenture of apprenticeship, etc.

The proposed amendments further increase the efficacy of the regional advisory committees by enabling them to form subcommittees, which will address specific needs using expertise available in the particular region. Regional advisory committees will also be able to respond to immediate regional needs by having the authority to determine matters associated with the probationary period of apprentices and to approve the transfer of apprentices. Presently, the Industry and Commerce Training Commission has authority to disallow a resolution and annul an act of an industry and commerce advisory committee. A similar provision will be inserted with respect to regional advisory committees.

The Industry and Commerce Training Act allows apprentices to transfer to different employers for a variety of reasons. Problems arise in some cases where apprentices transfer to other employers, particularly when, for different reasons, the apprentice does not remain with the new employer or the relevant forms are not completed to give effect to the transfer.

The current provisions in the Act that relate to transfer of apprentices unfortunately do not clearly express the responsibilities of all parties in these situations. The proposed amendments will eliminate this ambiguity, thereby correcting the situation which tends to disadvantage all parties. The amendments provide for similar conditions to apply when an employer engages a new apprentice.

The remaining amendments are of a minor nature or relate to machinery matters. Their overall effect will be to further enhance the effective administration of training

and are in keeping with the general thrust of providing legislation that realistically meets the actual needs of industry.

The importance of providing legislation that establishes a practical framework for employers to train for future industry requirements and for improving the quality of job opportunities for young people is clearly recognised by all concerned.

I commend the Bill to the House.

Debate, on motion of Mr McLean, adjourned.

The House adjourned at 5.54 p.m.