

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**THURSDAY, 17 MARCH 1988**

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Mr SPEAKER (Hon. L. W. Powell, Isis) read prayers and took the chair at 10 a.m.

**MOTION OF CONDOLENCE****Deaths of Hon. R. E. Camm and Mr E. Wallis-Smith**

**Hon. M. J. AHERN** (Landsborough—Premier and Treasurer and Minister for the Arts) (10.01 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 the Honourable Ronald Ernest Camm, a former member of the Parliament of Queensland and Minister of the Crown and the late Edwin Wallis-Smith, Esquire, a former member of the Parliament of Queensland.

2. That Mr Speaker be requested to convey to the families of the deceased gentlemen 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.”

Honourable members will have been saddened to hear of the passing of Ron Camm, who served the Parliament and people of Queensland with distinction for 19 years. He was elected as representative for the seat of Whitsunday for the then-named Country Party and, after four years on the back bench, was elevated to Cabinet as Minister for Mines and Main Roads. In 1968, his portfolio was expanded to incorporate electricity, and subsequently renamed Mines and Energy. Mr Camm was also Minister Assisting the Premier on matters concerning Northern Development, and in his final three years in Parliament—1977 to 1980—he was responsible for Mines, Energy and Police.

The late Ron Camm can be truly described as one of central Queensland's outstanding sons. He was born at Emerald, where his father was based as a railway engine-driver, in July 1914. After attending schools in Rockhampton and Mackay, he worked as a labourer before becoming a sugar cane grower and grazier. His experience and knowledge of the sugar industry saw him achieve executive positions with the Proserpine Co-operative Sugar Milling Association and the Australian Sugar Producers Association.

In his 15 years as Minister for Mines, Ron Camm saw Queensland's coal industry enter boom conditions. He worked tirelessly to promote and encourage it and led many delegations which negotiated valuable export contracts, particularly with the Japanese. The open-cut coal mines and new mining townships of the Bowen basin will be lasting monuments to his efforts on behalf of the industry. In the Brisbane metropolitan area, he will be remembered for his association with the development of the freeway and expressway systems.

Ron Camm was also responsible for much significant legislation—notably the rationalisation of the electricity industry to ensure an equitable basis of payment for consumers throughout the State.

The late Ron Camm was a dedicated family man, a staunch and loyal friend and, at the same time, a capable and formidable, but fair, opponent. He was renowned for his unflappability, even in the fiercest debate. After he left the service of Parliament in 1980, he continued to serve the State in the position of chairman of the Sugar Board. He gave valuable guidance at a time when plummeting world prices plunged the industry into deep depression.

Ron Camm was, in every best sense, a good bloke and a good friend to me, and I offer my sincere sympathy to the members of his family. He died after a long illness, patiently and courageously borne. All Queenslanders owe him an immense debt of gratitude. On behalf of the Queensland Government and, I am sure, all honourable

members of this House, I extend our heartfelt condolences to the family of the late Ronald Ernest Camm.

Honourable members will also have been saddened to hear of the passing of Edwin Wallis-Smith—or Eddie, as he was affectionately known to his friends in Parliament, of which I was proud to be one—who was elected to Parliament on 1 June 1963 and served the people of Queensland in this House for 11 years, first as the member for Tablelands and then as the member for Cook, until his retirement in December 1974. Eddie Wallis-Smith was a Labor politician of the old school, a man who served his electorate well and industriously. Political supporters and opponents were given the same fair and equitable treatment. Indeed, it was his willingness to serve and to offer that same fair and honest treatment to his fellow citizens that I believe marked Eddie's entire life.

It was shown in his keen interest in ambulance work. During his time in the railways, back as far as 1937, he was a member of the railway ambulance and later represented Queensland in interstate competitions. When war broke out, he enlisted in the AIF and served from 1941 to 1946, emerging as sergeant in the 2nd Field Ambulance. Eddie then rejoined the railways and transferred from his home town of Maryborough to Ravenshoe, where he is remembered even today by scores of Tablelands people for his courtesy and help.

In this House, Eddie Wallis-Smith made a valuable contribution to many a debate and was always willing to give young back-benchers, such as myself, helpful advice and friendship. He truly maintained the standards of this Parliament of Queensland.

Eddie Wallis-Smith did not seek to rise to great heights in this House, but he never failed to look after his electors and their best interests. He set an example for service to the public which many others could well follow and which has caused him to be remembered and respected long after retirement from political life. His grieving family and relatives may take great comfort from the fact that in Parliament, or out of it, Eddie Wallis-Smith remained a true Queenslander.

On behalf of the Queensland Government and all honourable members, I extend our heartfelt condolences to the family of the late Edwin Wallis-Smith.

**Hon. W. A. M. GUNN** (Somerset—Deputy Premier, Minister for Public Works, Main Roads and Expo and Minister for Police) (10.08 a.m.): I would like to second the motion moved by the Premier. It was with deep regret that I heard of the passing of the Honourable Ron Camm and also Mr Wallis-Smith. When I entered Parliament in 1972, they were both members. As a back-bencher, I served for some years on Ron Camm's committee. I travelled extensively with him. He was an excellent Minister. He had a great knowledge of the various portfolios in which he served. He had a great knowledge of the sugar industry also. That was a very, very important factor later on when he became head of the Sugar Board. On one occasion when I visited Geneva I was briefed by the Honourable Ron Camm.

In this House he was an excellent speaker. He carried out the duties of his portfolios very, very well. For many years he was Deputy Leader of the National Party. He was a big man and a very strong man—strong in many, many ways. Over the last months of his life I was very disappointed to see him failing. It was sad to see a man such as he going downhill. I think that I am expressing the opinion of everyone in this House today when I say how saddened we were to see him go down. However, he served the Parliament in an excellent manner. I am pleased to second the motion moved by the Premier.

With regard to Mr Wallis-Smith—he was a gentleman. He served his electorate, which was a very difficult electorate to serve, very well and with distinction. He was always ready to offer advice. He gave advice freely. Of course, it was accepted by all of us, whether we were opposed to him or not. He spent the last of his days in the Redlands area and I saw quite a bit of him. He was one of nature's gentlemen. I was very, very saddened to see him also leave the scene.

I extend my sympathy to both the families of the Honourable Ron Camm and Mr Wallis-Smith.

**Mr GOSS** (Logan—Leader of the Opposition) (10.10 a.m.): On behalf of the parliamentary Labor Party, I join in this motion of condolence on the occasion of the remembrance of the deaths of Eddie Wallis-Smith, a former Labor member of this House, and Ron Camm, a former Deputy Leader of the National Party and Minister of the Queensland Cabinet.

In the case of Eddie Wallis-Smith, it is fitting that this Parliament pays tribute to a man who unquestionably, I am told, was one of the most diligent members to take his place in this Legislative Assembly. He was a member of this House for 12 years, as honourable members have heard, representing Tablelands and later Cook until his retirement in 1974.

He earned a reputation as a tireless worker for those electorates. I did not know him personally in this place or well at all; but those who did to whom I have spoken have emphasised his abilities and qualities as a dedicated representative of his constituents. Those people speak of him as a local member who genuinely treated all electors as equals, irrespective of their political persuasions or inclinations. I understand that in this respect his attitude was typical of his approach. He once said, "While you're worrying about which way they might vote, the votes are passing either side of you."

Those who knew him also speak of a genuine grassroots politician who was totally attuned to the needs of his constituents. He was a politician who never moved away from the basics and, in doing so, he earned the friendship, respect and support of the people he represented. This was particularly so in the Aboriginal and Torres Strait Islander communities in Tablelands and Cook in which he took a particular interest, and certainly in the Aboriginal communities of Ravenshoe, Mount Garnet, Georgetown and Normanton as well as the major reserve communities of Kowanyama and Edward River. His interest later extended to the Islander communities in the Torres Strait when he became the member for Cook.

As the Premier has said, he did have a strong and long-standing interest in the railway ambulance service and, I am told, also in the church. He gave freely of his time to the railway ambulance service over many years and was an acknowledged expert in first aid and paramedical procedures. I also understand that he arranged to give material effect to his sincere commitment to the church.

The many friends and colleagues of Eddie Wallis-Smith mourn his passing. On behalf of the parliamentary Labor Party, I extend sympathy and condolences to his daughter and his other next of kin.

In relation to Ron Camm—he obviously had a distinguished parliamentary and political career over approximately 20 years and continued his career in public life after that as Chairman of the Queensland Sugar Board. He was obviously a high profile member of the successful National Party Government's period in office in the positions of Minister of the Crown and deputy leader. He deserves recognition for his long and loyal service as deputy leader, firstly of the Country Party and, after its name was changed in 1973, of the National Party.

Twelve years is, by any yardstick, a long time as deputy leader of a majority party in Government. It was, however, as Minister for Mines and Energy over a period of 15 years that Ron Camm really made his mark, particularly during the resource boom years in which he established himself in the political arena as one of the Government's best known Ministers. As Minister for Mines and Energy, he was closely associated with most of the biggest mining ventures undertaken in this State, particularly in central Queensland. He saw towns literally put on the map, whereas before there had been nothing more than open space.

His departure from politics in 1980 made way for the elevation to Cabinet of the present Premier, as I recall. Apart from his unrivalled knowledge within State Government

circles of matters relating to mining and electricity, as a cane-grower he was an acknowledged expert in Cabinet on sugar industry matters. As I recall, there was quite a deal of controversy when he took up the chairmanship of the Queensland Sugar Board on his retirement. However, he did take with him to that position considerable expertise and long experience as a sugar cane farmer. On his retirement in 1980 as a member of this Parliament, a member of the Government and deputy leader, he gave an insight into his working relationship with the then Premier, Mr Bjelke-Petersen, over the previous 12 years. I am told that he said that the secret of dealing with the then Premier was to tread softly otherwise one would brush him up the wrong way and he bristled up in an abrasive fashion. Ron Camm had the ability to maintain a productive working relationship with the Premier at that time, who he conceded might appear at times to be rather dogmatic and autocratic.

Notwithstanding that, Ron Camm's career stands by itself, and I wish to extend to his family the sympathy of the present and former members of the Queensland parliamentary Labor Party.

**Mr INNES** (Sherwood—Leader of the Liberal Party) (10.15 a.m.): I wish to associate the parliamentary Liberal Party with the condolences expressed with great regret for two past members of this House and to express the sympathy of the members of the Liberal Party to the families of Ron Camm and Eddie Wallis-Smith. It is easy to talk about people whom one knows, and I knew Ron Camm. It might be of some consolation to the members of the family of Eddie Wallis-Smith who might read these expressions of condolence to know that Eddie Wallis-Smith, whom I did not know, was well regarded by those who did know him. He was well regarded as an honest, faithful and diligent member of Parliament who was always attentive to the interests of his electors.

Ron Camm was a solid citizen. I did not serve in Cabinet with him and at times my contact with him related to some of the controversial aspects of his legislation. He was clearly a team man and so far as his Government was concerned he was as solid as his appearance, which indicated that he was solid and dependable. He was like an aircraft carrier; he took a lot of turning around, but that was a virtue which was good to have if one was working alongside him in Cabinet and Government.

He was a man who had a great deal of wide, practical and down-to-earth experience and expression. He could have looked with pride—and his family can now look with pride—at the contribution that he made to Queensland. The economic development in the area over which he presided and for which he was directly responsible—the coal industry—was the greatest that this State has ever seen.

In short, I extend the sympathies of the members of the Liberal Party to Ron Camm's family. At the same time I express our regard for a man who served the State very well during his life and who served his party, the Government, the community and his electorate very well indeed.

**Hon. R. C. KATTER** (Flinders—Minister for Northern Development, Community Services and Ethnic Affairs) (10.18 a.m.): In this House Ron Camm was often referred to as a member of the German triangle of steel—Camm, Bjelke-Petersen and Hinze. They are three men who have had an enormous influence upon the decisions made in this House over a very long period of time.

Ron was loved very greatly in parts of north Queensland and he certainly was not loved in other parts of north Queensland. He was, to a very large degree, responsible for the increase in the power of the southern cane-fields in north Queensland, as opposed to the fields further north. This reflected the effect of the enormous growth in the cane industry further south from where it originated. Obviously, to all fair-minded people, it had to be done, and he was the person who bit the bullet. He was a hero to many, but was not a hero to others.

I am often attributed with holding the record for conducting the longest debate on a piece of legislation in this House, but that is not correct. The longest filibuster in the

history of this House since the 1860s occurred in the debate on the electricity charges legislation. The ALP did not see the rearrangements the same as the Government did and, if my memory serves me correctly, a 13-hour filibuster occurred. Ron Camm was on his feet in this House for 13 solid hours. For those members who are unaware of the facts, consumers in north Queensland were paying 40 per cent more for their electricity than were consumers in the rest of the State and, when Queensland went on to a common grid system, the State got its power from Gladstone. It was a gross injustice that some Queenslanders had to pay 40 per cent more, and Ron Camm made those changes. I was one of the first people with whom he discussed it, and I said, "We're not going to win this one. We haven't got the numbers." He said, "Yes, we have." After a 13-hour filibuster in this House, that vote was won by the narrow margin of two.

He was a man of tremendous commitment and powerful force when he felt injustices existed. If he had to make enemies, he made enemies, as he did in the sugar-cane industry and over the equalisation of electricity tariffs. North Queensland will be for ever grateful for what he achieved with electricity equalisation, because, with electricity charges so much higher than those in the rest of the State, north Queensland simply could not attract industry.

He was one of the very few Ministers with whom I travelled who said, "You'll have to look after your own expenses." When a member went anywhere with Ron, he always paid his own way. That reflected the fact that he was from a very, very poor background and he felt that everyone should pay his way. It was that philosophy that was to be his imprimatur upon every single piece of legislation that he introduced to this place or upon which he could exert an influence.

Previous members have spoken about the coal industry. I should say that Ron Camm was responsible for the enormous wealth enjoyed by this State. Queensland is now earning \$150m a year from the coal industry and rail freights because all of our mines were opened up, for which he was almost entirely responsible. The first company that got into Blackwater did so for virtually nothing. Some Opposition members claimed that the Government even paid the company to go to Blackwater, and there may be some element of truth in that, but that policy built up the idea in the minds of the Japanese that, if they wanted to get coal and energy, Queensland was the place to come to, because the people were very, very good to deal with. So whilst Utah commenced by paying only \$6 a tonne, later on, once the State had established itself as the coal-producer, the Government was able to get out of other companies some \$13 or \$14 a tonne in rail freights on coal.

Once Ron Camm had companies like Utah on the ground, he was able to get coal from them for virtually nothing. It was overburden coal and he felt the State should not have to pay anything for it. In fact, the Gladstone Power Station was fired by coal that was costing the Government virtually no money at all. It was overburden coal and he took it virtually for free. That enabled Queensland to have the cheapest electricity charges anywhere in Australia and, at the time, some of the cheapest in the world, so the State was able to secure the alumina works that opened at Gladstone. So he was also responsible for that industry's coming on line.

Once he decided that a certain course was the right one to take, there were few people who would stand in front of him. Having stood in front of him on a couple of occasions, I can assure the House that, once he decided that that was the way to go, he would allow few people to stand in front of him. He got into a very violent altercation with the former Premier over the Millmerran/Tarong decision, and I think that was the real reason for his leaving this House. Quite frankly, I backed the former Premier because I thought at the time that was the right decision. Ron Camm did not see it that way. He was the Minister responsible for electricity and he felt that he knew the considerations that should have been taken into account. As I say, I think that had a lot to do with his decision to leave this place.

He was also Minister for Main Roads. As someone who for 30 years of my life lived at the end of the line in Cloncurry, I never thought that in my life-time I would

see bitumen to Brisbane. Not only did I see it in my life-time, I saw it at a fairly early stage. Not in my wildest imagination did I think I would see bitumen all the way from Mount Isa to Townsville. I saw it in my life-time, just as I saw bitumen from Winton to Longreach. Before Ron's passing, the State almost achieved bitumen from Karumba to Cairns. Somehow or other he secured the money to push that magic, black strip all the way out to what was really the middle of nowhere.

Not only did Queensland achieve the cheapest electricity charges in Australia and the opening-up of the industry that presently carries this State and nation, but also the State saw main roads providing a service that we never dreamed we would see in our life-time.

Ron was not a person who used the media. He was a politician who pre-dated the media, so no-one was much aware of what he had achieved. As a person who was, I would like to think, a very close friend and in many ways a protege of Ron's, I saw all those things happening and I had an immense and towering admiration for someone who I thought was a giant of this State.

The people who live in north Queensland are very proud of the Camms, the Mullers and Jim Randell, who is also one of that clan. They are typical northerners. Some honourable members would know Eddie Muller, who plays football in Brisbane. They are people who live life very hard. They were all cane-cutters, including Ron. He cut cane in the days of his youth. They are a very tough race of people who are capable of achieving great things in their own life-time. In his own private life, Ron started life cutting cane and ended up very wealthy and a great power and force in the land.

The attribute that I most liked about Ronnie Camm was that he never forgot where he had come from. His father was a railway worker, and Ron cut cane. He was never ashamed of that background. In fact, he was always very proud of it. He related very strongly to those people during his life-time.

My concluding remark is that he brought a dignity to those values which we hold very highly.

**Mr SCOTT (Cook)** (10.26 a.m.): I am very happy to have the opportunity to add my voice to the condolence motion. My wife and I did not know Mr Camm and his family very well. I was in Parliament when he was here and I extend to his family our sorrow at his passing. His record stands very clearly in the Parliament and in the State. It has just been very well documented.

I wish to address my comments in particular to Eddie Wallis-Smith. I knew Eddie intimately for almost 30 years. One might say that he brought me into politics. I well remember my first political speech. It was raining heavily at Kairi and no-one was present to listen. Eddie and I had the microphone and the field to ourselves, one might say. It was a lesson to me that one should not always expect great audiences.

Today we are not only extending condolence and sympathy to the families but also setting in the record of this Parliament the history of the men whom this motion is honouring. The style of this House consist not only of the bricks and mortar of which it is built. Many of us take great pride in showing our constituents and other people around Parliament House. In many ways it epitomises what has been achieved by the Government of this State. It is here set in concrete and mortar. However, we are also talking about the warp and woof of the fabric of the history of the House as well. That is made not of the bricks and mortar but of the character of the people who have spent some time in the House. Eddie spent 11 years here, which was long enough for him to make his mark on the House.

A remark has been passed that Eddie did not aspire to greatness. Any person who comes into this Parliament cannot be certain that one day he might be called upon to serve in a capacity beyond his dreams. Every member who enters Parliament aspires to something better than the average, anyway. However, Eddie did that by exhibiting his strength of character.

I have never known anyone quite like Eddie Wallis-Smith. He was the last of the old style. That is where that warp and woof of the fabric has changed now. Eddie was one of the members in that era who were able to come to Brisbane for a period of time. He did not have demanding electorate offices or demanding secretaries on the phone all the time wanting to know about this and that. He did not have electors chasing him so consistently as they do members today. He was a member before the era of television. He was able to spend some time in the lodge playing billiards, relaxing, thinking about the legislation that was needed for the State and about his constituents. We do not do that any more. When the House rises this afternoon, many of us will be on an aeroplane jetting back to our electorates. We are under pressure all the time. I am talking about a different style of person in a different era.

By looking at someone like Eddie, we can consider the values that are so important. He was an extremely conscientious member. I believe that he created a record for the number of questions that were asked in the House. He was concerned constantly about the electorate of Cook. I believe that, whatever characteristics I might exhibit in this House in that regard, some of them came from Eddie's direction.

I did not know Eddie when he was a young man. He was born in Maryborough and grew up there. Early in 1941 he joined the railways. Late in 1941 he joined the army and, as has been said, served for six years. I will not comment on that part of his life, because it is documented in army records and I did not know him then. However, I mention the fact that the unit in which he served was again characteristic of the man. He served in a first-aid unit. He was a paramedic. To me, that demonstrates the style of the man. He was concerned about people—not about rhetoric; not about the media or carrying on in that way.

After the war Eddie rejoined the railways and got himself transferred to the Ravenshoe/Atherton area. I enjoyed the earlier remarks about the way in which Eddie is remembered up there. That was brought to my attention as the member for Cook by younger people whom I thought would never have known Eddie or would have forgotten him. A young man asked me how Eddie Wallis-Smith was getting on. I said, "Why do you ask?" He said, "Oh, he was one of the best railmotor drivers we had when we were kids, being taken from Ravenshoe down to Mareeba or Herberton. If one can make a mark with young people so that one is remembered with affection, one has achieved something important.

Eddie Wallis-Smith did more than that. He made a mark on the Australian Labor Party. Many people who serve under the banner of a political party pay only lip-service to that party. They use the party to get where they want to go and they do not return in kind. Eddie Wallis-Smith returned in kind to the Labor Party.

I well remember as a delegate going along to meetings in various parts of the Tablelands electorate, as far west as Georgetown, Mount Surprise, and in particular Herberton and Atherton. I learned so much from the thought that Eddie Wallis-Smith put into party matters.

I am not being party political. Many people who were members of the old Country Party did the same thing, as did many Nationals and many Liberals. That is the type of service that one expects from decent people. They give back as much as they get. That is what Eddie did in regard to the Labor Party.

Eddie always had something constructive to offer. He might not have aspired to greatness in this Parliament. However, the thoughts and ideas that he brought to this place were very real ones.

Eddie's service to the Aboriginal people must be commented upon. Again, I learned from that aspect of Eddie's representation of the electorate. He was dedicated. He held a genuine and basic concern. Early in 1974, prior to his retirement, Eddie was in Kowanyama after floods there, hammering nails in, working and living with the Aboriginal people. Again, it was not show; it was not put on.

When Eddie Wallis-Smith stood for Parliament the first time, he lost. However, the second time he won. The lesson in that for aspiring candidates is that one does not give up; one tries, tries again. That is a very nice human characteristic.

In addition to all that, Eddie knew how to bring out a candidate. He not only looked after members of the party but he also tried to choose someone who could follow on. I might say that I was not Eddie's first choice leading up to the time when I stood for election in Cook. However, once I had decided to stand for Cook in 1974, Eddie made a total commitment to having the candidate of the day elected.

Eddie's service to the church has been noted by previous speakers. He had a genuine commitment. Eddie was a lay person who had a serious and deep commitment to the church. He genuinely believed in his religion. There is no way in the world that it was show. He did not find it necessary to be seen in three churches on a Sunday, which is not unheard of on the part of politicians. Eddie had a quiet commitment to the church. He worked for the church and he worked for ministers of the church. I understand that the service for Eddie at 1 o'clock today at Beenleigh will be given by Tony Hall-Matthews, the Bishop of Carpentaria. Eddie Wallis-Smith knew and helped Tony Hall-Matthews in his own quiet way.

Honourable members have outlined what great people Ron Camm and Eddie Wallis-Smith were. They gave service to the communities in which they lived, they gave service to this Parliament and they gave service to the State. On behalf of my wife and me, I extend our condolences to the family of Mr Camm and particularly to the family of Eddie Wallis-Smith, to whom my wife and I were both so close.

**Hon. G. H. MUNTZ** (Whitsunday—Minister for Environment, Conservation and Tourism) (10.34 a.m.): I join in the motion of condolence concerning the late Honourable Ron Camm and the late Eddie Wallis-Smith. I do so not having had the pleasure or the privilege of knowing the late Eddie Wallis-Smith who, from what I can recall and from what I have heard, was well respected for his tremendous contribution to the community, to north Queensland and to this Parliament. His contribution to the workings of this Parliament and the State of Queensland will be long remembered as a very positive and very effective contribution.

I direct my remarks to the late Ron Camm, whom I knew personally, and whose family I know personally. As the member for Whitsunday, I had the privilege of following in his footsteps. I received the benefit of his advice and support. Ronnie will be remembered for a long time by the people of Proserpine and those in the Whitsunday electorate for what he has done for that area of Queensland, the State itself and this nation.

Ron Camm was elected to Parliament in 1961 and took over the portfolio of Mines and Main Roads in 1965. He became Deputy Leader of the Country Party in 1968. In 1974 he was responsible for the portfolio of Mines and Energy, and, at a later time, the Police portfolio.

My colleagues in this House have expressed their tributes to the late Ronnie Camm. One of his greatest achievements in the mining industry was the negotiation of the \$100m deal with Utah, which resulted in the development of the Goonyella coal mine.

His commitment to the development and economy of this State will be remembered in central Queensland for a long time. The people in the Proserpine area will remember him for a long time for his commitment to the co-ordination of rescue work following the devastation caused by cyclone Ada in 1970. He took on that responsibility as a personal commitment to the people whom he loved and the people whom he served.

Ron's great love was for the land. He held the positions of director and chairman of the Proserpine Co-operative Sugar Mill from 1949 to 1965. For a number of years he was vice-president of the Australian Sugar Producers Association. Although he had a great love for the land, he also had a great love for the people who supported him. As my colleagues have already said, he will be remembered for a long time for his drive, initiative and strength.

On behalf of my wife, my constituents in the electorate of Whitsunday and the people of central Queensland, I extend my condolences and sincere sympathy to Ron's wife, Florence, to his daughters, Jill and Val, to his son, Bill, and to their respective families. Ron's contributions will be remembered in this House and by the people of Queensland for many years.

**Hon. Sir WILLIAM KNOX (Nundah)** (10.38 a.m.): I add my support to the motion moved by the Premier. The late Eddie Wallis-Smith was well known to me through his railway ambulance work before he became a member of this House. He was very highly regarded and was one of the leading lights in that work in the railways of this State. When he became a member of this House, I got to know him very well indeed, as others who were serving at the time also did. I found him to be a very conscientious member of Parliament and a person who applied himself with a great deal of diligence to his duties in this Chamber as well as in his electorate. He was very highly regarded in his electorate and in this Parliament. I am sure that he will be greatly missed by those who were close to him.

The late Ron Camm I knew extremely well. I first met him when he had a leadership role in the sugar industry in north Queensland, where he played a very prominent part. When he was endorsed for his electorate, I was happy, with the late Peter Delamothe, to campaign for him for some days in the election. I found him to be a very companionable person and a very delightful person to share time with, even though that is extremely difficult during campaign-time. We had many happy hours together. Of course, Ron Camm became a member of this House. It was not long before he was appointed Minister. It is interesting to note that in the history of Parliament he was the last Minister to be elected to the Ministry. Those days have passed. In the period leading up to the filling of the vacancy in the Ministry, many interesting things occurred. Nevertheless, Ron Camm carried out his duties with considerable ability.

Frank Nicklin, Sir Gordon Chalk, Ron Camm and I were the four Ministers who were charged with the responsibility of negotiating the railway and coal deals that led to the development of central and northern Queensland. It was there that I learnt most about the qualities of Ron Camm as a negotiator and a thorough preparer of arguments. The people whom we had to deal with were very difficult; they were commercially oriented, well briefed and very thorough. The long and tedious negotiations in which we were involved in this country, Japan and the United States involved a tremendous amount of work. Ron Camm's ability to work long hours, become well briefed in a particular matter and be a tough negotiator helped enormously in obtaining the proper arrangements for the development of what I believe would be regarded as the golden era of development in this State, which heralded a great deal of development to follow.

We can never take away from the late Ron Camm the new mines that opened up and the many achievements that occurred while he was a Minister. His negotiating ability went into developing a new road system, particularly for south-east Queensland. He launched the ultimate road plan for Brisbane, which evolved from studies that were conducted at that time.

I remember well the difficulties that we had with local authorities at that time, particularly the Brisbane City Council. Whenever we were confronted with difficulties, it was always very easy to approach Ron Camm and arrange discussions with the Lord Mayor of the day, who we often had lunch with, to sort out some of the difficult problems that were associated with the establishment of that new road system, principally in Brisbane.

Ron Camm was a tireless worker who accepted any responsibility. I came to appreciate him very much indeed. I speak also on behalf of my colleague the honourable member for Yeronga, who had a lot to do with Ron Camm in the Main Roads field and appreciated his qualities. We often used to meet at the races and have discussions over a beer or two. Only three weeks ago we had the opportunity of conversing with Ron Camm. Although he was not in good spirits, he certainly held his end up extremely well socially even though he was experiencing difficulties.

I extend my own personal sympathy and condolences to the families of both of the late gentlemen.

**Mr CASEY (Mackay)** (10.43 a.m.): I am pleased to speak to the motion of condolence to the families of the two deceased past members to whom we are referring.

It is usual on occasions such as this for members to be speaking of former members who have long since departed from this Parliament and with whom very few current members had actually served. So this occasion is far more sombre, because we are speaking of two gentlemen with whom many of us have served; although, I must admit that when I look around the House and start thinking of the enormous changes that have occurred, I realise that perhaps the majority of members did not serve with those two gentlemen.

The sombre nature of an occasion such as this helps to bring back memories of those two people. When one remembers Ron Camm and Eddie Wallis-Smith in this way, it tends to highlight the humanness of Parliament and brings us back to the human nature of all members of this House.

It has already been said that Eddie Wallis-Smith was a great man of the people. That is really where he shone. He had a great relationship with people, because that relationship always stemmed from his heart. I suppose that the tales that people will tell in many years to come about him and his relationship with people are those that he will be remembered most for.

On one occasion, not long before he left this Parliament, I accompanied him on a parliamentary delegation to south-east Asia. His relationship with the people there really shone through. Language was no barrier to him. He absolutely scorned having to spend time at major official receptions and functions. He preferred to get out, meet and converse with the ordinary people of those countries. Even though he could not speak their language, he was able to converse with them because his attitude towards them came directly from the heart.

Mention has already been made about the years that he spent driving the railmotor on the Tablelands. People do remember those occasions for a long time. Everyone remembers his friendly nature, his helpfulness and his kindness to everybody. There is no question that that was reflected in the vote of the people of the Tablelands. He then became the member for Cook and the people in that particular area also supported him.

Deep down he was a very religious person. He did not wear that on his shirt-sleeves or endeavour to lecture about that to other people. He lived the life himself, which was evident by his support and assistance for his church. He was very prominent in the Anglican church. When he could, he worked with individual persons of that church.

Anybody who knows or is friendly with Bishop John Lewis, the bishop of north Queensland, based in Townsville, has only to speak to him to be told one of the greatest tales of all times about Eddie Wallis-Smith and the bishop, when he first went to the north.

The Bishop wanted to visit one of the more far-flung areas of his diocese, which was in the Chillagoe area. Who should meet him to take him to the official function that was to be held there? None other than Eddie Wallis-Smith. Part of the journey was undertaken by train, but as the railway line to Chillagoe had long since been closed, Eddie headed off in his little old battered car down the road to try to get the bishop to his appointment. However, because of floods the roads were cut. That did not pose a problem to Eddie. He knew the way. He simply drove up onto the old railway embankment and headed off. However, Eddie had forgotten that a few bush fires had been through that area since he had last driven along the railway line, and many of the railway bridges had been burnt out. When he reached the creeks and gullies it was rather hair-raising for this new bishop, who had just come from South Australia up to north Queensland, to find this member of Parliament literally taking him through the bush in a battered old Volkswagen, I think it was, in order to get him to his appointment.

On the political side of things, many other great tales can be told. In political reality, things can become pretty hard for a member of Parliament. On one occasion a member of the Royal Family—it could have been the Queen—was visiting Eddie's electorate, which of course is not condensed, as electorates down south are. The distance between the towns that had to be visited was great. Although Eddie Wallis-Smith was invited to the official functions in the different towns, he was not given concessions by the Government to help him travel from spot to spot. In those days members did not have the same concessions as we have today. Eddie would appear at a function at which all the school kids had gathered. Just before the function finished, and prior to the big official cortege moving down the road, he would hop into his car and beetle off down the road with his driver helping him. When the Queen arrived at the next town, there amongst all the kids waiting to greet her was Eddie Wallis-Smith. Following that function he would again leave ahead of her to go to the next town. He worked very hard for the people in his electorate. As a member of Parliament he worked very, very hard for his electorate and his constituents. That is a lesson that he leaves to each and every one of us.

Since leaving Parliament, for most of the time he lived down in the Woongoolba area near Beenleigh. The people there will attest to his friendliness and kindness. They are the things that really came through.

Much the same can be said about Ron Camm. He held the neighbouring electorate to mine. Much has already been said in this debate about his work as a Minister. He also worked very hard in his electorate. Attesting to that is the fact that, after the electoral boundaries were changed, and Bowen became a part of his electorate, he moved his electorate office to that town. He received a great measure of support from that particular region.

I suppose it can also be said of Ron Camm that he is an example of what can happen when luck, or the lack of it, strikes many of us in politics. There is a lot of luck in politics. Many of us can recall that night in 1970 when, if it had not been for other circumstances, Ron Camm could have served for a period as Premier of this State. That is what could have happened on that occasion.

On these occasions, honourable members recall particular times and incidents and the personal things about the people with whom they have been associated in this Parliament. Long before I entered Parliament I knew the Camm family. I express my sympathy to the families, relatives and friends of both Eddie Wallis-Smith and Ron Camm.

**Hon. J. H. RANDELL** (Mirani—Minister for Local Government and Racing) (10.50 a.m.): I rise to convey my sympathy and the sympathy of my wife and family to the family and friends of the late Ron Camm. I probably knew him as well or as long as any member of this House. Ron Camm and I had many good times together; we spoke together often. It was always with a great sense of pride I recognised that Ron Camm claimed me as a relation. I could never work out how it came to be, but apparently in the past some distant relations in each of our families intermarried. We were related by marriage. It was with a great sense of pride that I acknowledged that Ron claimed me as a relation.

Ron was a man of great integrity. He was a man who was dedicated to his family and his land, not only in Mackay and Proserpine but also in the whole of Queensland. I can say that due to his untiring work, public works such as bridges and roads also bear testimony to the work of Ron Camm. However, I think he was better known for his work in the sugar industry.

As my colleague the Honourable Bob Katter said, probably no man in Queensland knew the sugar industry in a practical sense better than Ron Camm. He started as a cane-cutter. I know all about the hard work of cane-cutting because I have done it myself. He bought land and became a farmer. He later became a member of Parliament and then a Minister, and later still became chairman of the Queensland Sugar Board.

He negotiated right throughout the world. He was highly regarded throughout the sugar industry, not only in Australia but also worldwide. His advice was also highly regarded. I went to him many times for advice, which was always well thought through. I appreciated very much the time that he gave me. His only thought was for the good and advancement of the sugar industry.

During the period he was a Minister for Mines, I was chairman of a shire that was right in the heart of mining industry activity. Later, as the member for that region, I was aware of how highly regarded he was. One could say that he started the mining industry. If honourable members were to talk to people such as Howard Jones from Capricorn Coal, Trevor Donovan and Gavin McDonald, they would discover that all those people thought very highly of Ron Camm. When speaking to them I was told, "Ron Camm was a man you could go to. He made strong decisions. Irrespective of whether anyone thought it was right or wrong, he made a decision and invariably it turned out to be right." I think that the mines in central Queensland certainly stand as a monument to Ron Camm.

I believe that his loss has made Queensland a poorer place. We are all sadder for his passing. As I said, I extend my condolences and those of my family to his wife and friends.

While I am on my feet, I wish to extend my condolences to the family and friends of the late Eddie Wallis-Smith. I can only say that, from the comments that have been made about him, he must have been a very good man who was highly regarded. I express my sympathy also to his family and friends.

**Mr De LACY (Cairns) (10.53 a.m.):** I personally wish to be associated with this motion of condolence in respect of Ron Camm and Eddie Wallis-Smith. I never had the opportunity of serving in this Parliament with Ron Camm, but he certainly had a very distinguished political and public career and has left his mark on the political history of Queensland. That fact is well acknowledged and well known by all members of this House.

I wish to make some brief remarks about Eddie Wallis-Smith. He was a person whom I was proud to call a friend. In fact I had a fairly close friendship with him for a long period. In the sixties, I was a tobacco-farmer at Dimbulah and he was the local member of Parliament.

I am very proud to have been able to call him a friend. In the early 1970s—probably in 1971 or 1972—I travelled with him to the Torres Strait islands on one of his regular visits to his constituents. I have some enduring memories both of the trip and of the person. I also gained an insight into the whole business of political life.

In those days, things were very different, of course, but I remember thinking how very difficult the life of a member of Parliament is. Cook is a very big electorate and it is a very difficult one to represent. In those days, however, communications were not nearly as good as they are now, but there were some benefits such as the slower pace of life. I can remember being marooned on Darnley Island with Eddie Wallis-Smith. We had expected a boat—probably an ambulance boat—to turn up one afternoon, but it just did not turn up. We had no way of finding out why it did not come or when it would come. We had to wait there and hope that it would turn up sooner or later. That is so very different from the way that we, as politicians, live our lives today. If we lose half an hour, we wonder how on earth we will make it up. The life of a politician also struck me as being very lonely. When one is out meeting constituents, there are many people around, but during the tranquility of the evenings when there is no-one else around, one wonders where one is, when one will return home and what it is all about. The fact never turned me off politics, but that is one of the memories that I have.

Another memory of Eddie Wallis-Smith that I am left with is the easy relationship that he had with the Torres Strait Islanders and Aboriginal people. He was ahead of his time in that regard. He held very strong principles about racial equality and was a bitter

opponent of racism. He was a gentleman and a very gentle person and, as stated by Ed Casey, he spoke from the heart. Many of his relationships were from the heart. His gentleness often covered up how strongly and fiercely he retained those principles that he believed were important. One of those principles related to racial equality. He was never prepared to compromise that principle, even at times when it might have been electorally wise to do so. During that same trip to Darnley Island I remember that he had a very heated argument with someone who made a derogatory comment about Aboriginal people or Torres Strait Islanders. He was not prepared to back away from principles that he considered to be very important.

It has been said many times today that he was a very good member of Parliament and he will be remembered for his dedication to his electorate and the fact he was a gentleman. He was a very religious person, but in a non-judgmental way. His religious beliefs were his own and he lived his life according to them. He did not seek to impose them on other people. I remember him for that.

I adopt the comments made by the Leader of the Opposition, because I can remember Eddie Wallis-Smith saying to me, "While you are worrying about the way somebody votes, dozens of voters will pass you by." He also said, "You fight an election as a Labor member, but when you become a member you are representing everybody without fear or favour." I know that Eddie Wallis-Smith did that and it has stuck in my mind ever since. I hope that it has had a spin-off effect on me.

During his later years he was a regular visitor to north Queensland. He stayed with John and Jan Phillips and I know that they would wish to be associated with this condolence motion. I extend my sympathies to the families and friends of both Ron Camm and Eddie Wallis-Smith.

**Hon. M. J. TENNI** (Barron River—Minister for Mines and Energy) (10.59 a.m.): It was with great sorrow that I learnt this week of the death of a very good friend of north Queenslanders, Ron Camm. I join with the Premier and other honourable members in extending my sincere sympathy to his wife Florence and all her family on their sad loss.

This loss is shared by a great many north Queenslanders who remember Ron fondly for the very genuine interest that he had for the welfare of that part of this great State. I personally appreciated the good advice and the great interest that he showed in the far north during his long term in this House. The problems in the north involving essential services, such as roads and electricity supplies that confront members on both sides of this House were capably handled by Ron at a ministerial level.

On a personal note I am very grateful to Ron for the hard work and genuine support that he gave to me in the electorate of Barron River during the 1974 and 1977 elections. His extensive knowledge of the sugar and grazing industries was of particular help to me during the days when the electorate extended on to the Tablelands. Ron will be sadly missed by many people involved in the mining and electricity industries in this State.

From my own experience in this portfolio, I know that his judgment was well respected and sought after by both industries. In every sense of the term I believe that Ron Camm will be fondly remembered as one of north Queensland's most outstanding citizens and as the man who really put the Queensland mining industry on the map.

I would also like to acknowledge the part played by another north Queenslanders in this House, Edwin Wallis-Smith—Eddie, as he was known by most people—who also passed away this week. He was the former member for Tablelands and Cook. Although I never had the opportunity to sit in this House with Eddie Wallis-Smith, it was my privilege to know him personally during the period he served as the member for Tablelands, from 1963 to 1972. Although he would probably be described today as an old-school politician, he was one of those members who always acted like a gentleman towards others, regardless of whether they were supporters or opponents of his party, the Labor Party.

Eddie Wallis-Smith was also a tireless worker for north Queensland and kept in very close contact with his electorate and his constituents. One example of this dedication is the fact that he always, without fail, every day asked questions in this House on matters concerning north Queensland.

Edwin Wallis-Smith was a man who was very well respected for his dedication to serving the interests of far-north Queensland.

Mr EATON (Mourilyan) (11.01 a.m.): I, too, join with the other members of this House in expressing our sympathy and condolence to the members of the two families. Unfortunately, I did not have the pleasure of serving in this House with Mr Camm or Mr Wallis-Smith. I met Mr Camm many times when he came to north Queensland on ministerial business when he held the portfolios of Main Roads and Mines and Energy. At most times that I was in his company it was always a pleasure to be with him. He always treated everybody with respect, so I certainly add my sympathy and condolence to that expressed by Government members and those on this side who knew him far better than I did.

Like the member for Cook, Mr Scott, I knew Mr Wallis-Smith for very many years and had a very good and happy association with him over those years. It is pleasing to say that, prior to my election as the representative for the Mourilyan electorate, part of that electorate was at one time under the stewardship of Mr Eddie Wallis-Smith as the member for Tablelands. It was just prior to that time that I had my first meetings with Mr Wallis-Smith, through his involvement in the community. As has been mentioned many times by many speakers, the human element that he portrayed and his concern for his fellow man always came to the fore.

He was a man with great foresight who worked for the community. For many years until he became a member of Parliament he played the role of warden in his Anglican church. After his election that role was limited to those occasions when he was in north Queensland. As has been mentioned, in those days the members came down here and stopped here for some considerable time. It has been said that he was one of the old brigade. Perhaps we should try to hang on to some of those principles held on both sides of the House in those days by the old brigade of politics. Through Eddie Wallis-Smith and many other members of Parliament in those days, I can remember that when they came down to Brisbane on many occasions they would have to stay for anything up to a couple of months.

When the House went into recess, they would return to their electorates with the Bills that were proposed for debate and discuss them with their electors. That is the type of people that Eddie Wallis-Smith and, no doubt, Mr Camm were. In those hard old days, when they went home they went back out amongst their people and moved continually amongst them. They had the feeling of the people, so that, when legislation was introduced into this House, they knew the feeling of the people before it was passed. While there may have been a considerable amount of debate on legislation, they had input from their constituents. With people such as those whom we speak about here today, that is Mr Camm and Mr Wallis-Smith, that is probably one of the reasons why they were able to make such a great contribution: their affiliation with the people at the grassroots level.

Mr Wallis-Smith had many attributes that have already been mentioned. Perhaps one of his greatest was that he could read the scene. He knew and understood people. Today in society many people do not stop to try to read the scene, but Eddie Wallis-Smith was a person who could walk into a meeting, a function, a sporting match or whatever and before not too long put his finger on the pulse of the gathering. I think he gained that ability through experience in life.

That is something that today I find so lacking in so many of our supposedly great people: they cannot read the scene. They do not understand and they do not keep their fingers on the pulse. That was probably one of Eddie Wallis-Smith's greatest attributes. Another was his great sense of humour. At times Eddie was quite whimsical. It was

always a pleasure to be in his company, because no matter how tough things may have appeared to be, Eddie Wallis-Smith never got rattled. I never, ever saw him in any state that ever approached panic, even when at different times in many different areas we were faced with great difficulties.

I remember a redistribution which caused Eddie to move from Ravenshoe to Atherton. We were both members of the same Labor Party branch in Atherton at the time. Eddie always attended the meetings. He always attended social functions. When sporting organisations were seeking trophies, Eddie would play his role. He continually gave prizes to schools. Not only would he give a prize, but he would stay and get involved with them. As the honourable member for Cook said, many people today ask about Eddie Wallis-Smith. When I heard the sad news, I made many telephone calls to inform the electors of Ravenshoe, Mount Garnett and other places. Those people still have fond memories of Eddie Wallis-Smith and the way that he worked his electorate and got out among the people.

Eddie had many great attributes, but perhaps the greatest was his association with and his concern for his fellow-man. Over the many years that I associated with him, he was always looking to those people who were less fortunate than himself. That is one of the greatest things that is lacking in society today. Everyone is trying to elevate himself, but he does not think of the people who may be considered to be a little below him. Eddie worked in reverse. He was always concerned for people who he felt were less fortunate than himself. That is the thing that I will always remember about him. He was a man who could have afternoon tea with the Queen, with all the grandeur that goes with it, and within a short space of time come out on the street and sit down and be compassionate and helpful to the fellow in the gutter. That is the type of man that Eddie Wallis-Smith was. If all honourable members could have that said about them, it would be something about which we could feel proud—that we could mix in any circle and still serve our fellow-man.

**Hon. I. J. GIBBS** (Albert—Minister for Transport) (11.07 a.m.): On this very sad occasion I am honoured to join in the condolence motion concerning my very good friend the late the Honourable Ron Camm. Ronnie Camm served this House and the people of Queensland for many years. Although his portfolio altered from time to time, I remember him basically as the Minister for Mines and Energy. He served this State well. In the early days, he pioneered the mining industry, in particular the coal industry. He pioneered many other aspects of development within the State.

The highlight of his career in this House was the equalisation provision of the Electricity Act. I remember that long debate. The Leader of the Opposition at the time was Jack Houston, who did a remarkable job in leading the Opposition debate on the issue of the Electricity Act. The debate went until 4 a.m. It was a testing time and something that the members who were present will always remember. The results of that legislation will be remembered and reverberate through this State for ever. It formed the basis of the equal opportunity that has been provided to all electricity-consumers in the State. That issue will be remembered as a single highlight of Ronnie Camm's history in this House. At that time, it was considered to be a brave move to present the legislation.

I learned much from Ron Camm. I was pleased to follow in his footsteps as Minister for Mines and Energy for six years. He left the department in very good order. His background was good and his attitude was good.

I was pleased to serve with Ron in this House. He will be missed by many. I know Ronnie Camm is in good hands; he is in God's hands. The memories are with all of us, and we share very pleasant memories with his family. Ron Camm was a great family man. He spoke about his family often, which reflected well on the man.

I also wish to join in the condolence motion concerning Eddie Wallis-Smith. I did not know Eddie Wallis-Smith when he was a member of this Parliament. However, he was one of my constituents for some years, and I met him on many occasions.

The last occasion on which I met Eddie Wallis-Smith was last Saturday morning at the opening of the Beenleigh Railway Station. On that occasion I shook hands with him and, as usual, he was a gentleman. Eddie Wallis-Smith and I were on opposite sides of the political fence; however, whenever I met him, that never came to the surface in any way. Eddie Wallis-Smith was always a gentleman. I was pleased to have known him and I was pleased to have him as a constituent.

I join in extending condolences to his family, who have fond memories of him. In my 14 years as a member of this Parliament, I have never heard any criticism of Eddie Wallis-Smith. I have heard nothing other than that he was a gentleman and that he represented his electorate very well.

**Mr GILMORE** (Tablelands) (11.11 a.m.): I am pleased to have the opportunity to join in the condolence motion.

As has been said by previous speakers, Ron Camm was a very distinguished politician. He served this State very well for a number of years. Not only was Ron Camm a distinguished politician; he was also a distinguished leader of industry.

I like to remember Ron Camm as having left an indelible mark upon this Parliament and upon this State, and, indeed, to remember him as a great friend to those whom he chose to call a friend and a terrible opponent to those who chose to oppose him.

I extend my condolences and those of my family, in particular my father, to the family and friends of Ron Camm.

I also want to make some comments about the late Eddie Wallis-Smith. He was, of course, a former member who represented the electorate of Tablelands. I remember Eddie Wallis-Smith very well. Even though I was a young man at the time he served in this place and even though our political differences were somewhat extreme, Eddie Wallis-Smith was always kind enough to acknowledge me and to recognise me, both in private and in public. Such was the humility and, indeed, the humanity of the man.

Eddie Wallis-Smith served a very large and difficult electorate, and he served it extremely well. The member for Mackay mentioned the beaten-up car that Eddie Wallis-Smith drove. I can assure honourable members that over a number of years Eddie Wallis-Smith destroyed a number of cars, simply because of the size and difficult nature of his electorate, which covered an area almost from the coast right through to Burketown, up north as far as Kowanyama and even farther north. The electorate had inadequate roads and inadequate communications, and air transport was limited, to say the least. Eddie Wallis-Smith did an extremely good job in very, very difficult circumstances.

As I move throughout my electorate, I am continually reminded that nothing was too much trouble for Eddie Wallis-Smith. Since I became the member for Tablelands, a number of people have told me that they remember Eddie Wallis-Smith with great affection, that he served his electorate well and that if I can do as good a job as Eddie Wallis-Smith did in the electorate, I will have done very well indeed.

It is with a sense of the loss of a colleague that I speak to this condolence motion. Eddie Wallis-Smith served his community, his electorate and, indeed, his State very well. Along with the people of the electorate of Tablelands, I regret his passing.

I extend the condolences of the people of the electorate of Tablelands and of myself and my family to those whom Eddie Wallis-Smith left behind.

Motion agreed to, honourable members standing in silence.

#### PHOTOGRAPHING OF CHAMBER

**Mr SPEAKER:** I advise honourable members that the official photographer will be present in the House on Tuesday, 22 March, at 10 a.m., to photograph the House for the official record.

### INCORPORATION OF MATERIAL IN *HANSARD*

**Mr SPEAKER:** Honourable members, on Tuesday, the honourable member for Currumbin approached me with regard to some material that he wanted to table and incorporate in *Hansard*. I gave the documents a cursory glance, and, when requested, allowed the question to be put and it was carried. Yesterday, the honourable member for Mackay drew my attention to the full text of the documents. I have now read them thoroughly and agree that the material is not of the type that should appear in *Hansard*. I believe that the honourable member for Currumbin was correct in drawing the matter to the attention of the House; however, I regret not reading the documents more thoroughly before allowing the question to be put.

I recommend to the House that the text of the article be expunged from *Hansard* and that the documents tabled remain in the records of the House.

### EXPUNGING OF MATERIAL FROM *HANSARD*

**Hon. B. D. AUSTIN** (Nicklin—Leader of the House) (11.16 a.m.), by leave, without notice: I move—

“That the article tabled by the honourable member for Currumbin during the discussion on matters of public interest on 15 March be not incorporated in the official record of the parliamentary debates.”

Motion agreed to.

**Mr GATELY:** Mr Speaker, I seek leave to make a personal explanation.

**Mr SPEAKER:** Order! The honourable member will have that opportunity later.

### PAPER

The following paper was laid on the table—

Report of the Trustees of the Willows Paceway for the year ended 30 June 1987 pursuant to the Financial Administration and Audit Act 1977-1985.

### MINISTERIAL STATEMENT

#### Department of Employment, Vocational Education and Training

**Hon. V. P. LESTER** (Peak Downs—Minister for Employment, Training and Industrial Affairs) (11.18 a.m.), by leave: This morning the Premier of Queensland launched the new Queensland Government Department of Employment, Vocational Education and Training. Q-Net beamed it throughout Queensland and the program *Good Morning Australia* beamed it throughout Australia. I point out briefly that the new department puts together employment, TAFE, senior colleges, rural colleges, apprenticeships and traineeships. The aim is to bring together and co-ordinate the training and employment initiatives in this State.

The basis of involving the community in decisions is to have an advisory board which will link industry, unions, the Department of Employment, Vocational Education and Training, the Education Department, the Department of Industry Development and the Commonwealth so that all members of the public are involved. Other advisory boards will join in with the proposal and will represent specific industries throughout the State. Each college will be advised and encouraged to have a consultative council.

I advise that the initial policy of the department, as it moves down the track, involves the industry and the work-force in decision-making, and a name change. Instead of using his present title, the Director-General of the department will be called the Chief Executive. So that there is a link with industry, the Director of TAFE will be called General Manager (TAFE Operations). We intend to be far more responsive to change. The leasing of equipment will help us in that aim.

Where possible, annexes will be given autonomy as colleges in their own right. More autonomy will be given to TAFE and senior colleges so that they can make decisions more easily. Rural colleges will retain the autonomy that they already have. It is intended to increase manpower research so that future moves can be predicted and training needs organised accordingly. We will work closely with the Department of Education.

That move will complement recent efforts by the Government, as a result of which apprenticeship numbers have increased in the past 12 months. Apprenticeships, traineeships and pre-vocational education will link in with the economic strategy announced by the Premier.

The bottom line is that each and every person will be given a say in the future vocational education training needs in Queensland and, ultimately, to bring together more job opportunities and enable people to be better trained to fit the needs.

## MINISTERIAL STATEMENT

### Fraser Island

**Hon. G. H. MUNTZ** (Whitsunday—Minister for Environment, Conservation and Tourism) (11.22 a.m.), by leave: At the appropriate time I will seek leave to have my ministerial statement and annexures tabled and incorporated in *Hansard*.

Briefly, Mr Speaker, my ministerial statement refers to your beloved paradise island—Fraser Island—and the achievements of the Fraser Island Recreation Authority and the Fraser Island Recreation Board. It sets out the achievements since their incorporation. Approximately \$1.5m has been expended on capital works, which have reached a stage at which the assistance of Environment Science and Services has been commissioned to prepare a management plan for the island. That plan is now available for public viewing, and I invite full public comment on it.

It should never be construed that that document is Government policy. It is purely one that has been prepared by private enterprise to assist in the management and planning of Fraser Island. The document will be available for public perusal in Maryborough and at various other offices under my control. I welcome public comment on it from all walks of life to ensure that we provide a management plan that is acceptable to all interested parties.

I seek leave to table my statement and annexures and have them incorporated in *Hansard*.

Leave granted.

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

In April, 1985 the present Government enacted the Fraser Island Public Access Act to provide for the authorization and control of vehicle access to, and use by the public of, Fraser Island for recreation purposes. This was done in response to a need to protect the environment and secure attractions of Fraser Island from over-use.

The Act achieved this by, inter alia:

- (i) making provision for the setting apart of a Fraser Island Recreation Area;
- (2) establishing a Fraser Island Recreation Authority which consists of the Ministers of the Crown charged with the administration of the Forestry Act and the National Parks and Wildlife Act. Both Acts presently come within my Ministerial portfolio;
- (3) establishing a Fraser Island Recreation Board which consists of the Conservator of Forests and the Under Secretary, Department of Environment, Conservation and Tourism (Mr John Kelly and Mr Stan Wilcox); and
- (4) introducing a system of access and camping fees.

The Act and its subordinate legislation came into force on 1st February, 1986.

As a result of the Government's action, the citizens of Queensland and Australia and visitors from overseas are able to visit and enjoy a unique sand island. It is an island of

sweeping beaches, forests, lakes, freshwater streams and wilderness environment which attracts those people who want to get away from it all.

To ensure economies with the management of the island, it was decided to use the existing infrastructure of the Forestry Department and the Queensland National Parks and Wildlife Service who were well established on Fraser Island so that the day to day management and control of the Recreation Area is undertaken conjointly by these Departments.

To facilitate this co-ordination and as a repository for the necessary statutory functions, powers and responsibilities, the Fraser Island Recreation Board was constituted by the Act as a Body Corporate.

The Board does not employ staff but operates within the existing structures of the Department of Forestry and the Queensland National Parks and Wildlife Service.

Structuring of the Board in this way has been so successful that I am confident that it will prove to be a model for the management of other recreation parks where State Forests adjoin National Parks.

These economies will become evident when it is realised that the Board, in its second full year of operation, will provide 100% of its operating and maintenance costs from revenue collected of about three-quarters of a million dollars. This performance far exceeds that of similar authorities in Australia and overseas.

It is also due largely to the fact that both Departments have closely co-operated with each other and at times shared staff and equipment. Importantly, this has meant that no new bureaucracy has been created. In a time of economic stringency this is a most important aspect of the Board's operation.

Since the scheme was implemented, the Board has almost completed a capital works program totalling \$1.514 million. The first task undertaken was to clean up the litter and rubbish and remove it from 228 kilometres of beach and roads and establish controlled rubbish dumps with large rubbish bins and trailers strategically located on the beach near to the rubbish dumps. This program has ensured that most people place their rubbish in these bins. Unfortunately some rubbish is washed ashore from time to time from boats which dump their rubbish at sea. Patrols clear the beach at regular intervals.

An impressive works program has almost been completed. For the information of Honourable Members I table a list of these achievements and seek leave for this information to be incorporated into Hansard.

When the Act was first introduced, there was buyer resistance to the payment of permit fees to visit and camp on Fraser Island and many regular visitors stayed away, particularly over the Easter weekend in 1986. However, since that time, due to the implementation of the capital works program and hard work on the part of Board staff, the public have returned in strength. Surveys taken before and after the implementation of the fee structure indicate that, where initially visitors did not want to pay, they now say they are happy to pay. Approaching 200,000 people are expected to flock to Fraser Island this year.

To ensure the long term and orderly development of recreation facilities and tourism on the island, the Board in October 1986 engaged Environment Science and Services, a firm of environmental consultants, to prepare a draft recreation management plan for Fraser Island. The main purpose of making this Ministerial Statement is to indicate to Honourable Members that the draft recreation management plan for the Fraser Island recreation area will be available for public viewing from Friday, 18th March, 1988 for a period of two months, closing on Wednesday, 18th May, 1988. I welcome public comments and urge Honourable Members to read the plan and pass on to me any comments they might wish to make. I will be happy to provide Honourable Members upon request with a copy of the plan.

Copies of the plan will be located at:—

Maryborough (Forestry Department and Queensland National Parks and Wildlife Service).  
Rainbow Beach Information Centre.

Brisbane Head Office of the Forestry Department and the Queensland National Parks and Wildlife Service.

Southern Regional Centre, Moggill, of the Queensland National Parks and Wildlife Service;  
and

Eurong and Waddy Point Information Centres on Fraser Island.

The public will be able to view the plan at any of these centres.

The preparation of the plan is an important step in the proper management of Fraser Island and is strong evidence, if evidence is needed, of the Government's concern for the care and protection of the Environment.

#### Achievement of Fraser Island Recreation Authority Facility Development

- New camp sites including toilet and shower facility have been established at Waddy Point and Lake Allom.
- New toilets have been constructed at Lake Birrabeen.
- New headquarters, ranger's residence and information centre have been established at Waddy Point.
- Visitor information centre opened at Rainbow Beach.
- New headquarters and ranger's residence have been constructed at Eurong.
- Boardwalk has been completed along Woongoolbuer Creek.
- A bridge constructed over the creek at Dilli Village with boarded access to beach.
- Old mineral sands road repaired and new boarded access established at Fourth Creek.
- Tenders called for Eurong Official Information Centre.
- New boardwalk and toilet facilities being established at Eli Creek.

#### Visitor Safety

- Timber decking beach by-passes have been constructed at Poyungan Rocks, Happy Valley, Middle Rocks and Orchid Beach.
- Regular beach patrols introduced.
- All vehicles and headquarters equipped with two-way radio and phones connected to Rainbow Beach, Eurong, Dundubara and Waddy Point offices.
- First aid facilities provided.

#### Public Information

- Information brochures and Island Guides produced. Interpretive programs developed for the campground. Education programs developed to prevent littering and irresponsible behaviour.

#### Management

- Policy developed for operation and review of commercial tours on Fraser Island.
- An Advisory Committee established to involve local community groups using the island.

## MINISTERIAL STATEMENT

### Sale of Q-Net

**Hon. R. E. BORBIDGE** (Surfers Paradise—Minister for Industry, Small Business, Communications and Technology) (11.23 a.m.), by leave: The Queensland Government has for some time been pursuing a policy of the privatisation of Q-Net, the satellite telecommunications system servicing Government departments and instrumentalities.

On 4 February this year, the proposed sale of Q-Net to ICOM Pty Ltd, a subsidiary of the Parry Corporation, fell through—due in no small part to the effects of the stock-market crash in October 1987.

The proposed sale of Q-Net involved two aspects: the provision of a remote commercial television service to outback and remote Queensland and the continued provision of voice, data and video telecommunication services to the Government and its instrumentalities.

The first issue—the RCTS facility—has reached a point at which final contracts are now being negotiated with NQTV, which will commence transmission of commercial television to remote areas in late April.

The second matter—voice, data and video transmission—has been complicated in that some time has elapsed since the original bids were received for Q-Net. Technology

has changed somewhat, the number and location of some of the assets have changed marginally and the structure of several of the companies that originally bid have undergone some variation.

In fairness to all parties, all original bidders that could be contacted were invited to submit an update to their original bid, taking into account the aforementioned changes. These updates were evaluated by my officers, who have advised that the offer by Bond Media, which in fact was the second-listed company as a result of the original evaluation, remains the most beneficial to Queensland. I have instructed my officers therefore to finalise contractual negotiations with Bond Media with the aim of effecting the sale and transfer of assets.

Within my portfolio I now have the Centre for Information Technology and Communications. I am now in the process of establishing a telecommunications division within the centre to co-ordinate, plan and manage all Government telecommunications requirements and provide a liaison role with Bond Media and other providers of telecommunications services.

From what was a rather dismal situation on 4 February when the proposed sale of Q-Net fell through, I am pleased to advise the House that both the remote commercial television service and Q-Net telecommunications aspects are close to finalisation. I will keep the House informed of future developments.

#### LEAVE TO MOVE MOTION ON NOTICE

Mr MACKENROTH (Chatsworth) (11.25 a.m.): I seek leave to move General Business—Notice of Motion No. 33 standing in my name.

Question—That leave be granted—put; and the House divided—

AYES, 30		NOES, 51	
Ardill	Yewdale	Ahern	Lee
Braddy		Alison	Lester
Burns		Austin	Lingard
Campbell		Beanland	Littleproud
Casey		Berghofer	McCauley
Comben		Booth	McKechnie
D'Arcy		Borbidge	McPhie
De Lacy		Burreket	Menzel
Eaton		Chapman	Muntz
Gibbs, R. J.		Cooper	Neal
Goss		Elliott	Nelson
Hamill		Fraser	Newton
Hayward		Gately	Randell
McElligott		Gibbs, I. J.	Schuntner
Mackenroth		Gilmore	Sherlock
McLean		Glasson	Sherrin
Milliner		Gunn	Simpson
Palaszczuk		Gygar	Slack
Scott		Harper	Stoneman
Shaw		Harvey	Tenni
Smith		Henderson	Veivers
Smyth		Hinton	White
Underwood		Hobbs	
Vaughan		Hynd	
Warburton	<i>Tellers:</i>	Innes	<i>Tellers:</i>
Warner	Davis	Katter	FitzGerald
Wells	Prest	Knox	Stephan

Resolved in the negative.

#### PERSONAL EXPLANATION

Mr GATELY (Currumbin) (11.35 a.m.), by leave: I wish to indicate to this House how deeply affected I am by the depth of feeling and thought expressed by all honourable members in this House and their good guidance in relation to the matter that I raised

in this House on Tuesday. I am deeply affected by it in that it highlights the denigration that was involved in the article. I thank you, Mr Speaker, for your good guidance also.

### QUESTIONS UPON NOTICE

#### 1. Brisbane City Council, Purchase of Land for Flood-relief Purposes

Mr BURNS asked the Minister for Local Government and Racing—

“With reference to investigations initiated by the former Local Government Minister regarding the re-sale by the Brisbane City Council of land purchased with Flood Mitigation Program funds provided by State and Federal Governments—

(1) Were the properties at numbers 79, 81 and 83 Fletcher Parade, Bardon originally bought by the Brisbane City Council for flood relief purposes and later re-sold?

(2) Has he contacted the council in relation to this matter and, if so, what has been the response of the Brisbane City Council?

(3) What action will he take if the investigations show the Brisbane City Council has acted improperly in this matter?”

Mr RANDELL: (1 to 3) The advice of the Brisbane City Council had previously been sought in respect of this matter and recent inquiries made indicated that full details will be furnished in the near future. When these details are received they will be examined and I will communicate with the honourable member thereon.

#### 2. Fly-over at Frederick Street, Toowong; Construction of Route 20

Mr BURNS asked the Deputy Premier, Minister for Public Works, Main Roads and Expo and Minister for Police—

“With reference to the decision to construct a fly-over at Frederick Street, Toowong, for the Toowong roundabout—

(1) Have tenders closed for this project and, if so, when is work expected to commence?

(2) Will this fly-over take only 15 per cent of the traffic and provide only temporary relief for a period of up to three years when further construction work will have to be undertaken and the Frederick Street fly-over destroyed to allow that work to be undertaken?

(3) Does the Main Roads Department intend to spend approximately \$2m on this project, despite the fact that this solution will not provide adequate long-term relief of congestion?

(4) When is the funding for the northern arterial road projected to commence?

(5) Has the Premier's Department been advised by the Main Roads Department that work on Route 20 will proceed despite the temporary and politically expedient delays and has the department said that they have received few major objections from the community?

(6) As thousands of signatures have been collected on petitions, why has the department ignored the views of these electors?

(7) Have letters to the Premier been distributed to departmental heads in the Main Roads Department and have people, who have written to the Premier, not received a reply from his office?

(8) Why has he, as Minister for Main Roads, consistently refused to meet the committee ('C.A.R.T.') despite numerous written submissions from the community?

(9) Will he make the necessary arrangements to meet them prior to local authority elections on 19 March?”

Mr GUNN: (1) Tenders for the project have closed. They are currently being examined. Should a decision be made to accept one of the tenders, it is estimated that work on the project might commence some six weeks from now.

(2) Frankly, I am at a loss to understand what the honourable member means when he says "15 per cent of the traffic". The significant fact is that the structure will cater for 100 per cent of the traffic travelling from Frederick Street to Mount Coot-tha Road and will continue to do so in its current form well into the foreseeable future.

(3) The premise in this question that the solution will not provide adequate long-term relief of congestion is not accepted.

(4) I am not sure what the honourable member means by this question. The literal answer to the honourable member's literal question is that there is no projection for the expenditure of funds on the northern arterial road in planning programs covering the period up to June 1991. If, however, the honourable member means the western arterial road, then obviously expenditure has already commenced with the duplication of that section known as the Centenary Highway, with the improvements at Frazers Bridge sought by the community and with the improvements already undertaken at the Frederick Street roundabout, to name but a few.

(5) I am unaware that any formal advice that work on Route 20 will proceed has been given. The decision taken was to suspend works on Route 20, other than the overpass at Frederick Street and the improvements at Ithaca Creek, to allow a full review of the planning undertaken by Main Roads. I am also unaware of any formal statement by any authorised officer of Main Roads that there have been few major objections from the community in respect of work on Route 20. Whether or not the objections are major or well founded is a matter to be determined in the review I have undertaken to arrange.

(6) The question rests on the assumption that the views of electors are unanimous. Such is not the case. Nevertheless I have made it clear that all views will be taken into account in the review, except of course those relating to delaying works on the Frederick Street roundabout and the Ithaca Creek bridge improvements, concerning which a decision to proceed has already been made.

(7) As to the first part of the question, letters addressed to the Premier's office have been referred to the Main Roads Department. This is not an unusual practice in situations where officers of any one department are not familiar with the details of the subject, as is the case in this instance. As to the second part of the question, I am not in a position to answer.

(8) My predecessor in the Main Roads portfolio, having received a deputation from concerned citizens who later became members of CART, agreed to review the planning for the route and to include in that review consideration of all views received, which include those of CART. I simply consider that no useful purpose can be served by going over old ground yet again.

(9) No.

### **3. Queensland Housing Commission's Rent Assessments, Inclusion of Family Allowance Supplement as Income**

Mr STEPHAN asked the Minister for Family Services and Welfare Housing—

"(1) Is he aware of criticism that the Queensland Housing Commission was including the new family allowance supplement as income in determining rents for low income families?

(2) What is the situation in other States?

(3) If this method is being used, who made the original suggestion for the States to include part of the family allowance supplement in rent assessment?

(4) Will the Queensland Government consider a re-assessment of the situation so that low-income families are not disadvantaged?"

**Mr McKECHNIE:** (1 to 4) In December last year the then Federal Minister responsible for housing, Senator Ryan, wrote to all State Housing Ministers advising of her Government's objective of eliminating child poverty. She stated that, as a first step, the existing pensioner benefits of \$17 per week per child to social security recipients were to be raised to \$22 per week for children under 13 years and to \$28 per week for 13, 14 and 15-year-olds. The existing family income supplements to working families with children were to be renamed the family allowance supplement and would provide similarly increased payments.

Senator Ryan requested that all States not include the increases as assessable income when assessing public rentals, that is, the \$5 and \$11 extra respectively. All States were already including the \$17 additional pension benefit payment in rent assessment and some, including Queensland, the family income supplement.

With regard to FAS, most States proposed to include \$17 of the allowance as part of the income. Queensland proposed to include the full amount—after all, FAS is paid to provide living support for families and surely one of the primary needs in living support is shelter. I am aware of concerns at this position.

The Government, through the Queensland Housing Commission, is now likely to adopt a formula that allows some form of redistribution of extra income back to families, which will allow retention of a significant portion of the allowance by the recipient.

I am concerned at the Commonwealth's claim that its treatment assists to overcome child poverty. It has not thought the matter through and has ignored the real fact that the worst poverty is very often found in the private rental sector. One could well ask what steps is the Commonwealth taking to ensure recipients of FAS in the private rental sector are receiving the proper benefit.

It must be remembered that public tenant recipients are being subsidised at the expense of poverty-stricken tenants in the private market. Not coming to terms with the private rental sector will result in an increase in the already wide gap between the personal well-being of public and private tenants and no doubt lead to a much higher demand and longer wait-lists for public housing.

I have noted the recent announcement that the Commonwealth intends to increase FAS by up to 40 per cent in the next two years. It will be interesting to observe the position taken at the Housing Ministers' conference in May by the currently complacent States if the Commonwealth persists with its present line regarding increases. I am worried that, because the Federal Government has not thought the matter through, it may eventually have to reverse its position, as it did over negative gearing. I hope all States will press the Commonwealth to adopt a realistic attitude.

#### **4. Disposal of Hazardous Solid Wastes by Boyne Smelters Limited**

Mr PREST asked the Minister for Health—

“With reference to the management of hazardous solid wastes at Boyne Smelters Limited, in relation to which my letter dated 6 November 1987 to his predecessor received no response nor my telephone enquiry on 20 January 1988—

(1) As aluminium smelters accumulate a waste material from pot linings which has to be satisfactorily stored or housed because it contains cyanide, did a report by L. James from the Government Chemical Laboratory dated November 1987 indicate that the company has not complied with the original EIS report regarding the storage of this solid waste?

(2) What action has been taken against the company for its failure to comply in the past and what action is to be taken to have the company comply in the future?

(3) Is this waste material now being burnt in cement factories in America making a saving in energy costs and at the same time satisfactorily getting rid of this waste material?

(4) Has any application been made by Boyne Smelters to make their waste material available to QCL or any other company as a fuel?

(5) If so, has permission been granted?

(6) What conditions will apply if approval is granted?

(7) What investigations has his department made to ensure that this burning of the waste material at QCL's Fisherman Landing site will not cause any problems to the environment and, in particular, to the health of those employees of the company or to any person or persons in any locality, considering the strength of the prevailing winds?"

**Mrs HARVEY:** This matter was brought to my attention by the member for Callide, Mrs McCauley, who has visited the site and had discussions with the company. The answer is as follows—

(1) Yes. The major contaminant in question is fluoride and not cyanide.

(2) The matter of the satisfactory storage and disposal has been taken up with the company.

(3) It is possible to burn the carbon material in cement plants. I understand there have been discussions regarding this action. What is cost-effective in America may not be cost-effective in Australia.

(4) No.

(5) No.

(6) This matter would not be considered until any application has been received.

(7) The issue of the incineration of waste material would be one for the Air Pollution Council in the first instance, which is within the jurisdiction of my colleague the Minister for Environment, Conservation and Tourism, the Honourable G. H. Muntz.

**Mr PREST:** Mr Speaker, I seek your approval to direct part (7) of question 4 to the appropriate Minister.

**Mr SPEAKER:** To the Minister for Environment; yes.

## 5. ICI Chlorine Cyanide Plant, Gladstone

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

“(1) What major changes are there in relation to the ICI chlorine cyanide plant proposal for Gladstone in comparison with the ICI chlorine plant proposed for Lytton?

(2) As the Lytton site was considered by residents to be a health hazard, which views were obviously supported by the Government as he has stated this plant will go to Gladstone, what factors now make this a safe plant which should be accepted by residents of Gladstone/Calliope/Yarwun/Targinnie areas without his having visited the area to consult with and answer questions from concerned people in that area, especially considering that Gladstone has the second highest respiratory problems in the State?

(3) Have impact environmental studies been compiled on this project for this area and, if so, are these reports available to interested groups and concerned citizens?

(4) As he has stated that the ICI plant is to be established on Department of Industrial Development land at Boat Creek and is to be set apart from the residential sector, what is the exact direct distance this plant will be from (a) any resident living in the area, (b) (i) Gladstone City, (ii) Yarwun Township and (iii) any farm, especially the State's largest paw paw plantations in this area?"

**Mr BORBIDGE:** (1) At Lytton, ICI Australia Operations Pty Ltd proposed to construct a caustic soda/chlorine plant on the old quarantine station site. The project had a planned capacity of 6 000 tonnes per annum of chlorine and 10 000 tonnes per annum of caustic soda. The estimated capital cost of the project was \$24m.

The projected operations at Gladstone involve the construction of an integrated caustic soda/chlorine/sodium cyanide plant. Planned capacities are 9 000 tonnes per year of chlorine, 19 000 tonnes per annum of caustic soda and 20 000 tonnes per annum of sodium cyanide. The Gladstone project will also produce 6 000 tonnes per annum of hydrochloric acid and 4 500 tonnes per annum of sodium hypochlorite. The estimated capital cost of the Gladstone project is \$80m.

(2) The proposed Lytton project, which would have been sited 1.6 kilometres from the nearest residence, would not have posed a health hazard to residents in the Hemmant/Lindum/Lytton/Wynnum North areas. The environmental impact assessment study for this project included a hazards analysis which concluded that the project would not have exposed nearby residents to risk levels anywhere near the internationally accepted standards for involuntary risk. The Government obtained an independent audit of the risk analysis from the internationally recognised risk-analysis consultants Cremer and Warner of London, who confirmed the conclusions of the risk analysis undertaken as part of the environmental impact assessment study.

While the investigation concluded that the old quarantine station at Lytton was an appropriate site for the project, ICI decided not to proceed with the development at this site in the light of continuing opposition from the community.

(3) Work has commenced on the preparation of an impact assessment study for the Gladstone project. The study, which will include a full hazards analysis and detail all the impacts and factors concerning the location and operations of the proposed plant, is being prepared by independent consultants to terms of reference prepared by the Department of Industry Development. State Government departments, local authorities, statutory authorities and the Queensland Conservation Council all provided comments and advice on the terms of reference for the study. Those advisory bodies that were consulted included the Gladstone City Council, the Calliope Shire Council, the Gladstone Port Authority, the Gladstone Area Water Board and the Capricornia Electricity Board.

When the draft impact assessment study is completed it will be forwarded to the advisory bodies for review and comment. Final approval for the construction of the plant will be contingent on the Calliope Shire Council, the Gladstone City Council and other authorities issuing appropriate permits after satisfying themselves that the final impact assessment study is acceptable.

(4) The proposed ICI project will be located on a 50 hectare site on the West Calliope Industrial Estate. The site is 6.25 kilometres from the nearest residential area in the city of Gladstone and 4.25 kilometres from Yarwun township, with a low range of hills between the site and Yarwun.

## **6. Break and Enter Crimes, Wavell Heights and Chermside**

Mrs NELSON asked the Deputy Premier, Minister for Public Works, Main Roads and Expo and Minister for Police—

“(1) Is he aware of a recent spate of break and entering crimes occurring in Wavell Heights and Chermside in which in one night-time incident a woman in the late stages of her pregnancy was severely shocked when she discovered an intruder in her home, an incident which could have had disastrous effects on both the woman and child?

(2) What action is being taken by the police to investigate this spate of crimes and to ensure adequate police services continue to be maintained in the district?”

**Mr GUNN:** (1) The acting commissioner has informed me that there has been a recent spate of break and entering crimes in the McDowall area.

Less recently, there was a spate of similar offences in the Wavell Heights/Chermside areas. However, the offenders responsible for committing the offences in that region have been apprehended.

The incident involving the pregnant woman discovering an intruder in her home cannot be identified from the information supplied. However, I undertake to inform the acting commissioner of this matter.

(2) In addition to normal investigations, special patrols are now being made in the McDowall area in order to locate the offenders. I have asked the acting commissioner to continue patrols in the Wavell Heights/Chermside region.

#### 7. **Pine Waters Canal Estate Project, Ministerial Rezoning**

Mrs NELSON asked the Minister for Local Government and Racing—

“With reference to a claim by the Labor Party’s candidate for the Ward of Bracken Ridge in the Local Government election on 19 March, that a Ministerial rezoning is likely during March to allow the Ariadne Pine Waters Canal Estate project to proceed—

(1) Has this claim any basis in fact?

(2) Did Mrs Powell make any effort to ascertain the facts of the matter from him as Minister or from officers of his department prior to her making this claim?

(3) What is the current position with regard to this project?”

**Mr RANDELL:** (1) No.

(2) Mrs Powell certainly did not seek my views on the matter before making her statement, and I am informed that there was no contact with officers of my department. It is quite obvious that Mrs Powell made her claim in an attempt to score cheap political points, with absolutely no regard for the truth—

**Mr WELLS:** I rise to a point of order. Mr Speaker, I draw your attention to Standing Order No. 120, which states that all personal reflections are highly disorderly.

**Mr SPEAKER:** Order! There is no point of order. I call the Minister.

**Mr RANDELL:** (3) Together with senior officers of my department, I met with representatives of Ariadne on 10 February and informed the company that I would not be recommending to the Government a ministerial rezoning for this project. I also advised the Ariadne representatives at that time that they should pursue their requested rezoning with the Brisbane City Council, and they indicated their intention to do so.

My attention has been drawn to further public statements by Mrs Powell on this matter. She is apparently attempting to still justify her outrageous and untrue claim despite my categoric media statement rejecting the allegation outright. Had Mrs Powell made any attempt to check with me or my department before her sensation-seeking statement I, and my officers, would have informed her of the facts. I deeply regret that she did not.

#### 8. **Mr B. Courtice, Attempt to Exert Pressure regarding Rezoning Application on behalf of Mr T. Paulsen**

Mrs McCAULEY asked the Minister for Local Government and Racing—

“Did the Federal Labor Member for Hinkler, Mr Brian Courtice, attempt to exert pressure on him as Minister regarding a rezoning application on behalf of Mr T. Paulsen, Steptoe Street, Bundaberg?”

**Mr RANDELL:** No. Mr Courtice did, however, write to me on two occasions requesting that the rezoning application on behalf of Mr Paulsen be dealt with quickly.

It is not unusual for members of Parliament to make such requests on behalf of constituents. It is, however, highly unusual for a Federal member to do so, as it is a State-related matter and in cases such as this the request is usually passed on through the State member's office.

In this case, as the request came from Bundaberg, it is even more extraordinary, as the State electorate of Bundaberg is held by the Labor member, Mr Clem Campbell. Consequently, one could be forgiven for coming to the conclusion that as Mr Campbell is of the same party as Mr Courtice, Mr Paulsen did not have any faith in Mr Campbell and went to his Federal member on a State matter and/or Mr Courtice did not have any faith in Mr Campbell in not referring the matter back through Mr Campbell's office.

In the case of Mr Paulsen, it could well be that he was unsure as to whether the matter would be handled by a State or Commonwealth Minister, but Mr Courtice would not be in that position. He should be well aware of the standard procedure.

#### 9. **Deepwater National Park**

Mrs McCAULEY asked the Minister for Environment, Conservation and Tourism—

“With reference to the proposed Deepwater National Park—

(1) Will he give an indication as to when the listing of this area will be formally implemented?

(2) What will be the position of those people who have holiday cottages in the Wreck Rock area once the park is gazetted?”

**Mr MUNTZ:** The honourable member has shown a great interest in the gazettal of Deepwater national park. She has brought deputations to me on numerous occasions about that national park. When that national park is declared, the honourable member will be responsible for it.

In answer to the honourable member's question—

1. The position in relation to the declaration of the national park is that approvals have been secured, the park plans have been prepared and the final stages of gazettal are in train. It is anticipated that the park will be gazetted within a month.

2. The presence of private cottages within the national park is not compatible with the purpose for which areas are reserved. However, because of the long legal occupation of the residential sites, every consideration will be given to the owners of the cottages having regard to the management plan for the park. There is an agreement with the Miriam Vale Shire Council to develop a camp ground and recreational facilities at Wreck Rock, where these cottages are located. This has to be done soon after gazettal. In order to fulfil this obligation these cottages will have to be removed. Development is expected to commence in October/November this year.

#### 10. **Consolidation of National Park Estate**

Mr HYND asked the Minister for Environment, Conservation and Tourism—

“With reference to the consolidation of the national park estate in Queensland—

(1) What new parks, or additions to existing parks, have now been declared?

(2) How do these relate to this Government's stated objective to have all of Queensland biogeographic regions adequately represented in Queensland's national parks system?”

**Mr MUNTZ:** (1 and 2) Between 1 January 1986 and 31 December 1987, 10 large areas ranging from 1 000 hectares to more than 60 000 hectares were added to the national park estate in Queensland. Three of those areas, the great basalt wall, the Herbert River Gorge and the Camooweal Caves are new national parks. A new environmental park of 1 990 hectares was also declared at Mount Archer.

Additions were made to existing national parks at Moreton Island, Main Range, Palmerston, Eurimbula, Cooloola, Sundown and Robinson Gorge. These represent a total addition to the park estate of 95 620 hectares in five different biogeographic regions. The declaration of the Camooweal Caves national park of 13 800 hectares means that the Mitchell grass downs region is now represented in the park estate. Other biogeographic regions enhanced in representation by these additions are south-east Queensland, the brigalow belt, Einasleigh uplands and the wet tropical coast.

For the benefit of all members of this House, I point out that, when the National Parks and Wildlife Service was created in 1975, 1 100 000 hectares were reserved as national park. In just 13 years this estate has more than trebled to cover some 3 579 551 hectares.

I should also like to mention that the National Parks and Wildlife Service has the day-to-day management responsibility for the Great Barrier Reef marine park, established under Commonwealth legislation, which covers an area of some 34 346 950 hectares. In anyone's language, that is a large park.

The service philosophy, which is supported by Government policy, is to continue the acquisition of lands to represent more fully the 13 biogeographic regions throughout the State. This Government has an excellent record on the conservation of natural areas, and I intend to improve further on that record.

I can confidently state that, with the care put into planning for national parks in Queensland, Queensland has a high-quality national parks system of which it can be justifiably proud.

#### **11. Primary and Secondary Schools, Limitation on Enrolment of Students Within Geographical Zones**

Mr SHERLOCK asked the Minister for Education, Youth and Sport—

“(1) Is there a policy within Queensland primary and secondary schools that limits enrolments to students living within a specific geographical zone?”

(2) If so, is this policy taken through cabinet direction or is it a departmental initiative, at either State or regional level?

(3) What are the boundaries of the geographical zones involved?

(4) What are the criteria used to determine zone boundaries and quotas of students within those boundaries?”

Mr LITTLEPROUD: (1) There is no general zoning policy applicable to Queensland State high and primary schools. The Department of Education encourages parents to enrol their children at the nearest State primary or high school. However, there are two State high schools in Queensland in which a zoning policy has been implemented, namely, Brisbane State High School and Pimlico State High School.

(2) The zoning policy at those two schools was established in 1984 by the head office of the Department of Education.

(3) The boundaries for enrolment at Pimlico State High School in Townsville are as follows—

Nathan Street and Duckworth Street in the west; University Road in the south (but including the suburb of Douglas); Bowen Street, Charters Towers Road, Causeway, Flinders Street and Jones Street in the east; Ingham Road and the suburbs of Garbutt and Belgian Gardens, west of Heatley Parade; and Castle Hill in the north.

The defined school area for Brisbane State High School is bounded by River Terrace, the river, Princess Street, Cornwall Street, the South East Freeway and Ipswich Road and Main Street and the River Terrace intersection.

This means that students who have been in attendance at local State schools at West End, Dutton Park and East Brisbane during Year 7 and who reside locally are accepted automatically for enrolment in Year 8.

(4) With regard to the Pimlico State High School—the purpose of the zoning is to avoid a potentially untenable situation for both present and future students by overtaxing the school resources. The boundaries reflect a catchment area from which the school can accept a comfortable number of enrolments.

At Brisbane State High School, enrolment of students from outside the defined geographical area may be accepted subject to the criteria of—

- (a) academic performance; and/or
- (b) educational needs related to curricular and extra-curricular programs which Brisbane State High School is particularly suited to meet.

At Pimlico State High School, enrolment of students from outside the defined geographical area may be accepted—

- (a) in cases of students with a brother or sister presently enrolled at the school; and/or
- (b) if students require subjects offered only by that school.

## 12. Queensland Housing Commission Interest Subsidy Scheme

Mr MACKENROTH asked the Minister for Family Services and Welfare Housing—

“(1) On what date was the first loan made under the Queensland Housing Commission Interest Subsidy Scheme?

(2) Since that date, how many homes purchased under this scheme have been repossessed or handed back to the Housing Commission?

(3) What is the break down of these statistics for each financial year and the present financial year to 29-2-1988?”

Mr McKECHNIE: (1) The Interest Subsidy Scheme was introduced in August 1982.

(2 and 3) Since its inception, approximately 18 000 home loans have been given.

The number of repossessions are as follows—

1982-83 . . . . .	Nil
1983-84 . . . . .	Nil
1984-85 . . . . .	Nil
1985-86 . . . . .	31
1986-87 . . . . .	206
1987 to 29-2-88 . . . . .	169
Total . . . . .	<u>406</u>

I stress that in all cases houses have been found vacant or keys have been handed in. I have been advised by the Housing Commission that there have been no physical repossessions.

## 13. Pine Waters Canal Estate Project, Ministerial Rezoning

Mr MACKENROTH asked the Minister for Local Government and Racing—

“With reference to the proposal from Ariadne Pty. Ltd. to develop a large canal estate on the South Pine River—

(1) Was he approached by Ariadne to approve a ministerial rezoning of this land to permit the proposal development?

(2) Will he confirm a statement attributed to him in the ‘Northern Chronicle’ of 16 March that he refused to undertake a ministerial rezoning of the area

around the mouth of the South Pine River and decided to leave the rezoning application entirely in the hands of the Brisbane City Council for decision?

(3) Is he aware of rumours originating from Ariadne that it has donated \$100,000 to the Liberal Brisbane City Council campaign on the basis that it is a cheap price to pay because, in their own words, if the project is not approved, Ariadne stands to lose millions and, if it is approved, it stands to make tens of millions of dollars?

(4) Will he ensure that, when the Council makes its decision either to approve or reject the rezoning application, it does so in a scrupulously fair manner and takes full cognizance of the rights of existing residents of the area, community opinion and the significance of the wetlands and is not influenced in its decision by political donations?"

**Mr RANDELL:** (1 and 2) I refer the honourable member to the reply I gave earlier today to the honourable member for Aspley.

(3) No.

(4) It is entirely a matter for consideration by the Brisbane City Council in the first instance and, if the proposal is advertised, the normal provisions which are spelt out in the City of Brisbane Town Planning Act will apply. Any determination by the council on this matter is their concern. Rights of appeal exist under law for any dissatisfied person to appeal any decision by the council to the Local Government Court.

#### 14. Cooyar Floods

Mr ELLIOTT asked the Premier and Treasurer and Minister for the Arts—

“With reference to those people at Cooyar who had their houses washed away, or those who had such a depth of water as to partially destroy their houses—

(1) What measures has the Government taken to date to alleviate personal hardship?

(2) What actions are proposed to ensure that a future flood of this magnitude does not have similar disastrous consequences?"

**Mr AHERN:** (1) The honourable member's question allows me the opportunity to commend the unselfish efforts displayed by many individuals and organisations in assisting victims of the Cooyar flooding. Police, the State Emergency Service, local authorities, service clubs, welfare organisations and many individuals provided equipment and manpower.

Following my inspection of the township on Saturday, 13 February, the Queensland Government implemented the natural disaster measure pertaining to the relief of personal hardship and distress. This assistance scheme is targeted at pensioners and others in poor financial circumstances. The scheme provides financial assistance towards basic subsistence needs and also emergency repairs to dwellings.

On the following Tuesday and Wednesday, six families received assistance towards emergent needs. As regards initial repairs, quotes have been accepted for work to two homes, and it is expected that assistance will be provided to two further families.

(2) It is not possible to prevent future flooding in Cooyar. However, the Government intends to finance reconstruction of the public hall in a flood-free area and will also contribute to the cost of relocating homes for families whose homes were destroyed.

These actions will reduce the risk of loss of life and damage in future floods. Also, the new hall will provide a haven for any people in the general area who may experience future natural disasters.

**Mr SPEAKER:** Order! Before calling for questions on notice or without notice, I inform the House that some honourable members are unavoidably absent because of the meeting of Executive Council. They will return as soon as possible.

## QUESTIONS WITHOUT NOTICE

### Televising of Parliamentary Proceedings

**Mr GOSS:** In directing a question to the Premier, I refer to his professed commitment to open and accountable government and, in particular, to an initiative that would immediately establish openness and accountability, namely, the televising of key sessions of Parliament.

In the light of the Premier's commitment, and in view of the majority of members of this Parliament being in favour of televising its proceedings, I ask the Premier—

**Mr FitzGerald:** Who told you this?

**Mr SPEAKER:** Order!

**Mr GOSS:** I can find out, if you like.

**Honourable members interjected.**

**Mr SPEAKER:** Order!

**Mr GOSS:** I ask the Premier: will he agree to its introduction as soon as possible? If not, is it a sign that the Premier is concerned at the prospect of the people of Queensland, who elect members to this House, seeing for themselves how Ministers of this Government abuse the procedures of this House and devalue parliamentary democracy—

**Government members interjected.**

**Mr GOSS:** Were those honourable members not here on Tuesday?

As I was saying, is the Premier concerned that people will see how Ministers of this Government abuse the procedures of this House and devalue parliamentary democracy to the extent that "open and accountable government" in Queensland remains nothing more than a catch-phrase?

**Mr AHERN:** During the honourable member's question, I was interested to hear the honourable member for Sandgate, I think, make a request as to whether or not the matter had been discussed or had received widespread support by honourable members. It appears that there is a further division of opinion in the Opposition. Of course, there are very many of those divisions.

**Mr Speaker,** I am prepared to have discussions with you and my colleagues in relation to the matter. Following those discussions and consultations, I will report the outcome to this House.

A few years ago I visited the provincial Parliaments of Canada, which were then in the process of introducing such an exercise, or had already done so. I actually had an opportunity to have a look at those Parliaments that had not introduced it, those that were considering doing it and those that had done it. The word came very strongly to me that those members in Opposition were very strongly opposed to the televising of Parliament. I spoke to the leaders of the opposition parties in those Parliaments and they indicated that the backs of their heads were better known than the fronts, because, as Government Ministers were giving most of the answers, they were receiving all of the television exposure.

That might be attractive to the honourable Leader of the Opposition; I do not know. I offer that piece of gratuitous advice to him, anyway. The televising of Parliament would be a major departure from usual practices. On my understanding, it would be unique in Australia. It requires much discussion. You, Mr Speaker, have an important role in this regard and will of course have to be consulted.

### Parliamentary Public Accounts Committee

**Mr GOSS:** In directing a further question to the Premier, I refer him to his promise to establish a parliamentary public accounts committee and I ask: (1) can he give an assurance that legislation to establish the committee will be introduced and passed before the end of this current parliamentary session; and (2) can he guarantee the committee will have the staff and resources to begin operations from the start of the new financial year and before the 1988 State Budget is brought down?

**Mr AHERN:** At the moment the matter is under close study with a view to bringing forward early recommendations. When I am able to make a statement in relation thereto, I will.

However, I would give a clear commitment in principle that the Government is fair dinkum in respect of this matter. It is our very firm intention to be completely open about this matter. To allow the public accounts committee the opportunity to act on its own initiative, it will have full staff resources. It will be, in every best sense, a modern public accounts committee in the Australian context.

### Wacol Security Patients' Hospital

**Mr FITZGERALD:** In directing a question to the Minister for Corrective Services and Administrative Services, I refer to the situation existing at the Security Patients' Hospital at Wacol, and I ask: will he inform the House of the facts relating to the future of the hospital as well as that of its inmates and patients?

**Mr COOPER:** I thank the honourable member for the question. It is certainly a very serious one about a very serious issue. I have no doubt that it is on the conscience of everyone in this place as well as those outside. On a number of occasions I have visited the Security Patients' Hospital. It certainly has an air of pathos about it. It is a very sad and tragic place. It is a societal issue that will not go away. We certainly need to address ourselves to it. While it should not be used as a political football in any sense, neither can it be ignored.

One of the visits that I made was at the request of the Minister for Health, Mrs Leisha Harvey. During that visit we took a number of initiatives, one of which was to reactivate an interdepartmental committee to oversee the transfer and the transition of the Security Patients' Hospital from the Prisons Department to the Health Department. While doing this we were also reaffirming a previous opinion, which contained a commitment by the former Minister for Health, the current Premier, that this in fact should happen. It is our belief that it should in fact happen. It is no reflection at all on the hospital's officers, who have an extremely difficult task with extremely difficult people. The security of the patients is vital also, as is that of the public—absolutely vital.

Incidentally, contrary to some reports that I have seen, the staff at that hospital are very well trained. I would like to give an indication to the House of the status of training of those people.

From the Prisons Department, there are 12 registered psychiatric nurses, three enrolled nurses, and seven senior health officers. Nineteen have received intensive training in psychiatric nursing for a three-month period followed by an examination. These people are formally classified as prison officers. The chief hospital officer is a qualified psychiatric nurse. The deputy superintendent is also a qualified psychiatric nurse. In addition to those people, prison officers are employed to maintain security.

From the Health Department, there are four medical officers, who are psychiatrists and are provided on a sessional basis and as required. There are two full-time registrars, one of whom is a medical director. Between those two registrars, they provide coverage seven days a week. There is also a part-time social worker and one temporary medical officer. As required, there are a dentist, an anaesthetist and a physiotherapist who come from Wolston Park.

As all honourable members would know, the patients are, to varying degrees, medically and criminally insane. Therefore, it is only appropriate that they receive proper treatment and the treatment that such people require. It is my intention to see that they get that treatment. It is to that end that the Health Department is regarded as the most logical department to handle the issue in question.

As I said, the issue will not go away. It has to be addressed. To that end, I want to state categorically that the Minister for Health and I will co-operate in ensuring a smooth transition that will commence in July and proceed till near the end of the year.

### **World Heritage Listing of North Queensland Rainforest Areas**

**Mr FITZGERALD:** I ask the Minister for Environment, Conservation and Tourism: what is his response to the conservation legislation amendment that is before the Senate at present? What will be its effect on the livelihood of Queenslanders?

**Mr MUNTZ:** All honourable members would know the effects of that insidious, obnoxious legislation that is before the Senate now. One party that should be condemned for allowing it to follow through to the Senate is the Democrats. The one man who spoke in favour of that legislation in the Senate was Norman Sanders, a Tasmanian democrat. He stands condemned because he had the opportunity to speak out against the legislation. His own State has been one of the States hardest hit by the policies that have been enacted by the present Labor Government in Canberra—aided and abetted by members on the opposite side of the House. Those policies reflect the Fabian/Marxist centralist policies of the worst members of the Left.

In this House, I have been supported by the Premier and the Attorney-General when I have said that it behoves every Australian to look very, very closely at those amendments before the Senate. What could one expect from the spineless Democrats, who really are the Leftist misfits and disillusioned urban trendies who do not know the direction in which they are going?

It is really up to the Senator Macklin to stand up for Queensland in the Senate in this instance. It is really his responsibility to look after the interests of Queenslanders, particularly north Queenslanders. Everybody knows what that legislation means to the very roots of Australia's Constitution, which is the very basis of our democracy. Every Australian should look very, very closely at that legislation.

One of the points that have not been highlighted about World Heritage listing of areas of north Queensland is the hypocrisy of the Federal Government in allowing selective logging to continue in rainforest areas in New South Wales that have been nominated and declared under World Heritage listing. Everyone knows that it is the policy of the World Heritage Committee in the first instance to seek agreement of the States and that it considers and allows selective logging in World Heritage areas. However, for some unknown reason, the Federal Government of this nation refuses to agree to continue and support the livelihood of people in north Queensland. The timber industry is worth \$60m. The Federal Government has denied Queensland and Queenslanders opportunity.

As I have said on previous occasions, what the Federal Government is doing with this legislation is taking away basic rights. It is taking away the rights of individuals, organisations and States to appeal to the highest court of appeal or any court in this nation. It stands condemned for that action.

The conservative Opposition members in the Federal Parliament violently oppose this legislation, and this Government totally supports them. The only people who can save the day are the Democrats in Canberra. The responsibility for the listing is being taken away from Australia and placed in the hands of countries represented on the World Heritage Committee, which includes Australia, Canada and the United States. Don't ask me how those three countries got involved with countries such as Lebanon. This Government has done some research into what World Heritage listings those

countries have. Lebanon has three cultural sites, Norway has a town, church and rock drawings and Sri Lanka has three ancient and sacred cities. There is no mention of national parks.

**Mr SPEAKER:** Order! I am having great difficulty hearing the Minister.

**Mr De Lacy:** You are not missing anything.

**Mr SPEAKER:** Order! I warn the honourable member for Cairns under Standing Order 123A.

**Mr MUNTZ:** The other countries are Turkey, Algeria, Malawi—which has one national park—India, Yemen, Mexico, Tanzania, Greece, Bulgaria, Brazil, Cuba—which is half the size of the area of 900 000 hectares that it is proposed be put on the World Heritage List—France, Italy, Pakistan and Tunisia. The people of those countries—and this is no reflection on the actual countries—will sit in judgment on the future of this 900 000 hectares of land which will be locked away.

It has been said on a number of occasions that only 17 per cent of the land is being selectively logged, which represents something in the region of half a per cent of the total area. What has not been said is that nine-tenths of the area has been logged at least once already. It is hypocrisy for that area of nine-tenths to be considered to be of World Heritage value. It has already been selectively logged once. There is no such thing as phase two. I know that the members of the Opposition do not appreciate this, but they have to cop it sweet, because they are supporting legislation that will destroy the livelihood—as the Premier has rightly pointed out—of more than 200 families.

**Mr Burns** interjected.

**Mr MUNTZ:** I do not believe that the Deputy Leader of the Opposition has ever witnessed the trauma, anxiety and tears of a husband and wife who are told one day that they have no job and that the Federal Government will give them a lousy \$2,500. If it was \$25,000 that would be understandable, but the sum of \$2,500 for them to find themselves another job is ridiculous. The members in north Queensland in particular must know the drama and trauma that those families are suffering.

**Mr Burns** interjected.

**Mr MUNTZ:** The Deputy Leader of the Opposition does not like it, because he is not interested in north Queensland. He is interested in his fishing trips and the little patch down at the mouth of the Brisbane River, and I can understand that; but there is a wider Queensland.

This legislation and World Heritage listing affect not only north Queensland but also the whole of the economy of north Queensland and the potential of every other industry involved in that area. It is up to members such as the honourable member for Mourilyan, Mr Eaton, if he wants to retain that seat, to take a delegation to Canberra. If he does not do that, I, as a member of the Government, invite him to leave his seat on the Opposition benches and come over to this side of the House and support this Government in its opposition to World Heritage listing. I would make representation to Sir Robert Sparkes, and possibly he could be accepted as a member of the National Party, if he has the guts to do it; but he has not. He has to stand up—

**Mr Hamill** interjected.

**Mr MUNTZ:** The National Party would not accept the other members of the Opposition, that is for sure, but members such as Mr Eaton must have the guts—he already has the ability—to tell Mr Hawke and Mr Eaton's colleagues who do not like the legislation now to back off, because this legislation one day will affect them.

**Mr SPEAKER:** Order! The honourable member for Ipswich interjected and I did not take kindly to it. I now call the Deputy Leader of the Opposition.

**Mr BURNS:** Thank you very much, Mr Speaker. I might suggest that for too long——

**Mr SPEAKER:** Order! Does the Deputy Leader of the Opposition wish to ask a question?

**Mr BURNS:** Yes, I will ask a question, otherwise I might miss out.

#### **League of Rights Involvement in the National Party**

**Mr BURNS:** I ask the Premier and Treasurer: does he support the claim of Sir Robert Sparkes that the League of Rights is destabilising the National Party in Queensland? As the League of Rights has admitted manning election booths for the National Party at the request of Senator Boswell and the former Premier, Mr Joh Bjelke-Petersen, will he advise the House whether he supports the stand of Sir Robert Sparkes that the League of Rights should be rejected by National Party members, or does he support the stand of Senator Boswell and the former member for Barambah, Mr Bjelke-Petersen, that the League of Rights should help to control his party?

**Mr AHERN:** I am not at all concerned about the private views of a few individuals who go under the banner of the League of Rights in this place and under a number of other names——

**An Opposition member:** In this place!

**Mr SPEAKER:** Order!

**Mr AHERN:** In this State.

**Mr Burns:** You said “in this place”.

**Mr AHERN:** All of my members on this side of the House go under the name of the National Party, and proudly so.

During my 20 years in the House, from time to time the League of Rights and a whole range of other organisations have had their little say. As far as I am concerned, they are of no great consequence. If the Opposition wants to confront the National Party with this sort of an issue, I will embark upon a campaign associating extreme Left Wing organisations with the Labor Party. Does the honourable member want to return to those days when all of that sort of thing went on? Does he want to debate that sort of thing? Surely not.

**Mr Burns:** He is the Queensland President of the National Party.

**Mr AHERN:** Sir Robert Sparkes has exercised his right and his duty as president of our party to bring something to the attention of members. It was not intended that it be made public, but that was done. That is his right. I am not concerned at the actions of these particular groups at all. Our party is a broad, democratic party, capable of accommodating a wide variety of views. If in this place the Deputy Leader of the Opposition wants to get on to red-baiting, I can do that just as well as anyone else. If he wants to try that, I will be well pleased to accommodate him.

#### **Construction of Route 20, Ithaca Creek**

**Mr BURNS:** In asking a question of the Minister for Main Roads, I refer to an answer that he gave this morning in reply to a question that I placed on notice about Route 20 in which he said——

“The question rests on the assumption that the views of electors are unanimous. Such is not the case.”

I now ask: is it true that Liberal members of Parliament and Liberal aldermen have supported the widening of Route 20 to a four-lane highway at Ithaca Creek, Jubilee Terrace, in spite of opposition from the Ithaca State School p. and c. and resident

groups? Did a Liberal member of Parliament in fact arrange for a group supporting Route 20 to visit the Minister and meet him? Is it also true that the excuse being given for the road-widening is that it is for so-called safety reasons, when no impact study has been made into the safety aspects of Route 20 as it affects Ithaca Creek, and that the Lord Mayor has stated to residents that she will not know whether it is safe until it is built? As the Minister indicated this morning that he intends to go ahead with the work at Ithaca Creek, irrespective of the objections of residents, will he table reports and impact assessments taken before he agreed with the Brisbane City Council to start work on that part of Route 20?

**Mr GUNN:** Apparently the honourable member has never been to Ithaca Creek. If he had, he would agree with me that it is a very dangerous area indeed and that some work should be undertaken immediately.

**Mr Burns** interjected.

**Mr GUNN:** The member for Lytton cannot ask a question and answer it, too. He has already been very noisy. He cannot answer his own questions, although he often tries.

I have had no dialogue with Liberal members of Parliament in this matter whatsoever. I had one meeting with the Lord Mayor in which Route 20 was discussed. The decision was that it would be better to have a social and environmental impact study, which is being done at the present time.

**Mr Burns:** The Liberal members have not contacted you at all?

**Mr GUNN:** I have had letters from Liberal members but no dialogue to any great extent with them.

**Opposition members** interjected.

**Mr GUNN:** No, they are not.

This is a Main Roads matter. It was handed over to the Main Roads Department by the Labor council under Mr Roy Harvey. Did the honourable member know that?

**Mr Burns** interjected.

**Mr GUNN:** The honourable member did not know that.

When the social and environmental impact study is completed, the Government will be making a decision in this matter. The Government is going ahead with the Ithaca Creek development and the Frederick Street overpass for the safety of the people. There will be 35 000 cars using that area every day. It is an unsafe area.

**Mr Burns:** Will you table the assessment?

**Mr GUNN:** The Government will do that in due course. The matter is under control. In due course, the Government will notify Parliament.

### **Australia's Foreign Debt**

**Mr ELLIOTT:** I ask the Premier: is he aware of the disastrous growth of the Australian gross foreign debt? Will he advise how that growth affects the nation's competitiveness?

**Mr AHERN:** In recent times Opposition members have been critical of the emphasis that the Government has placed on the need for an economic planning strategy in Queensland and of some of the long-term initiatives that the Government has proposed. In the light of the State's perspective and the national perspective, it is vital that all honourable members consider some of those issues.

The truth is that at present Australia's overseas debt is rising. The plain facts are that we are importing more than we are exporting. That problem continues to escalate.

In the September quarter, the net foreign debt rose from \$82.65 billion to \$86.77 billion. That is a very substantial increase in one quarter. Until such time as due emphasis is placed on the issues of economic planning and the initiatives that the Federal Government needs to take in order to fuel the national economy, that problem will continue to escalate. Until such time as Labor politicians understand the issues, the problem will continue to get worse.

The Queensland Government has set its goals in order to address those serious issues. However, Labor continues to be interested in higher taxes, in more Government spending and in moving away from the type of international solutions that are working in many other countries around the world. This week, the Queensland Government has announced a comprehensive program to get its economy completely in tune with the international concepts with which we live. That is what the Commonwealth Government should be doing in order to address this fundamental problem.

**Eviction of Tenants from Rental Accommodation during Expo;  
Legal Action by Mr B. Romano**

**Mr MACKENROTH:** I ask the Premier and Treasurer: is he aware that Mr Garry Elzabar, one of three representatives of tenants facing eviction from the Pine Forest and Autumn Leaves units at Slack Creek, has been sacked from his job allegedly following pressure from his landlord, Baptist Romano? Is he also aware that Mr Romano has initiated legal action against tenants in an attempt to scare tenants into leaving their homes and that five writs have been issued against me in an attempt to stop me advising tenants of their rights under the Residential Tenancies Act? As Mr Romano is engaged in an attempt to profiteer from Expo 88 by throwing 80 people onto the streets to enable him to sell his complex to an overseas company that intends to use it for accommodation during Expo, is the Premier now prepared to review his position and provide some real protection for tenants?

**Mr AHERN:** The Government is concerned about some of these cases. However, they are not great in number.

**Mr Burns:** Eighty families in one complex.

**Mr AHERN:** Honourable members ought to read this morning's newspapers, observe the solutions to the problem that are being suggested and examine what the editorial-writers are saying in terms of what that might do in the overall context of solving this problem.

The efforts made by Governments to operate in this area in the past have been singularly unsuccessful and have generated a substantial number of other problems when they have been contemplated.

The Queensland Government is prepared to investigate these issues one at a time to see what efforts can be made. In consultation with the Minister for Welfare Housing, I will certainly have investigated the issues raised by the honourable member.

**Expo Site Redevelopment, Casino Licence**

**Mr INNES:** In directing a question to the Premier, I refer to the Expo site redevelopment project——

**Mr Gately:** Not again!

**Mr INNES:** If I get some answers, I might stop asking questions.

I ask: did the Queensland Government consult the holder of the exclusive southern Queensland casino licence before a Cabinet decision was made to include a casino in the Expo site redevelopment proposal? If not, how could the Government make such a decision without recognising the legal rights held by this Gold Coast operator? If it did, how long—and I want some reasonable accuracy—before did the Government consult the operator and with what results?

**Mr AHERN:** I believe that I have answered this question. I have taken the issue seriatim and explained the situation on many occasions in this Parliament. I do not think that I can further contribute to the resolution of the honourable member's curiosity.

#### **Expo Site Redevelopment, Casino Licence**

**Mr INNES:** I direct a further question to the Premier. Leaving aside the planning matters and the unique National Party white-shoe tradition of placing a casino beside a superb cultural centre, I ask: is it a fact that the proposal for a casino to be located in that development was a very significant financial factor and was likely to boost the sum of money offered for the site by the successful tenderer if it had been known to all the tenderers?

**Mr AHERN:** As I have indicated, I have taken honourable members through this before. I just want to remind honourable members that the issue of the placement of a casino on that site is one which will be finally decided by the Government at the appropriate time and that it will be subject to invitations for expressions of interest.

#### **Study on Queensland's Unemployment Rate**

**Mr VAUGHAN:** In directing a question to the Minister for Employment, Training and Industrial Affairs, I refer to an article on page 1 of the *Courier-Mail* of Monday, 22 February, headed "Inquiry into Queensland jobless ordered", and I ask: is it true that the Government will launch a major study to ascertain why Queensland's unemployment rate is the highest in Australia? If so, when will such a study commence, who will undertake the study and will the findings of the study be made public?

**Mr LESTER:** In answer to the honourable member's question, I point out first of all that the latest figures show that Queensland does not have the highest unemployment in Australia. That point has to be made. In addition, it must be pointed out very clearly that there is very definitely one Labor State that is a long way behind Queensland.

Governments have to face the issue of unemployment and work out what can be done to create more employment opportunities. We have to realise that it is a fact of life that many secondary industries in other States are being propped up by the ALP. That is certainly so in New South Wales and Victoria.

Queensland is a decentralised State. Because of its geographical characteristics, Queensland relies to some extent on its rural industries. Because of the large population in Sydney and Melbourne, many companies regard it as fashionable to establish their offices in those cities. Queensland needs to create a climate that will encourage companies to establish themselves in Queensland. Many more companies need to be encouraged to establish their head offices in Queensland so that this State can increase its manufacturing base, which at present is of the order of 11 per cent. Queensland's share of Australia's population is about 16.2 per cent.

In Queensland, the rate of workers' compensation for every \$100 paid in wages is approximately \$1.58, which compares with a rate of over \$3 in Victoria and a rate of more than \$2 in New South Wales. It is interesting to note that the workers' compensation debt in New South Wales is about \$500m. In Victoria, the amount collected in workers' compensation payments is \$2½ billion. The Labor Government in that State has indicated that workers' compensation rates will need to be increased yet again to overcome that fund's deficit.

The industrial relations climate in Queensland makes it far more attractive for people to set up their business in this State. As to Australia's strike rate—for every 1 000 workers, approximately 220 working days are lost. In Queensland, only 100 working days are lost for every 1 000 workers.

**Mr VAUGHAN:** I rise to a point of order. The Minister has misunderstood my question. May I place it on notice?

**Mr SPEAKER:** Order! The honourable member may not put the question on notice.

**Mr LESTER:** I am providing honourable members with the facts.

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

## **CARRIAGE OF DANGEROUS GOODS BY ROAD ACT AMENDMENT BILL**

### **Second Reading**

Debate resumed from 8 March (see p. 4936).

**Mr UNDERWOOD** (Ipswich West) (12.38 p.m.): The Opposition has no real complaint about the legislation because, basically, it brings Queensland law into line with the law that applies in the rest of Australia.

The Opposition takes on board the comments made by the Minister in his second-reading speech, in which he said—

“The principal objective of this Bill is to update and standardise the legislation which provides for the safe transport of dangerous goods in uniformity with the requirements of other Australian States.

The code was revised to accommodate changes in industry practice, technological innovations and revisions of other transport codes with which it is required to harmonise, for example, international maritime and air transport.”

The recent revision of the code has been endorsed by the Australian Transport Advisory Committee (ATAC) and accepted by all Australian States and Territories. For that reason and as it includes uniform provisions in Queensland's statutes, the Opposition concurs with the legislation. However, the Opposition wishes to address a number of matters on the subject of the carriage of dangerous goods by road.

We live in an age in which chemicals are used. There is no way in which our standard of living can be maintained without chemicals, a number of which are very dangerous. We need not only to produce chemicals but also to transport and store them in the safest possible way so that people can reap the benefits that those chemicals provide.

We live also in an age in which a lack of trust exists in the community. Part of that has been brought about by the intense coverage of events by the media, and that is a good thing. In recent times in this State the handling of chemicals has become a very emotive issue. We need to deal properly with chemicals, in the safest possible way, and provide the safest possible measures for their manufacture, storage, transport and use.

In his second-reading speech, the Minister stated that the Act brought about a number of significant changes for the better. In fact, it improved safety on our roads and in industry and increased protection for those people who could have been affected by accidents resulting from the careless carriage of products by road and rail. The Labor Party welcomes that. However, it believes that a number of changes should be made to ensure that the carriage of dangerous goods is made even safer. For example, specific roads should be designated for the carriage of such goods.

At present, because of the competitive nature of industry, truckies operating in areas of industrial concentration take short-cuts through all sorts of places, such as residential areas that are not designed to cope with heavy transport. They are also using streets that, by their very design and surroundings, are dangerous. Because trucks that carry dangerous goods are using those routes, greater hazards are being created for people living in the vicinity of those routes. That aspect must be seriously addressed.

One way of preventing those trucks from using residential streets is not only to designate certain roads for the carriage of dangerous goods but also to provide the necessary funds to upgrade those roads to an acceptable standard. In that way, the risk of accidents would be minimised to the greatest degree.

Planning is an important aspect of the designation of roads. Because the demand for industrial estates in the Brisbane area has increased to such an extent that chemical industries are now being located in the outer suburbs—particularly since the decision was made about the Lytton chlorine plant—industrial estates in residential areas are no longer regarded by the public as appropriate places for chemical industries.

In conjunction with local government and the Federal Government, where necessary, this Government should urgently set about the task of proper land-use management, including the development of industrial estates for heavy and noxious industries, particularly chemical industries.

I turn now to a comparison of the roads between Brisbane, Ipswich and Toowoomba and those between Sydney and the Blue Mountains. The geography of those two areas is similar. A vast population is spread across the region between Sydney and the Blue Mountains. Although the population in south-east Queensland is spreading between Brisbane and the Darling Downs, many open spaces still exist. Proper planning should be undertaken instead of the higgledy-piggledy arrangements that exist at present.

Two examples of that immediately spring to mind. I have already mentioned the Lytton chlorine plant and the very fierce debate that ensued over that matter not only in Brisbane but also in the West Moreton region, where I suggested that a suitable site could be found for a chlorine plant. Many people supported that proposal. The other matter that springs to mind is the siting of the Sandy Creek prison, or the Borallon Prison, which was mooted originally for the Logan City area. Heated debate took place over that issue as well.

Proper planning and land-use management should be undertaken before it is too late. Some people might say that, for some areas, it is already too late. That is as it may be, because we cannot turn back the clock. People such as the Co-ordinator-General, and the resources of Government bodies should be put to use immediately to establish a land-use management plan for either south-east Queensland, or, on a smaller scale, the area between Brisbane, Ipswich and Toowoomba, so that the conflict between residential land uses and recreational land uses is avoided.

This is not pie in the sky. If proper industrial development is to occur, this matter needs to be tackled. I have mentioned some cases—there are many others—in which the forcible opinion of the voter has a definite effect on Government policy, and thereby industrial development, progress and, finally, jobs. Jobs are needed. Development must occur so that people in society can reach the standard of living that they desire. As far as possible, there needs to be an elimination of the conflict between the standards people desire and the way in which those standards are achieved.

Of course, industrial estates bring with them the problems that I have mentioned. The Government should deal with that aspect so that progress can be made. That conflict, which is an essential part of the democratic State in which we live, has been created unnecessarily. It should be eliminated. That can be achieved by the Government's doing something now before it is too late.

One conflict that has not been solved concerns the Valley and the area around Ann Street. From time to time, particularly in summer, massive traffic jams occur there. In spite of the massive expenditure that was put into the Gateway Bridge, heavy transports still rattle through the Valley area. The irony is that the Gateway Bridge was built to overcome exactly that problem, as well as to streamline traffic flow through the city to areas to its north and south. We were told that the Gateway Bridge would eliminate this problem of heavy transport going through the city. It has not eliminated that problem at all.

I suggest that the problem is twofold. Firstly, and most importantly, I refer to the Gateway Bridge tariffs, which should be compared with the tariffs on the expressway in Sydney, which for a motor car recently rose from 20c to \$1. On the Gateway Bridge the tariff for a motor car is \$1.50. The other tariffs are as follows—

Car and trailer . . . . .	\$2.00
Car with two-axle trailer . . . . .	\$3.00

Two-axle truck . . . . .	\$3.50
Three-axle truck . . . . .	\$4.50
Four-axle truck . . . . .	\$5.50
Five-axle truck . . . . .	\$6.50
Six-axle truck . . . . .	\$7.50

The Minister will probably say that a season ticket can be bought. A pre-paid card, which has a face value of \$75, is available for \$65. It might be said that \$7.50 is not a high charge for a six-axle truck when it is considered that the owner will receive an income from the use of that truck. However, that does not make any difference to the reality of the situation. The reality is that truck-drivers and trucking companies believe that Gateway Bridge tariffs are too high. That is what it is all about: making the Gateway Bridge serve its purpose. My twofold call is for a reduction in the tariffs on the Gateway Bridge and an enforcement of the use of the Gateway Bridge by the heavy transport industry.

**Mr FitzGerald:** You wouldn't put big trucks through the middle of the city, would you?

**Mr UNDERWOOD:** The member for Lockyer is back in town again. Last night he had a problem listening and understanding. He really does have a problem. I will not repeat it for his benefit.

**Mr I. J. Gibbs** interjected.

**Mr UNDERWOOD:** He is rather long winded. He does not have the brains or the nous that the other Fitzgerald down the other end of George Street has.

**An honourable member** interjected.

**Mr UNDERWOOD:** We are with the other Fitzgerald, not with the one in this Chamber.

**Mr DEPUTY SPEAKER (Mr Booth):** Order! I suggest that the honourable member continue with his speech.

**Mr UNDERWOOD:** Just to re-enlighten the member for Lockyer—the problem is that heavy transports go through the city. Over the last few years the amount of heavy transport on the roads has increased rapidly. That has been caused by the Federal Government's capital investment policies. That is out of this State's control. However, the number of six-axle vehicles has increased dramatically. An observation of any roadway will reveal that problem. It has been exaggerated by such heavy transport's not using the Gateway Bridge. That problem needs to be tackled urgently.

It may be said that \$7.50 is not a very large amount of money. It must be remembered that those six-axle dump trucks are running back and forth from locations in town and are avoiding the Gateway Bridge. That bridge could be used by those trucks up to 10 times a day. A return trip over the bridge costs \$15. Ten trips a day would total \$150, which is a significant amount for any truck-operator to bear.

**Mr Elliott:** You cannot tell me that there would be a sensible trucking operation that would go across 10 times a day and not have a season pass.

**Mr UNDERWOOD:** The season pass is only to the value of \$75 a day. Two season passes would be used in one day at a cost of approximately \$130. The truck-operator would save only \$20. The toll is a great expense and it needs to be addressed.

Another matter that should be considered is the toll-road that will be known as the Logan Motorway. Honourable members really did not have a chance to consider that legislation carefully because its passage through the House took, as I recall it, only 13 minutes. The former Minister for Main Roads, Mr Hinze, said that the cost for a car would be \$1.50 approximately. At that rate, one can assume that the cost for trucks on the Logan Motorway would be similar to the charges imposed on the Gateway Bridge.

What will happen is that that route between the Gold Coast to industrial areas near Ipswich and Wacol will be ignored by heavy transport and the trucking industry because of the cost of using the Logan Motorway. Although it is the obvious route for transport vehicles carrying dangerous goods to take, what will happen is what is happening now: they will take short-cuts through the back streets and go down the ordinary roads and highways rather than use the Logan Motorway.

When Route 20 is completed—I have no doubt that it will be—and projects such as the 10-year program for construction of the Moggill by-pass are completed, will tolls be imposed on those road systems as well? Is the same problem of expense to the trucking industry, which encourages truck-operators to use their current routes—to take short-cuts—going to arise again because of the cost factor associated with an excessive toll?

The Minister might say that a certain toll is needed to pay for the facilities. That may be what the accountants have told him, but accountants are not the people who are responsible for the social welfare of the inhabitants of an area. Members of Parliament are responsible for the social welfare and safety of the people in the community. Members of Parliament have to go above the accountants and insist on a longer period during which the toll will be charged so that more truck-operators will use it. In that way, the debt structure will be amortised by increased use of the facilities. The problem of excessive cost must be addressed. The solutions I have offered are just common sense.

I turn now to consider the recent crazy decision by this Government on double Bs. A double B is basically a double semi-trailer carrying goods. Various routes have been designated as double B routes. Although this Government is crying out all the time for increased funds for Queensland's roads, the hell is smashed out of the roads because the very same Government allows double Bs to use them, particularly on country routes. Anyone who knows anything about road construction would know that the bitumen basically holds the metal together and that the load is spread over the particles in the bitumen. If a greater load is put onto the structure of the particles than is appropriate, it spreads the bitumen; therefore the carriageway is broken up, particularly in periods of wet weather. The end result is that the carriageway is ruined.

One only has to stop at traffic lights to see examples of that kind of destruction; for example, the traffic lights at Riverview where big trucks regularly pull up—even though many of them still go through red lights. The Riverview traffic lights are a good example of how the pressure of the transport vehicles spreads the bitumen and ruins the roads. It shows exactly what I meant by that little bit of technical information I mentioned earlier.

**Mr Smith:** The Government likes to blame the Federal Government. The Government says that it is up to the Federal Government to provide the money and that it does not do so; but this Government ruins the roads by not enforcing the regulations.

**Mr UNDERWOOD:** That is right. I will have something to say about enforcement later.

It is crazy that the Minister for Transport is responsible for both the Department of Transport and the Railway Department. The Government should be actively encouraging people who transport dangerous goods and heavy goods to use the railways instead of the roads. The Government's policies should be aimed at getting the heavy trucks off the road. That would not only avoid having Queensland's roads broken up to the extent that they are being broken up now, but it would also make conditions safer for ordinary motorists and less congested for other traffic; yet this is not what is happening. A number of people in Queensland—particularly those in the railways—have the suspicion that the Government is actively encouraging the road transportation industry to take over rail freight. One could be excused for thinking that that is correct when the decision on double Bs is taken into account in conjunction with the glossy corporate plan for the railways that the Government has released. The corporate plan for the railways contains a specific section that in no uncertain terms bags the double Bs, declaring them to be a

disaster economically for the railways and physically for Queensland's roads. This is the kind of activity that is occurring in the Government.

When one looks back over the history of this Government to the coalition days, one finds a history of supporting road transport against rail. I will not go into the history, but it is a fact. This is happening with the double Bs, to the detriment of the community. The community funds the road system through the payment of various taxes, one of which is fuel tax, and the double Bs belt the hell out of the roads, in some cases carrying dangerous goods in large quantities, whereas the railways are crying out for freight to cover their costs.

Both the road and rail systems are subsidised by tax-payers, therefore the tax-payers are carrying a double weight. The Government's policy is making that double weight even heavier by allowing this destruction of the road system. Freight should be put back onto the railways, where it should be. The railways are the safest and most economical way to carry freight, especially particularly heavy and dangerous goods. That fact is indisputable. Sending goods by rail is the most cost-effective and safest way to transport them. That problem needs to be addressed and there has to be a change in Government policy.

There has been a boom in the number of vehicles, particularly six-axle vehicles, which means there is increased competition and companies are pushing their drivers and vehicles to the limit to make ends meet. This causes problems. Some time ago I was informed of problems occurring in the local trucking industry, in which the men driving coal trucks were working all sorts of hours every day and accidents were occurring because they were working so hard. At that stage the competition in the coal industry was close to the bone and the companies kept pushing the drivers to gain the maximum income from their trucks and the maximum value for the wages paid to those drivers. There was little or no supervision to ensure that the drivers were given proper and adequate rest periods and to ensure that the vehicles were properly cared for and were not overworked. That extreme competition is putting both life and property at risk, not only the drivers and the trucks, but also other people on the roads.

I turn now to the question of supervision. As I mentioned last night during the debate on another transport matter, there is a problem with inspectors and shortage of staff. There are a number of areas in Government departments where this occurs, but I am interested in the transport section. People have complained to me about the shortage of inspectors and the hours and times of their operation. This comes back to a shortage of funds for overtime paid for both night and week-end work. There should be a non-ordered sequence of inspection so that the people in the industry know that at any time they can be checked out, rather than knowing that at a certain time and place an inspector or officer will be there to check on them, which enables them to circumvent proper inspection and supervisory measures. That problem needs to be addressed, because there has to be a proper system of inspection on an irregular basis so that the maximum protection is provided for the people in the industry and for those people who could be affected by dangerous practices within the industry, namely, the travelling public and people in residences.

Recently, the problem of the lack of protection for people working in the emergency services was demonstrated. I know that this specific problem is not related to the transport industry, but it does relate to dangerous goods, in other words, the chemical industry. I am referring to the recent fire at a chemical plant at Eagle Farm where chemicals were being mixed. The policemen on duty were provided with no protective gear, for example, no respirators. They were directing traffic in the area without using respirators or any other form of protection. Their health and the health of other people in the emergency services has been affected by that incident.

Sitting suspended from 1 to 2.30 p.m.

**Mr UNDERWOOD:** Prior to the luncheon recess I was speaking about the need for protection for emergency service workers and about the chemical factory fire at Eagle

Farm, where workers were overcome by fumes. In particular, police on duty were working without protection. That is rather amazing in an age of protective suits and measures that have enabled man to deal with nuclear disasters, to walk on the moon without a problem and even to float around in space at the end of an umbilical cord or with rocket packs on their backs. Yet this Government cannot protect the people who are required to clean up the mess and make sure that, in the case of chemical fires and accidents, things are safe. If those people cannot be protected, something must be wrong. That problem needs to be addressed so that people who have to look after the dangerous consequences of chemical and road accidents are protected from the inherent dangers.

Before I conclude my remarks, I wish to address the problem facing truckies who carry faulty containers of chemicals. Some time ago I was advised of the problem faced by a truckie who carried faulty drums of a chemical from Sydney to Brisbane. Along the way several drums burst and the chemical escaped. He was within inches of being blown to smithereens. That is what would have happened had the chemical reached the exhaust pipe. He was very fortunate.

Because of the damage that the chemical caused to his truck, it was off the road for some time. I have already spoken about the boom in the number of trucks on the road. Many truckies have financial commitments on their trucks. If the truck is off the road, income is lost and the financial repayments cannot be maintained. Usually their house is part of the collateral for the finance, so they are in danger of losing their house, their livelihood and everything else.

What is really needed is some sort of assistance that will help them to tackle the people who supply them with the faulty cargo. For example, in this case the person was having difficulty in dealing with the firm that supplied him with the load, the manufacturer and, because of the intricacies of the problem, the insurance company. People were dodging their responsibilities on who should accept blame for the accident in the first place.

The department should provide some overall network for truckies who are not blame for the problems caused by faulty drums and containers. The responsibility should be placed where it belongs. However, it seems to me that every time it is the owner-drivers who cop it in the neck. Because of the financial arrangements, through no fault of their own, they are in jeopardy of losing everything that they and their families have spent a life-time working for.

Perhaps the Government should consider some sort of financial assistance or carry-over finance for truckers who are faced with these sorts of problems. The Government is all too willing, ready and able to provide finance to people in primary and other industries when they get into trouble, but it seems to me that the battling truckie, the owner-driver, does not have available to him that sort of assistance when he is faced by such a unique problem. Fortunately these things do not occur too often, so perhaps the Government should be considering assistance in the form of a general insurance to provide some back-up support for them when they need to sort out who is responsible for the mess that has been created by the faulty containers. That would help to overcome the problem of the truck not being on the road while repairs are carried out on the damage caused by a chemical leakage.

**Mr ELLIOTT (Cunningham) (2.34 p.m.):** I am pleased to take part in this debate because, over a long period of time in this House, I have had a deal of interest in this subject. Many years ago I spoke on this subject in the House and had the speech reported in the newspaper. In those days when a member made a speech in this place it was very unusual to get newspaper coverage of it. In fact, members were not surprised if the subject did not get one line. Someone decided to write an article about the subject on which I was speaking—that is, the subject that the member for Ipswich West spoke about, the transport of dangerous goods through the Valley.

In the old days, driving into the Valley was the next best thing to going into a war zone. Fuel-tankers trundled through the Valley at great speed, while other traffic travelled

across their path. If two tankers could not stop at the red light at an intersection and cannoned into each other, a holocaust could have occurred in the middle of the Valley.

The Gateway Bridge has been a great boon to the city. When vehicles can travel from the west of Brisbane to the northern side without the drama that they cause now, traffic control in Brisbane will be well and truly in hand. As far as I am concerned, that day cannot come too quickly. I am also delighted to see the construction of the Logan Motorway. It, too, will alleviate many of Brisbane's traffic problems.

Honourable members might ask what that has to do with the carriage of dangerous goods. Honourable members must understand that that has a tremendous amount to do with it.

I was surprised that the Opposition spokesman felt that people are not using the Gateway Bridge. He referred particularly to the heavy transport operators having to pay \$7.50. I am an old truckie. I spoke to my truckie mate who was a former Minister, the member for Yeronga, who understands the practical side of the trucking game. Over the years he has had much experience with it. We did some quick calculations on the back of a postage stamp in about five seconds. We considered the cost of fuel, truck-drivers' wages and capitalisation of the truck. Trucks travelling from the south through to Burpengary in the north save 45 minutes at the very least by travelling over the Gateway Bridge. The cost of fuel alone in that time would amount to approximately \$17. The capital cost of a large truck, at the very least, would be in the vicinity of \$25 to \$30. One does not have to be very smart to realise that \$7.50 is a good business investment for the privilege of travelling over that bridge.

**Mr Underwood:** Well, why aren't they going over it?

**Mr ELLIOTT:** They are going over it.

**Mr Underwood:** Not as much as they should be.

**Mr ELLIOTT:** Often people see trucks that are travelling somewhere else and presume that they should be going over the Gateway Bridge. It is quite possible that the journey emanated only a few miles from the Valley. The vehicle might not be going many miles the other side of the Valley. One has to be realistic. A major survey would have to be carried out, which would include following and tagging trucks.

**Mr I. J. Gibbs:** If they were going up to the downs, they would not go over the bridge, surely.

**Mr ELLIOTT:** That is right.

Many tankers travel from the refinery on the southern side of the river to service the area from the northern end of the Gold Coast through to the commencement of the freeway. Those areas contain many service stations that use a huge volume of petrol and diesel. If the people who are servicing those areas have to pick up the fuel from the refinery on the northern side and then return, the savings could be astronomical. At certain times of the day it could mean a saving of an hour and a half. At most times of the day it would mean a saving of an hour and a quarter. In many instances that could result in a saving of \$60.

Although the sums charged as a toll seem to be quite large, in actual fact they are not because using the bridge is very practical. In the long term, as inflation increases, people will recognise that it is a good investment.

Years ago in this Parliament I raised the problem of the Valley. I pleaded with the Government to do something about it. I am delighted that Brisbane now has the Gateway Bridge and that the Government has had the foresight to initiate these other developments.

Bearing in mind the funding that the States receive from the Commonwealth and the limited ability of the States to raise their own revenue—and, in the case of the Queensland Government, keeping this a low-tax State by containing costs—tollways are

the way to go. I congratulate the Government on major developments such as the Logan Motorway.

I want to touch on the actual containers in which dangerous goods are carted. We have a lot to learn. In some respects, we may be turning the clock back. Perhaps I am being unfair and some of the larger companies who manufacture those goods, such as Rheem, would dispute what I am about to say. However, it appears to me that there has been a change in attitude by the larger companies in respect of many goods that are being carted.

At one time there was a collection of and return on fuel drums. The old 44-gallon drum is now a 205-litre drum. Those drums are now used less and less for major purposes. They are becoming a problem, like those dreadful no-deposit bottles that are left lying broken everywhere. We are reaching the stage of being the ultimate throw-away consumer society. There is now no deposit and no return on a 205-litre petrol drum. I think that that is a step backwards. It is not a good idea. It is creating problems. It might be that, if those drums are being used time and time again, they are more likely to crack.

**Mr Underwood:** Is that the old 44-gallon drum?

**Mr ELLIOTT:** Yes, the old 44-gallon drum, as it is called.

This is an impost on the end users, particularly farmers. People are not at all happy about it.

Those same drums are being used to store many chemicals. They probably have a different type of lining. I am not a scientist. I do not know what that process is and how much difference there would be between the linings of drums used to store an oil-based chemical and those used to store some of the agricultural chemicals.

These containers have caused problems over quite a period. There is potential for a disaster if the Government does not keep up the standards. As the previous member said, when man can walk in space with the aid of an umbilical cord, quite frankly it really is not good enough that we do not have a standard of containers that is up to scratch. That argument could be followed right through to the small household containers that are used to store turps and other household poisons.

As the father of four young children aged from two to eight, I do have some problems. Perhaps my children are more inventive or more naughty than others. I would imagine that most people with four children have experienced similar problems. My children are able to remove the lids from containers. I challenge the manufacturers of containers and the inventors in the community to design a better type of lid for containers. Chemist lines, such as paracetamol, can be found in many homes. As a safety measure, the problems with such products should be examined.

In a debate on a Bill relating to primary industries, I referred to chemical containers. Some containers are not as durable as they should be. As long as the contents of a plastic container are used reasonably quickly, problems should not be encountered. Once again, the design of the lids for some containers is not good enough. Sometimes, it is not possible to remove the complete contents from a container. Careless people or those who are not concerned about the environment do not clean out a container before taking it to a rubbish dump. Potential problems are then created. As a community we should be looking very seriously at the design of containers and trying to improve them. It is not good enough to say that the number of accidents with containers has been very low.

Plenty of scope exists for an improvement in the design of agricultural chemical containers. If a person has to go to a lot of trouble to get water to wash out a container before he disposes of it, he may throw out the container without removing its contents or washing it out. Once a container has reached a rubbish dump, chemicals leak into the rubbish dump during the breaking-down process. Honourable members have heard about the problems that have been encountered at Willawong and similar places in other States. The polyvinyl chlorides are released. There is a theory that the ozone layer is

threatened. I am not a scientist. No-one in this Chamber has been to Antarctica to see whether there is a hole in the ozone layer. I suppose it does exist. It would be very hard to argue that it is not real. I do not know what effect that will have on the climate of the world.

As I said earlier, I support the Bill.

**Mr BEANLAND (Toowong) (2.48 p.m.):** The Liberal Party supports the legislation. I noted that the Minister's reason for introducing the Bill was to bring the legislation up to date. It is particularly pleasing that Parliament acknowledges that a number of concerns have been expressed about the dangers of transporting dangerous goods by road, as there is with every other method that is used to move dangerous goods.

Over the years, great strides have been taken in this city and throughout the State to come to grips with the problem of transporting dangerous goods. Because of the increasing changes taking place throughout society, greater challenges will be presented to us in the future.

The opening of the Gateway Bridge has alleviated some of the problems that were previously encountered by owners of road transport vehicles as they moved through the Ann Street/Fortitude Valley area. Unlike the member for Ipswich West, I believe that many heavy vehicles are now using the Gateway Bridge and taking alternative routes to avoid major residential and city areas. They are using routes in the outer areas of the city. In that way they avoid some of the more built-up, high-density areas of Brisbane.

I intend to mention shortly the many problems that still exist in the suburbs. Because of the problems associated with finding alternative methods of transporting dangerous goods, many of Brisbane's quiet, peaceful suburbs suffer heavy traffic flows of transport vehicles. As many of the roads over which those vehicles travel are narrow and situated in quiet, residential areas, those roads are totally unsuitable for vehicles of that type. Once heavy transport moves into a particular area, its small roads become a nightmare.

This problem is occurring not only in Brisbane but in a number of country areas as well. I have been reminded that, in 1981, a dangerous accident involving a heavy vehicle which was moving dangerous goods occurred. During the early seventies another accident involving the deaths of three men occurred at Taroom when a truck exploded.

In recent years this Government has taken action to contain this growing problem. As society in the late twentieth century changes and develops, it seems to rely more and more on chemicals and other dangerous goods including toxic substances. As a result, more precautions must be taken to avoid major catastrophes. Although a number of accidents concerning dangerous goods have occurred in recent times, a major catastrophe has been avoided. Recent statistics reveal a fall in the number of accidents involving the transportation of dangerous goods.

Not only are we concerned about public safety but we are also concerned about property. When considering public safety, it is important to consider both the transportation of dangerous goods and the places in which they are manufactured. The manufacture of dangerous goods has a great role to play in their means of transportation and the roads or rivers over which they are transported. Because society is relying increasingly on dangerous goods, it is important that the Government pay more and more attention to their carriage.

Mention has been made of the council's waste disposal plant at Willawong, which is a model of twentieth century technology because of the way in which science has been able to separate toxic materials into various categories and dispose of them without long-lasting effects.

A few years ago, Willawong received a great deal of bad publicity. Today it is a model that I invite all honourable members to inspect. If they do so, they will be surprised by the work that is carried out there, the way in which the plant has been

cleaned up and the manner in which toxic materials are disposed of without long-lasting effects.

I want to raise with the Minister a couple of the matters that he mentioned in his second-reading speech. I am aware that the Government will employ specially trained departmental inspectors. I presume that that means that they are currently Transport Department inspectors who will be specially trained for this sort of work. Or will it be a case of the Transport Department employing additional inspectors? I cannot see where that aspect has been covered in the Minister's speech. However, I expect that use will be made of the inspectors who are presently trained.

Likewise, I notice that the maximum penalty has been raised to \$2,000, which brings it into line with the penalties in other States, which are between \$2,000 and \$4,000. However, those who continue to commit an offence can only be fined a maximum of \$100 per day, whereas in other States the minimum penalty for each day the offence is continued is \$200. I would be pleased if at a later stage the Minister could inform me of the reason for prescribing \$100 when in other States it is \$200. Obviously it has been considered that \$100 is sufficient, but there must be some reasoning behind that.

The location of noxious and offensive industry has a great deal to do with the routes that vehicles follow when moving dangerous goods from place to place. I am reminded that last year the State Government, when it received from the Brisbane City Council the Brisbane town plan, changed the requirements of the plan from prohibiting noxious and offensive industry in a general industry zone to allowing, by consent approval, noxious and offensive industry in the general industry zone. Consequently, the council has much more difficulty stopping the spread of noxious and offensive industries into more of the residential areas. Naturally the council is endeavouring, as I am sure all local authorities do when formulating town plans, to restrict that type of industry to a particular industrial area. By allowing it into the general industry zone, which is far more widespread than the particular zone into which it was put previously, the Government will find that there will be a greater movement of hazardous and dangerous goods around the city area. I am not sure why the Government changed the plan. No reason was given. The Minister may be able to indicate that the council can refuse those consent applications—which is certainly true—nevertheless, as I am sure all honourable members are aware, it is possible for an applicant to appeal to the Local Government Court and have the council's decisions overturned. In the foreseeable future a greater spread of this type of industry will probably occur and goods will be required to be transported around the town.

As I said, the introduction of this legislation occurs at a time when the council has put a great deal of effort into selecting particular locations, because it wanted to ensure that those particular industries were catered for separately and, by having them placed in those particular areas, were given special consideration.

When it comes to Route 20, which has been mentioned in this place a couple of times today, I am reminded of traffic moving through residential streets. I thought I would take a few moments, Mr Minister, to refer to Route 20. I had not intended doing this until the Labor Party raised it.

**Mr SPEAKER:** Order! I remind the honourable member that his remarks must be made through the Chair and that, unless he intends speaking about dangerous goods, he may not speak about Route 20.

**Mr BEANLAND:** I certainly do, Mr Speaker. The movement of dangerous goods along Route 20 is a very important part of Route 20. It is one of the things that have concerned the local residents in that area for some time. It is one of the reasons why many residents came to see me yesterday with a petition containing the names of hundreds of people supporting the upgrading of Route 20. They are concerned about the movement of dangerous goods along that particular route. Some of those people live along the road system itself. They indicated to me that every week goods were falling off the back of heavy vehicles, landing in their front yards and on their motor cars and

so on, and endangering the health of people who live along that particular route. These residents are very concerned about traffic travelling along that route.

The route follows a road system that was designated as a route in 1976 by the Labor Brisbane City Council. The Labor council implemented the route numbering system and encouraged vehicles to move along this suburban route system. That is why the local residents are concerned and want to have the road system upgraded to four lanes.

In 1983 the chairman of the Labor council's planning and traffic committee, Alderman St Ledger, was part of the move to hand over Route 20 to the State Government. 1983 was also the year that the Government disbanded the proposal for a freeway system around the city.

**Mr ARDILL:** I rise to a point of order. My point of order is that the honourable member is right off the track of dangerous goods and he is misleading the House with the information that he is giving.

**Mr SPEAKER:** Order! There is no point of order. The honourable member has been in this place long enough to know that.

**Mr BEANLAND:** Thank you very much, Mr Speaker.

The movement of hazardous and dangerous goods along city streets is a very important matter. This matter has been raised by previous speakers who also mentioned country and inner city areas.

It is pertinent to note that in 1983-84, the Government disbanded its proposal for a freeway system. Instead, it came up with a proposal to upgrade a number of routes, particularly Route 20 that starts at the Toowong cemetery and finishes at the Bruce Highway. That step was taken when the Labor Party held power at City Hall. Members of the Labor Party know that. They handed over the route system to the State Government with the proviso that the route would be upgraded.

**Mr Davis** interjected.

**Mr BEANLAND:** I seem to be having difficulty with the prince consort.

**Mr SPEAKER:** Order! That remark was uncalled for. The member for Brisbane Central will turn to the front, please.

**Mr Davis** interjected.

**Mr SPEAKER:** Order! The member for Brisbane Central will have an opportunity later in the debate to ask whatever questions he wishes. I call the member for Toowong.

**Mr BEANLAND:** Thank you very much, Mr Speaker.

I point out that these concerns are not my thoughts but are the concerns that local residents expressed when they came to see me yesterday. People who live in the suburbs of Rainworth, Bardon, Ashgrove, Enoggera and Toowong were complaining because, although they live in quiet residential streets, they get the rat runners in the streets and they are sick of it. They are also sick of having heavy vehicles travelling down narrow streets in residential areas. The residents believe that the route ought to be upgraded to a four-lane roadway. I make the point that the local residents are calling on the Government to upgrade that particular traffic corridor. My concerns about the route and the manner in which the Government has gone about the whole program are on the record. Nevertheless, these people—and there are thousands of them who live in the area—complain about the problems caused by the Government's failure to get on with upgrading the route.

I appreciate and support the Government's action in calling for an environmental impact study on Route 20. Many people who live along the proposed route have legitimate concerns about the effect that the upgrading of the route will have on residential areas.

**Mr Davis:** Do you support Route 20—yes or no?

**Mr SPEAKER:** Order! The honourable member for Brisbane Central!

**Mr Lee:** Sit down and be quiet.

**Mr SPEAKER:** Order! The honourable member for Yeronga!

**Mr BEANLAND:** Thank you, Mr Speaker. I am sure that next week the prince consort will be much relieved and will get back to his position.

**An Opposition member** interjected.

**Mr SPEAKER:** Order! The member for Toowong will continue with his speech if he has something to say.

**Mr BEANLAND:** As I indicated, many people who live along the route are concerned about the effects of the upgrading. Therefore, they look to the Government to come up with a definitive plan. They are looking for an environmental and social impact statement on the effects that the upgrading of the route will have on residential streets bordering Route 20.

I am referring to the effects of the movement of dangerous goods through quiet residential streets, which is happening right across the city. There is real justification for the Government to be continually looking at the legislation and upgrading it in an effort to channel these heavy vehicles carrying toxic waste and hazardous chemicals into special traffic corridors and the upgrading of those corridors to handle that traffic flow. To date the city has been very fortunate indeed, when one considers the enormous amount of transportation and movement of these goods right around the city, that there has not been a major catastrophe.

With the changes that are occurring in today's society and with the greater reliance on chemicals, and as a result of the changes made last year to the Brisbane town plan by the State Government, there will be a growth in the number of manufacturing locations around the city, and therefore there will a greater movement of these kinds of vehicles around the city.

On behalf of the Liberal Party I strongly support the upgrading of this legislation.

**Mrs CHAPMAN (Pine Rivers) (3.07 p.m.):** I am pleased to support this amending Bill. Its purpose is to amend the Carriage of Dangerous Goods by Road Act, which became law in 1984. The Act covers the transport of dangerous goods by road and includes provision for the packaging of dangerous goods and for such goods to be carried on appropriate vehicles. The Act includes requirements for the documentation of the goods and for emergency procedures to be identified. The Bill before the House updates the 1984 Act following amendments to the code for the transport of dangerous goods.

**Mr Yewdale:** That's a brief. Where did you get the 'brief'?

**Mrs CHAPMAN:** Yes, it is just brief.

Everyone knows only too well the importance of safeguarding the way in which goods are transported today. As the members who spoke before me stated, there is a tremendous amount of traffic flowing through many suburban areas that do not cater for heavy vehicles. Some of those members also referred to the Gateway Bridge. I realise only too well that the Gateway Bridge and the roads associated with it were constructed to ensure that all Brisbane residents could benefit from a safe road system. The tremendous number of heavy vehicles that use that bridge and those roads is evidence that this has been achieved. People from Kallangur and Bald Hills in my electorate are now able to travel south without using the more dangerous sections of road in the inner city of Brisbane that previously caused most of the problems.

The code was recently revised and came into force on 30 November 1987. The revision has caused the licence and insurance aspects of the existing legislation to become

outdated and this amendment will allow standardisation with this and future revisions of the code.

The Act also covers the requirements for a driver of a vehicle carrying dangerous goods. As members have already said, it is most important that the roads through our cities, particularly those in heavily populated areas, are made much safer. Another important point is that the drivers of such vehicles must be made to realise that some of the goods they are carrying are very, very dangerous. To emphasise that point I have only to instance the number of accidents over the past few years that have been caused by drivers going to sleep.

**Mr Davis** interjected.

**Mrs CHAPMAN:** The member for Brisbane Central is the most annoying critter I have ever come across.

The drivers of vehicles carrying dangerous goods need to remember that many children are on the roads, too. There are children riding bicycles, children coming home from school, children in school buses and children picked up by their mums after school. The drivers should try to ensure that they choose the safer streets of our cities and be aware of anything that could happen within an instant.

Some of the drivers of these very, very heavy vehicles carrying dangerous goods are not aware of the problems that could arise if they are involved in an accident. Because some drivers of heavy vehicles approach railway crossings at too great a speed, sometimes they are unable to stop quickly enough to avert an accident. Over the last few years there have been a number of rail crossing accidents. Drivers should be made fully aware of the problems associated with those sorts of accidents.

Drivers should have to complete a training course that covers specifically the requirements of carrying dangerous goods and the procedures that are to be adopted in an emergency. Accidents always happen when they are at least expected.

The greatest benefit of the legislation is that it ensures that dangerous goods are identified on a vehicle so that in an emergency all concerned know exactly what to do with the product.

**Mr Lee:** Know how far to run.

**Mrs CHAPMAN:** That is true. The honourable member is not wrong.

Quite often the fire brigade has had to be called to accidents near Brisbane but, because the vehicle has not been marked clearly enough, the fire brigade is not sure just what it is dealing with when trying to put out the fire. If vehicles were marked in a better way, perhaps people in the area at the time of an accident could tell the fire brigade what it would be dealing with.

**Mr Campbell:** They are clearly marked now.

**Mrs CHAPMAN:** Quite a lot of them are not. I agree that they should be clearly marked, but some of them are not.

Legislation must try to ensure that, in the case of accidents, spillages can be kept to a minimum so they can be more easily taken care of. Another aspect of the problem is the particularly harmful effects of the corrosive or flammable products carried by these vehicles.

Penalties for breaches of the legislation have been increased from \$500 to \$2,000. I suggest that when large transport vehicles pull into weighbridges they should be checked over to ensure that the load is in a safe condition before they are permitted to continue. However, in nine cases out of ten, at weighbridges vehicles are checked for weight and nothing else. Trucks have to stop at weighbridges and they could be checked for dangerous goods while they are there. If they have an accident, vehicles carrying dangerous goods can cause severe damage to surrounding areas. The legislation will bring penalties into line with those in other States.

The Government's action on this legislation will ensure that the transport of dangerous goods by road continues to be carried out by competent operators in safe packages in the right vehicles driven by trained drivers. It will also ensure that, if an accident should occur, all involved will know what to do to reduce injury and to ensure that, if damage occurs to property, it can be rectified.

I commend the Bill to the House.

**Mr SMITH (Townsville East) (3.16 p.m.):** The previous speaker was probably unduly optimistic in the view she expressed that the Bill will continue to provide safety on the roads, with respect to heavy transport vehicles. The Opposition spokesman on Transport outlined the Opposition's position very well. Essentially, he was supporting the legislation. I also support the legislation.

The Opposition wishes to point out the areas in which improvement is needed. The Government's record is not very good in regard to this legislation. In 1982 the Bjelke-Petersen Government first undertook to introduce legislation dealing with the carriage of dangerous goods. A number of serious accidents had occurred and a pressing need existed to do something about the matter. However, it still took the Government two years to take any action. I remember the debate in the House at the time. Opposition speakers pointed out that the legislation contained some serious weaknesses.

I am delighted that the Government has agreed to the principle of standardisation with the rest of the country. That is the only way in which to achieve any type of enforcement that will be understood and accepted. When there is piecemeal legislation across the country, it creates confusion, it leads to avoidance and claims of misunderstanding and, basically, it lets people out of their obligations. Because there is confusion, people feel that there is no need to be precise about the matter. They consider that, if the worst comes to the worst, they will probably get off, anyway.

A short while ago, there was a discussion about experienced drivers. Today, people go into a public place with loaded weapons and cause mayhem. However, if honourable members consider the capacity that an irresponsible driver with a heavy vehicle has to cause mayhem in the community, they will realise that the Government has a heavy responsibility to ensure that the people who drive the heavy transport vehicles that carry dangerous goods are responsible and fully competent. The Bill has not touched upon that. Quite apart from the normal level of competence that I would hope drivers of semitrailers would display, I believe that drivers should have a special licence or an endorsed licence before they are allowed to drive vehicles that carry hazardous goods. That notion might be a little in advance of the thinking at present, however, I put it forward seriously as something that may have to be considered in the future when one considers the little experience that many heavy transport drivers have today.

The whole thrust of our argument is that safety aspects need to be considered. Not only should we consider identification of the vehicle and some other things that have been discussed previously; we also need to consider where vehicles are stored and the way in which they are loaded and unloaded.

I think that the member for Pine Rivers mentioned identification of loads. Of course loads should be identified. Some of those loads are so hazardous that if a serious accident were to occur, it could be a major disaster. There should be pre-conceived disaster plans to deal with those situations.

What I am saying is that not only should these vehicles carrying hazardous goods be very clearly identified but also there should be provision for people attending accidents to be able to go to documentation that states exactly what the load is and what action is needed to render the load safe or harmless.

**Mr Campbell:** I will tell you what is more dangerous than that, and that is having 94 school kids on a bus.

**Mr SMITH:** That is something that the Government will have to consider. It is a problem in many parts of the world. I have certainly never thought it appropriate that schoolchildren should be standing in buses for long periods.

While I am on the topic of safety, I want to mention some of the other materials that trucks carry that are not classified as dangerous goods. All honourable members have seen big trucks lumbering through our cities with huge rocks on the back that are unsecured, and everyone knows that from time to time trucks tip over.

Trucks carry fertiliser, explosives and poisons. In my electorate a tremendous quantity of fertiliser is carted on trucks. Trucks also cart a lot of material for the mining industry. One does not have to think back very far to remember the incident in which a roll of paper fell off a truck and killed a little girl. There have been several similar incidents.

Although the industry screams about an increase in costs every time someone talks about safety precautions, I believe that in a civilised society, which is advancing towards the twenty-first century, it is appropriate that these matters be addressed. I sincerely hope that the Government will do so.

A previous speaker mentioned the overreliance on road transport for handling heavy goods and hazardous materials. I certainly agree with that. I am surprised that alternative methods of transport have not been put to better use in Queensland. No State is better placed than Queensland to use the rail system for the carriage of goods. This State has a long coastline and a single artery, one could say, for vehicular traffic.

**Mr Lee:** It depends on how quickly you want it.

**Mr SMITH:** That is also a Government responsibility. The Government has to make an effort towards increasing the efficiency of the railways. To some extent it has done that, but it should have started a long time ago. There is no reason in the world why rail traffic cannot be very efficient and very attractive to commercial users. It certainly would reduce the hazards on the road.

I suppose these days I do not use the Bruce Highway as much as I once did, but more people are now using that highway than ever before. When I think of the number of times that I have been virtually blown off the road by semitrailers, it frightens me. In spite of the fact that semitrailers are supposed to travel at reduced speeds, they do not do so, and everybody knows that. Everybody also knows that the drivers do not observe the rest periods. Frankly, they are a hazard.

**Mr Lee:** You're agin the truckie, are you?

**Mr SMITH:** Has not the member for Yeronga been down in the Valley and found himself in the middle of a six-lane road with a couple of tankers on either side of him? I can assure honourable members that it is not a very pleasant experience. It is a very dangerous situation. Do we have to wait until one blows up in the middle of the Valley before the matter is treated seriously?

**Mr Lee** interjected.

**Mr Prest:** Are you Mr Lee from the Valley?

**Mr SMITH:** I think the member for Port Curtis might have hit the nail on the head. Honourable members probably will not hear from the member for Yeronga again this afternoon.

In all seriousness, I am concerned about the lack of enforcement. I am not having a crack at the Minister's department. I have the greatest respect for the officers of the Transport Department. In my own area Ray Neal, Bruce Prideaux and the other officers of that department give me 100 per cent co-operation. I believe that they do an excellent job.

I raised this matter during a debate yesterday. Increasingly we find that departmental resources are stretched to the limit and that a great deal of work that needs to be done is not being carried out because the manpower is not available.

Reference is made in the Bill to a special inspectorate to examine vehicles carrying hazardous goods. That is an excellent provision that looks good as it is set out in the Bill. When it is finally passed, I am sure that a minimal number of officers will be stationed in Brisbane or the south-east corner of the State. It will probably be years before any inspectors are appointed to the Townsville area. Alternatively, if officers are appointed to Townsville, they will probably be stationed in that area for only two weeks a year, or something like that. I will take a lot of convincing that that will not happen.

I know the number of Main Roads police who are stationed in north Queensland. I will not broadcast that fact in this Chamber and alert some of the rogues in the transport industry to how few there are in that area. The number of officers provided to service the existing transport business is totally inadequate. Unless the Minister can tell me that he has received a big increase in his budget and that he will be able to employ extra people, I will not be convinced that the capacity to enforce the legislation will be in place as it most certainly should be.

More attention should be given to the education of drivers, of the people who load materials and of the public. That matter cannot be ignored. At present, the catch-as-catch-can attitude in the industry lacks the professionalism that is needed to ensure that the safest possible conditions exist on Queensland roads.

**Mr Lee:** You're knocking the trucking industry.

**Mr SMITH:** The honourable member said that earlier. He knows that that is not the case. If someone is not properly educated to handle a particular job, very often it is not his or her fault; it is the problem of the industry or the Government is not providing the opportunity to those people to gain the knowledge that is necessary to carry out those jobs effectively. I would be the first to admit that many of the people——

**Mr Lee:** What about the car-driver who drives in front of him or something like that?

**Mr SMITH:** I did not hear the honourable member's interjection. Anyway, I think that he is getting off the track.

Finally, I shall state another point of view about safety. I know that Townsville has a very good testing centre. Sufficient officers are employed at the facility to test drivers. A facility exists for testing the braking capacity of large trucks. I am very pleased that such a facility has been provided. However, I do not think that a similar facility would be located in Cairns; I am practically certain that one does not exist in Rockhampton; and I am certain that one does not exist in Mackay. There is a huge area between Brisbane and Townsville without any facility to pursue those matters. The whole State is not being covered as it should be.

I sincerely believe that road transport has a place in the country's development and a place in each and every industry. At the moment, I think there is an overreliance on road transport and that there is an underreliance on rail transport. While roads are being used as they are, the Government has a responsibility to ensure that the safety standards on them are of the highest order possible. Regrettably, at present that is not the case.

**Mr GATELY (Currumbin) (3.29 p.m.):** It is incredible that a new member coming into this Chamber must listen to the members of this place who have joined the league of ignorance. I have just listened to Mr Smith—he is a very nice man and I have a lot of time for him—and Mr Underwood, the member for Ipswich West. However, when they referred to safety matters in relation to heavy vehicles, I was thunderstruck by the lack of their knowledge. It must be a great feeling for them to think that they have a

monopoly on the facts. The sad part about it is that they were a million miles away from the facts. The truth of the matter is that the responsibility has been taken up by the Queensland Government, it has been taken up by industry, and it has been taken up in a manner that is far in advance of the thinking of our friends with limited capacity on the Opposition benches.

Honourable members spoke earlier about B doubles. I wonder whether any of them bothered to go to the Department of Transport to obtain a copy of the document that I have in my hand. If they had done so, a perusal of the document would have told them everything that they wanted to know about the heavy vehicles that they are going crook about.

Opposition members have not stopped to inquire of the Minister what this Government is doing about these things. The facts of the matter are that, if they had taken the time to jump into one of their mate's cars and gone out to the driver-training range at Mount Cotton, as I did, they could have viewed for themselves the oil companies that are using the facilities of that establishment, which is second to none in the world in terms of the driver-training that is carried out in conjunction with the Department of Transport and the Police Department.

**Mr Smith** interjected.

**Mr GATELY:** The honourable member is the one who is criticising this Government and industry for not acting responsibly on safety issues. He is the one who is attacking them, not me. I am giving him the answers to correct his ignorance.

The driver-training range at Mount Cotton is a very good establishment. I notice that an honourable member has gone away to lick his wounds. That is good. The facilities provided at Mount Cotton include very tight corners and all sorts of simulated road conditions. Quite frankly, any driver who goes out there to do a training course would come back well qualified. The instructor out there is teaching drivers the correct way to drive those heavy transport vehicles.

As I said, I took the trouble to visit the range and inspect the facilities there. The training that is being given to those drivers is second to none. I learned a lot by just looking. I have been involved with traffic control and I have seen some of the most horrendous accidents involving heavy vehicles, many of which resulted in deaths.

The honourable member for Ipswich West claimed that those B doubles are damaging roads. I point out to him that the axle loads on those vehicles are no greater than on any other vehicle that is currently using Queensland's roads. Their sweep path is the same as or better than other larger vehicles. As a result of the introduction of B doubles, the number of heavy transport vehicles on our roads has been reduced. Limits are certainly placed on the times during which and areas in which those vehicles can be utilised. The Commissioner for Transport issues definite permits in that regard only—I repeat, only—after the most rigorous initial and subsequent mechanical inspections.

Where is this Government being irresponsible? I do not believe that there is a shred of truth or evidence to back up the arguments that were put forward by the two previous speakers from the Opposition side—none at all.

B doubles have been well received by the public, and no complaints have been received in regard to their utilisation. I have taken the trouble to take note of their movements up and down the highway to the Gold Coast. A comprehensive map, which shows the roads over which they are allowed to travel, is available. Very stringent requirements have been set in regard to the power ratios of those vehicles. Not one safety feature of their operation has been left untouched. All of them have been clearly laid out. Nobody will be able to obtain a permit unless every aspect of those requirements has been fulfilled. That is enough of that.

I have the greatest respect for the other comments that the member for Ipswich West made about the cost of travelling on the Gateway Bridge. I point out that the Government acts responsibly. In the future the Government looks forward to balancing

its Budget, just as it has done in years gone by. The Government will not swallow the bait that was thrown out to it. It will not fall for the three-card trick and have a Budget deficit as a result of irresponsible financial management. There is no way that the Government will swallow the same bait and finish up with the same attitude as the Federal colleagues of members opposite. Have a look at Australia's disgraceful economic situation today. Responsibility for that must be shouldered by the Federal Labor Government. The Opposition is asking the Government to be irresponsible. The Government will not wear that attitude, nor will it wear the attitude of, "We will cut costs so that these things can happen."

I did not hear any great wailing and gnashing of teeth when it was suggested that the marvellous Gateway Bridge would be built. It was hailed as one of the best means to move traffic and to make it flow more freely. Now that it has been built the Labor Party is putting on its normal union-type whinge of, "Let's have everything for nothing." The Government is having "nothing" of what the Opposition suggests to it.

**Mr Yewdale** interjected.

**Mr GATELY:** I know that the honourable member has a limited capacity, so I will not try again.

As this legislation deals with the transportation of dangerous goods, I want to refer to an article that appeared in the *Sydney Morning Herald* of 5 September 1987, which states—

"At 3.30 yesterday afternoon, the residents of Starkey Street, Killarney Heights, were enjoying the sunshine.

One man relaxed in his back yard, a woman walked down the hill on her way home from work, another woman unpacked her shopping. Several parents waited for their children to be brought home from school on the Forest Coach Lines bus, scheduled to arrive at 4 p.m."

**Mr Palaszczuk** interjected.

**Mr GATELY:** Well might the honourable member laugh. I am talking about school buses and kids.

**Mr Palaszczuk:** Table it.

**Mr GATELY:** I am not interested in tabling it. It might show the honourable member some things that he does not want to know, and because of that I suppose he would want them taken out, too. Isn't it funny that the document that I tabled two days ago forced the honourable member to use his brains for a change.

A few minutes ago the member for Bundaberg mentioned a school bus that carried 94 schoolchildren. I ask: what has he done about it? He has not done anything yet, but he said that he will talk to one of the department's officers to see what can be done. If that has been happening since school resumed this year and the honourable member is making a complaint only now on 17 March, St Paddy's day, that demonstrates who is irresponsible. How irresponsible can he be?

**Mr Campbell:** It's in the member for Burnett's electorate.

**Mr GATELY:** But the honourable member for Bundaberg is the one who is going crook about it. He has known that the children in the area are travelling on an overloaded bus and yet he has made no definite approach to the Transport Department or the Education Department to solve the problem. That indicates that those sorts of matters need to be straightened out.

Earlier I was referring to an article about a disaster that occurred in Sydney involving schoolchildren and a tanker full of fuel. The article states further that at 3.55 p.m. an Ampol tanker driven in the area of Starkey Road went around a left-hand bend, and as it reached Greystones Road it ran into another vehicle, swerved to avoid a collision but

hit the bull-bar on a Bedford truck. Mr Katter is lucky that he was not there otherwise he might have had his legs chopped off. Within minutes of the accident, 6 000 litres of petrol exploded and sent a wall of flame down Starkey Street, ripping up concrete—with the heat burning trees and shrubs—and coming within metres of at least a dozen homes.

Really important issues such as that are ones that honourable members should be looking at. Although Opposition members talk about irresponsibility and lack of training, I think they would agree that I have shown that this Government is trying to act in a very responsible manner. The Government is trying to act responsibly, and clearly, together with industry leaders, is leading the field. Furthermore, people are asking for transport facilities in the Mount Cotton region.

**Mr Smith:** It is only skin-deep.

**Mr GATELY:** I do not know how thick the honourable member's skin is. I will not worry too much about it, either.

The point I make is that the horrific dangers inherent in the type of incident that occurred in Sydney could lead to nothing short of a major catastrophe. As a result of that incident, many people could have been killed. They are the types of dangers that the Bill is addressing.

I say that the Government is looking at acting responsibly because the Minister has brought into the Parliament a Bill that is aimed primarily at overcoming the difficulties. As the honourable member for Ipswich West so rightly pointed out, the Government has to address the problem of lack of protection for people in an emergency. The Government has to make sure that all the necessary regulations are in place.

Heavy vehicles have signs attached to them indicating that a dangerous substance is being carried. The signs indicate clearly a series of directions to be followed in the event of an accident. One indicates the type of chemical or substance that is dangerous. Another indicates the type of fire-fighting equipment that should be used. The signs also give a name and a contact telephone number of the company concerned in the event of an accident. The law states that those signs must be attached to the vehicles. I do not see anything irresponsible on the part of the Government, the Minister or his department in that regard.

I support the Bill. I have had great pleasure in taking part in the debate.

**Mr BURNS (Lytton—Deputy Leader of the Opposition) (3.42 p.m.):** I am pleased that the Government is finally standardising Queensland legislation to bring it into line with Australian requirements and that each State and Territory has adopted uniform standards for the transportation of dangerous goods.

My electorate of Lytton contains the Fisherman Islands port. It is also where the Government intended to build large chemical plants. Although the Opposition has complained about the nature of the plants that the Government wants to build in the area, and will continue to complain, the point I make is that the plants themselves create problems. The major problem confronting my electorate at the moment is the volume of heavy traffic travelling through the area to the port.

The port contains a major container terminal for our capital city and the terminal is growing. A major coal-loading facility and the State Wheat Board terminal are also located at the port. In addition, a cementworks is located there.

**Mr Tenni:** They have been good Government decisions.

**Mr BURNS:** Does the Minister want to debate Prospect Marine? We could also debate the initial decision giving the terminal to P and O.

**Mr I. J. Gibbs:** We are talking about dangerous goods.

**Mr BURNS:** As far as some of the types of industry are concerned, I would have preferred the port to have been located on the other side of the river from the viewpoint of my electorate.

Let me confine my remarks to the problems caused by the traffic itself. People who live in my electorate can be terrorised by the very fast-moving and large transports. There is no doubt in my mind that many women who try to take their kids to school in places such as Murarrie, Hemmant, Lindum and Tingalpa are terrified when they travel along Lytton Road and, to a lesser degree, Wynnum Road.

Wynnum Road carries approximately 26 000 vehicles a day. The latest figures for the Gateway Bridge indicate that 154 000 vehicles use the bridge and that 9 500 of those are big trucks. Most of that heavy traffic empties onto Lytton Road and Wynnum Road with many of those truck-drivers driving far in excess of the speed limit.

Having said that, I point out that there are good operators in the transport industry. Regular operators who drive for the major companies seem to cause no trouble at all. As I am driving along the road, I find that they keep a regular pace. However, many people who I would describe as unscrupulous operators—especially those involved in the oil industry who drive to Ampol and pick up oil consignments—find that the quickest way for them to make a buck—

**Mr Lee:** They are the jobbers.

**Mr BURNS:** I think they are jobbers. I will say this, though: Ampol, Mobil and BP tankers and other company tankers seem to be travelling at somewhere near the speed limit. In contrast, some of the unmarked tankers that have no identification on the side of the vehicle at all except “Joe Blow, Post Office Box 57 somewhere in South Australia or Western Australia” will fly past at twice the speed of sound. It is usually the case that they have a bull-bar on the front of the truck that could push Queensland’s Parliament House over and they also will tail-gate other drivers. Later I will talk about how they knock structures over in my electorate. Such a driver will get behind a woman in a Honda Accord, which weighs about a tonne, and he will have 35 or 50 tonnes in the back of the tanker. He will be breathing right down the back of her neck. If that has not happened to any honourable members, then they have not driven in Lytton.

What is done about it? The police arrive and, as soon as they set up at the side of the road, the drivers get onto their CB radios. The police will catch only one truck-driver, the first one. As soon as they have caught the first bloke, none of the other blokes will speed along that road. The other day the “scalies” were down on Lytton Road, around the back of the Hemmant pub—

**Mr DEPUTY SPEAKER (Mr Burreket):** Order! The honourable member will address his remarks through the Chair.

**Mr BURNS:** Yes, Mr Deputy Speaker, but I do not have to look at you. I am addressing my remarks through the Chair, but I am looking the other way. My remarks do not have to go through your ears; they just have to go this way.

When the “scalies” were on Lytton Road, no-one could move on Kianawah Road for trucks. No-one can tell me that the truck-drivers do not use the radio to tip each other off. They say, “The ‘scalies’ are down here and they are weighing us.” When Don Lane was the Minister for Transport he reported that the “scalies” were in the area and some trucks were overloaded by up to 17 tonnes. There were trucks with no registration whatsoever and trucks moving on the road in that area—

**Mr Lee:** They were New South Wales trucks.

**Mr BURNS:** No, unfortunately they were not. It is all right to blame the other States and everyone can joke and laugh about it. The fact is that they were not New South Wales trucks.

**Mr DEPUTY SPEAKER:** Order! The honourable member will address the Chair.

**Mr BURNS:** I am accepting an interjection from down the back of the House.

**Mr DEPUTY SPEAKER:** No, the honourable member was not.

**Mr BURNS:** All right.

At that time Mr Lane stated that one semitrailer was 17 tonnes overweight and two of them had very defective braking systems. If a driver travels down the highway with a loaded semitrailer that is full of fuel, acid, fertiliser or other materials that are transported in that area, at 100 kilometres per hour with defective brakes, what chance has a kid on a bike or a small-car driver got? We should not be worrying about what has happened in New South Wales, because sooner or later it will happen here.

When the truck-driver leaves Lytton, and he comes up to that stupid little roundabout at the top of the Gateway Bridge on Lytton Road, the truck cannot go round the roundabout so he has to go over it. There have been a number of accidents there already and I dread the day when a tanker will turn over. The only tanker that has turned over so far in that area is one that was going onto the bridge. It rolled over and spilt all its fuel down towards the toll-gate area. That happened not so very long ago.

Honourable members are always having a go at me about fishing, but the way this Government protects the environment is to hose all the fuel, dangerous pesticides and other materials spilt in accidents into the river. The tankers have all the signs on them about what has to be done if they turn over, but no-one worries about carting the spillage away. Fire-fighters turn up with hoses, they get stuck into it and hose it into the gutters, down into the storm-water drain and out into the river system. That is not a sensible way to handle those dangerous goods.

Something has to be done about the unscrupulous operator and something has to be done in regard to planning where these vehicles will travel. I accept that Lytton Road will become a very heavy industrial road.

**Mr DEPUTY SPEAKER:** Order! The honourable member for Lytton will address the Chair.

**Mr BURNS:** I will keep looking at you, Mr Deputy Speaker, and those blokes must stop interjecting, because they are getting me into trouble.

It is a fact of life that Lytton Road will be a major road, because \$90m has been spent to build a major port at the mouth of the river and most of the port traffic travels along Lytton Road. As anyone from the Department of Transport or the Police Department will tell you, a four-lane highway with easy grades can be built for these vehicles, but if the fellow behind the wheel decides he is going to have a drink at a certain pub or take a short-cut through a certain suburb, he will. If radar traps are out on that main road when the trucks are going fast, the drivers will travel through all of the quiet residential suburbs in my electorate, past schools, homes and down roads which are not built for that type, weight or speed of traffic. Those fellows who are in a hurry to make a quick buck and are not part of the normal transport system to the port are of concern to me and the people in my electorate. Acid is transported in the area, as well as all of the explosives that come out from the port. The tankers come up to Murarrie along Lytton Road. Also oil is transported from the Ampol oil refinery at Lytton.

**Mr Veivers** interjected.

**Mr BURNS:** I am not allowed to look at the honourable member for Southport. Anyway, he is ugly enough, and I will accept your request, Mr Deputy Speaker, to stop looking at him and speak through the Chair.

**Mr Gately:** If you look at the top of Mr Deputy Speaker's head and get at the right angle, you will be able to see us.

**Mr DEPUTY SPEAKER:** Order! The member for Currumbin.

**Mr BURNS:** The honourable member for Currumbin is right. I can see the lights above us reflected on the top of his head.

**Mr Lingard** interjected.

**Mr BURNS:** Yes. That is the most sensible interjection I have had out of the member for Currumbin in years.

The problem faced in that area comes not only from the danger of those vehicles, but also from the pollution. Somehow or other big trucks do not seem to have an exhaust system that can keep the air clean. From driving along beside them, honourable members know that they shoot out a mass of black, oily diesel fumes. If hundreds of trucks every day of the week travel up and down a road, areas are not only badly endangered by the potential for accidents, but also badly degraded from pollution.

It comes back to what the member for Cunningham, Mr Elliott, was saying before: our roads need to be properly planned. One of the arguments that I have against the Route 20 proposal is based on what has happened to my area as a result of the Gateway Bridge. There is no doubt that the bridge has relieved a lot of the road traffic in the city, but it is also a fact of life that for a number of reasons in many cases the major transport companies have told their blokes not to use the Gateway Bridge. That is basically because of the design of the Gateway Arterial road, which was designed as part of a four-lane highway, only half of which has been constructed. There is a roundabout at Mount Gravatt, fly-overs in some areas and traffic problems all over the place. Because of the bad design of the road, a number of people have been killed on it.

I have the experience of the ever-increasing amount of traffic using the Gateway Bridge and the arterial road. The road is not used only by people who are crossing the bridge; it is also used for short cuts, for example, by people to get from Mount Gravatt Road to Wynnum Road. They do that because it is quicker, there is less traffic, fewer intersections, fewer traffic lights and fewer delays. With that experience, I believe that Route 20 should not be built through the western suburbs. The department should do what it did with the Gateway Bridge and build a road around the back of those suburbs, away in those bush areas.

Whether we like it or not, as soon as a road is built, the amount of traffic using it will increase. The population of this country of ours will not get any smaller. There will be more and more people, more and more transports and more and more traffic. Already the Gateway Arterial road gets very clogged. The other morning I was down at the toll-gate for the Gateway Bridge where 20 cars were in each northbound queue. I do not know what was happening southbound. I heard a fellow on the radio say that there were normal hold-ups at the Gateway Bridge. Yet the bridge is only new; it has not been operating for very long.

In the case of Route 20, which is to go right through residential areas such as the old areas of Bardon—in fact, I think it is to be called the western arterial road—the Main Roads Department is making another stupid decision. It is no good kidding ourselves; from time to time the Main Roads Department makes silly decisions. I can remember many of the early arguments about the Gateway Bridge. The department did not intend to build the Gateway Arterial. It intended to take traffic flow down Lytton Road, Creek Road and Newnham Road and on to the freeway to the Gold Coast. That would have been a disaster. It was only as a result of a lot of pressure that the former Minister, Mr Hinze, decided that he would spend \$100m and connect the bridge to the highway to the Gold Coast.

At that time the Main Roads Department recommended that a fly-over not be built at Wynnum Road; that there be an intersection with a set of traffic lights. The department projected that about 12 000 cars and trucks a day would come off the Gateway Bridge and that 26 000 vehicles a day would use Wynnum Road. The department planned for all those vehicles to go through those lights at that intersection. The traffic would have taken half a day to clear. The 8 o'clock traffic would have got away at about half-past eleven—or people would have motored on to my suburban areas to dodge the intersection altogether. Finally, after much argument, the Government found more money and constructed a fly-over at Wynnum Road.

I know that heavy traffic is generated by the port and the Gateway Bridge. I am aware of the interstate traffic that comes along Ipswich Road from Ipswich and the large

industrial areas at Wacol and Acacia Ridge. The decision to put Route 20 through residential suburbs is a disaster for the residents in the area and will provide only a short-term solution to some of the traffic problems. If a major four-lane highway was constructed in the bush to the west of Brisbane and the Gateway Bridge Arterial was upgraded to four lanes, much of the traffic problem would be alleviated.

I know truck-drivers who will not travel on the Gateway Arterial and who are coming out of the port carrying acid and other dangerous goods from the fertiliser plant and other plants.

That brings me to my last point. Approximately two years ago the Government called tenders for a pipeline to take fuel from Ampol and the old Amoco refinery to Beenleigh and then to the Gold Coast. If that worked, another pipeline was to be taken to the north coast. The idea was to take the petrol tankers off the road and pump the petrol through the pipeline. The truck-drivers would take the fuel from distribution points along the line.

**Mr Veivers:** How much would that cost?

**Mr BURNS:** Tenders were called and about five people expressed interest. A company approached me to ascertain whether there was any objection to a pipeline going through my area. I said, "No." At present, the Moonie pipeline and a gas pipeline go through the area. The people are used to those pipelines in a semi-industrial area.

**Mr Veivers:** How much would it cost?

**Mr BURNS:** It was to be built by private enterprise. I think a company by the name of TNT Bulkships was keen to be involved. A number of companies answered the call from the Government. However, no decision has been made.

If the port is to be enlarged to cater for coal, slurry pipelines may have to be installed. We will not be able to transport everything by car or by truck. It is time that we thought of more modern methods of transport.

**Mr Veivers:** Not by car.

**Mr BURNS:** Not by car; by truck or by train. Even the train system is becoming clogged at night. Between 35 and 40 loaded wagons travel through the area at night. The people in the residential areas will be driven out of their minds because of the noise problem associated with the ever-increasing train movements at night.

The decision was made that the port be established and we know that the transport of some goods is dangerous. We know that people are worried about the noise problem and the size of the trucks. However, last year or the year before, we increased the size of trucks on the road to 41 tonnes, a size which is greater than in some other States. In the same area, double-decker cattle-trucks pulling trailers loaded with cattle go to the cattle yards. All of that transport on that road system creates a mix that is potentially dangerous. Over the years, the people in the area have accepted the port and the creation of the jobs. They have said, "We will live with you if you are good neighbours." Those people have no argument with most industry, especially industry that is out at the port. That does not worry them. The problem is in transporting the goods backwards and forwards to the industry. Sunstate Cement is to build a large cement plant within the next few years. When that is completed, large cement trucks will be using the road, hopefully not at full bore.

I want something done about the unscrupulous operator. I am not criticising all truckies. Most truckies in the area are quite good. I drive the road every day on the way to work and I have no complaint with many truckies. I am a heavy-footed driver. I have lost my licence a few times because I have exceeded nine points. However, some of those truck-drivers would make Peter Brock look like he was standing still. Those trucks travel down the roads in suburban areas pulling two containers or a large petrol tanker or acid tanker. They should not be allowed to do it.

**Mr R. J. Gibbs:** Highway Rambos.

**Mr BURNS:** As the honourable member said, they are highway Rambos.

A greater penalty should be provided for the person who uses a CB radio to stop the police from doing their job in preventing overloading offences. One problem is that the police only ever catch one offender. The person who has been detected warns the others over the CB radio.

The last complaint from the ladies from Hemmant who petitioned me was in relation to bull-bars. Surely these trucks do not have to have a bull-bar that could push a building over. I will give honourable members an example of what happens.

Following my representations, the Port of Brisbane Authority decided that these major transports should not go through the Wynnum area. So at Pritchard Road, which intersects with the main road to the port, it was decided to stop left-hand turns by heavy transport. A sign was put up saying, "Trucks over 7 metres cannot go this way", or something similar. No-one took any notice of it.

Then a major steel safety barrier system was put in, with bars like those used along the side of the road to prevent people from running off the road. The unscrupulous truck-drivers lifted those bars out with their bull-bars, pushed them aside and drove through. Then a cement edging was put in which was about 2'6" deep so that the trucks had to drive over it. The trucks went up the road, turned around and put their bull-bars against it and pushed that out of the way, too. The fences were put back in and the trucks pushed them out. Finally a major hole was dug along one side so the trucks could not turn around. To do so, they would have had to go down into a gully.

Today there are posts and steel rails there to stop truck-drivers from going into a residential area. The Government can say, "We will declare a route and that is where the trucks will go." The trucks will go where they want to go. If the Government tries to put in mechanical barriers such as those at Pritchard Road, the unscrupulous truck-drivers will push them out of the way. I can take honourable members down there and show them any time they would like.

The bull-bars on some of these trucks are like the blades on a bull-dozer. If a 30 or 40-tonne truck with a bull-bar is pushed against that barrier, it does not leave a mark on the bull-bar when it is pushed out. I watched a fellow lift a barrier out of the ground like a dentist pulling teeth. If that fellow is prepared to do that, I wonder what he would be like out on the road late at night when he is carting petrol off to northern New South Wales or somewhere else.

I support the Bill and any other restrictions that can be placed on unscrupulous operators who are misusing the roads in this way.

**Mr PREST (Port Curtis) (4.02 p.m.):** Along with the Deputy Leader of the Opposition and other members of the Opposition, I support the Bill.

Today I have listened to various comments being made about the carriage of dangerous goods. The honourable member for Currumbin, Mr Gately, tried to condemn the member for Bundaberg, Mr Campbell, in relation to his comments about the carriage of children on school buses. That is a matter of concern to me. I know that it is not the carriage of dangerous goods. However, I believe that it is a safety matter.

It has been drawn to my attention that at present high school students, particularly those travelling towards Calliope, have to stand up on the bus for the whole distance. I contacted the regional office of the Education Department in Rockhampton. That department checked its records. I was told that the buses are not overloaded; that they are fully loaded. I then wrote a letter to the Minister for Education and the Minister for Transport asking that the regulations in relation to seating be changed. The regulations state that two adult seats can be occupied by three schoolchildren.

When one considers the size of children today, whether they be in seventh grade at primary school or in Years 10, 11 or 12 at high school, one realises that it is virtually impossible for three of them to occupy a seat that is usually occupied by two adults.

It has to be remembered that children have to be conveyed some 20 or 30 kilometres out into the country, along the highway. It is not always a slow route around town at 30 or 40 kilometres an hour. Out on the highway, the speeds are greater.

It is dangerous for children to stand on buses. There are no seat-belts and there is virtually nothing for them to hang onto. In addition, on domestic science days, some of the girls have to carry a casserole dish or something similar. It becomes very, very dangerous.

I ask that the regulations in relation to the transport of children be reviewed not only for the benefit of schoolchildren in my electorate but also for the benefit of schoolchildren throughout the length and breadth of Queensland.

**Mr DEPUTY SPEAKER** (Mr Burreket): Order! I draw to the attention of the member for Wolston a ruling of a previous Speaker that newspapers must not be read in the House. Until that order is rescinded by the present Speaker, the honourable member will observe that ruling.

**Mr R. J. GIBBS**: Mr Deputy Speaker, I accept your guidance. I would have expected you to be more progressive.

**Hon. I. J. GIBBS** (Albert—Minister for Transport) (4.06 p.m.), in reply: I thank honourable members for their contributions and for their support for the Bill, which basically inserts into the Queensland Act the Australian code as approved by the Australian Transport Advisory Committee. That will bring Queensland into line with all the other States. The legislation is the result of a great deal of work.

The comments made by honourable members were interesting. Mr Underwood, the member for Ipswich West, referred to designated roads. Under section 23 of the Act the Governor in Council can prohibit or limit the carriage of dangerous goods or classes of dangerous goods that can be transported in a locality. That is something that can be achieved. Perhaps it may be hard to police that provision. In the main, the drivers of trucks carrying dangerous goods are careful, but the odd cowboy misbehaves. The member for Lytton referred at some length to those drivers who adopt a cowboy attitude, but I point out that they belong to a minority group in the trucking operations in this State.

Without designated roads, there is no hope of catching up with interstate truck-drivers. Reference was made to better planning and use of land for the manufacture of dangerous goods.

No matter which road is used, vehicles leaving the port must travel through some very densely populated areas. Because of that, it is very hard to achieve perfection. However, we must do our best. I agree completely that forward planning must take place.

The honourable member referred to the siting of the new prison. That is an example of the Government's doing its homework properly. The Government found a site that was, in the main, fairly inoffensive. With careful planning and resolution of the problems, a satisfactory result was achieved. I am pleased that at the time I had the honourable member's support.

The honourable member referred also to councils and to planning. He said that sometimes the Government overrides council decisions. The Government of the day always needs the right to do that because some councils lack wisdom in their forward planning and are incapable of making a difficult decision because of the attitude adopted by individual councillors.

Rail transport is a very good and very safe mode of transport. It must be remembered that all goods are transported to a railway station by a truck and taken from the railway

station by a truck or, in some cases, by a pipeline. Irrespective of the method used, all goods are carted by road at least twice.

Reference was made to the fact that B doubles have been smashing up roads. From an engineering point of view, I would have to say that in many ways B doubles are safer than dog trailers. Reference was made to those vehicles spreading bitumen, or bitumen spewing out from under their wheels.

**Mr Underwood:** I was talking about breaking the road surface.

**Mr I. J. GIBBS:** That is not caused by the trucks. If trucks are not overloaded, they have a set weight ratio for each tyre or axle. The bitumen does not carry anything; it merely seals the base of the road. If the weight is not transmitted to a good base without water intrusion and with approximately 95 per cent compaction, the bitumen will spew. That is not the fault of the trucks.

**Mr Underwood:** What about that study that showed that trucks are creating a lot more damage than what they are actually paying in registration?

**Mr I. J. GIBBS:** Other factors apart from registration must be considered. In particular, the part that those trucks play in the community must be considered.

If anything is going to damage a road, it is an overloaded truck. If a road is built to a proper standard and if the weight of a truck relates to the axle loading that has been agreed to by the States, based on world standards, it should not perish in any way. Based on today's standards for correctly loaded trucks, it is a road's fault if it breaks up.

Chemical fires and inspections have been mentioned. That is one aspect that must be considered. Inspectors are being trained in safety expertise. Inspectors in the north of the State will receive upgraded training so that a Statewide spread of expertise is achieved. Some inspectors have already been trained in that regard.

Tony Elliott, the honourable member for Cunningham, spoke about the Valley and the Gateway Bridge. The honourable member for Ipswich West mentioned that the traffic congestion in the Valley had not improved greatly. Without the Gateway Bridge it would be almost impossible to drive through the Valley at any time. The Gateway Bridge has relieved the traffic congestion in the Valley area.

People complain about the volume of traffic and the number of heavy transport vehicles on our roads. However, compared to roads in overseas countries, our roads are not crowded at all.

Denver Beanland from Toowong has a fairly good grasp of our transport problems. As a former deputy mayor of Brisbane, he is aware of the improvements that have occurred as a result of the opening of the Gateway Bridge.

He spoke about inspectors. At present there are two investigators, and it is envisaged that more inspectors will have their training upgraded.

The honourable member spoke also about the fines that are imposed for ongoing offences. Here in Queensland the penalty is \$100 per day, whereas other States impose a fine of \$200. Previously, the fine in Queensland was \$10, but we felt that an increase of that nature was sufficient at this time. In future, that penalty may be increased, but at this stage we feel that it was fair to jump it from \$10 to \$100.

Mr Beanland spoke also about Route 20 and town-planning. That is something that we must all consider. Future planning of roads should remove much traffic from the inner city areas of Brisbane and the other major centres of the State.

Mrs Chapman from Pine Rivers spoke about the Gateway Bridge, accidents, safety and competent drivers. The competence of some drivers must be considered. Most truck-drivers in Australia are very good. However, a minor group of cowboys is giving truckies a bad name.

Tail-gaters are criminals who should be heavily fined because they are potential murderers. Most drivers are competent. However, the operators and owners of trucks that carry dangerous goods should be providing driver-training to those people who are licensed to drive such vehicles.

The honourable member for Townsville East, Mr Smith, spoke about rail transport. However, trucks still have to take the goods to the rail depots. He mentioned also the fact that fertilisers are explosive. Of course, fertiliser in itself is not explosive; it is only when it is mixed with diesel or some other contaminant that it becomes an explosive.

For many years fertiliser has been carted throughout Australia and there has not been much trouble at all. In one instance, diesel intruded into a load of fertiliser—nitroprill—and that created a certain result. It must be said at all times that the road is the most important mover of goods because it can provide a flexible system of transport.

The member for Currumbin, Mr Gately, has taken the trouble to visit the driver-testing station at Mount Cotton and witnessed the B doubles being driven by drivers who were being trained. Over the years tanker-drivers have had a very good safety record. I think they are very careful drivers. I have never seen a tanker driver tail-gating anyone. That is something that we can be pleased about. We can be fairly proud of their safety record.

**Mr Burns:** That's the company ones. Some of those jobbers are a bit different.

**Mr I. J. GIBBS:** Yes. There are some of them in the industry. It is the old story.

The member for Lytton, Mr Tom Burns, is in the heartland of the major heavy transports which service the port and the cattle sale yards. As he said, the area will only get busier. That is an area that could be policed as much as possible to ensure that the behaviour pattern of drivers is of such a nature that they do not go through any of those domestic areas or drive in a dangerous manner.

The emission of black smoke from the vehicles was said to be caused by the exhaust. However, that is not the case, as it is caused by the engine before the fuel gets to the exhaust. That smoke is caused by problems with injectors and pumps, which should be kept at an acceptable mechanical standard instead of being allowed to reach the stage at which black smoke is belching out of the vehicle and fuel is being wasted, thereby making the operation of the vehicle much more inefficient.

In relation to the pipeline for petrol—that is still on. When I was the Minister for Mines I dealt with that. For a number of years I was responsible for pipelines. Bulkships is one company that put it forward and really followed it through. A tremendous amount of work has been done on it but it has not progressed much more than that. It is being done by private enterprise, and one day it is hoped that that will be achieved. I believe that it is a necessity. Its pathway could be beside a future railway line. That could be a good avenue for it because heavy transport trucks would not have to be on the road. Distribution centres could be established and the major fuel-users could be fed by the pipe.

**Mr Underwood:** Is that Gold Coast ghost rail you are talking about?

**Mr I. J. GIBBS:** Yes. It could go down that track. At this stage 30 per cent of the land has been resumed. It is a very real thing. When it commences running I will give the honourable member, as Opposition spokesman on Transport, and his children free tickets for it.

**Mr Burns:** They will be the ones you will have to give them to—his grandchildren.

**Mr I. J. GIBBS:** There is no fear of that. "Now don't you worry about that; it will be all right."

At this time slurry pipelines are not a realistic proposition. It will be a long time before a slurry pipeline is seen down there. Another problem is that about 50 per cent of the slurry is water. Australia is a very dry continent. Because of that, a return pipeline

has to be installed to take that water back. If that is not done, the slurry water will flow into the river, and that is not the best thing to allow into a river.

The honourable member for Port Curtis, Bill Prest, spoke about school buses. They have to be considered in total. However, their safety is being upgraded. Some criticism has been voiced about that. I know that all honourable members support the safety standards that are set by the Transport Department.

**Mr Underwood:** Why aren't you having regular checks on school buses rather than this business of upgrading?

**Mr I. J. GIBBS:** Regular checks are being made. Upgrading is also taking place.

**Mr Underwood:** They run close to the bone as it is, those school bus operators. They do a lot of work voluntarily. If it becomes too expensive they will not be able to stay in business.

**Mr I. J. GIBBS:** That is correct. That only related to a minority. Very few people would be concerned with a low number of children on a small run. Economically, those runs are not very good, except under special circumstances, such as for a semi-retired person or a person who wants to take on a small job for little reward. However, there are many people whose operations are not economically sound according to calculations based purely on income, the job they do and the cost of the bus. Some very important matters will have to be faced up to, but they would be minor compared with all of the other problems.

As I said earlier, the Department of Transport is right on the ball. Even in the face of criticism, a sensible approach is being adopted. The department will keep going and pushing for improvements; there will not be any let-up at all.

I thank all honourable members for the contributions they have made to the debate. I commend the Bill to the House.

Motion agreed to.

#### **Committee**

Clauses 1 to 12, as read, agreed to.

Bill reported, without amendment.

#### **Third Reading**

Bill, on motion of Mr I. J. Gibbs, by leave, read a third time.

### **LAND TAX ACT AND ANOTHER ACT AMENDMENT BILL**

**Hon. B. D. AUSTIN** (Nicklin—Minister for Finance and Minister Assisting the Premier and Treasurer) (4.24 p.m.), by leave, without notice: I move—

“That leave be granted to bring in a Bill to amend the Land Tax Act 1915-1985 and the Land Tax (Adjustment) Act 1984-1985 each in certain particulars.”

Motion agreed to.

#### **First Reading**

Bill presented and, on motion of Mr Austin, read a first time.

#### **Second Reading**

**Hon. B. D. AUSTIN** (Nicklin—Minister for Finance and Minister Assisting the Premier and Treasurer) (4.25 p.m.): I move—

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

This Bill aims at giving tax relief to land-owners in the face of rising land values. It arises from a review undertaken by the Government last year and implements changes announced then as well as variations to provisions dealing with trustees.

The Bill is in line with the long tradition of the National Party Government of attempting at all times to keep the tax burden borne by Queenslanders as low as possible. The Bill proposes to increase the general deduction for individual land-owners; it increases the exemption level of companies; and it proposes a new tax-rate scale or taxable values below three-quarters of a million dollars. This involves a reduction in tax for particular land values. As well, the Bill offers additional assistance to small companies and trusts, and it varies the conditions under which the primary production concession applies to trustees owning land.

Finally, the Bill provides for amendments to the Land Tax (Adjustment) Act to allow for the phasing-in of annual land values.

These matters are detailed and complex. Rather than take the time of Parliament now to spell these out, and to allow all members the opportunity to study the Bill's provisions, under Standing Order 241 (c) I table detailed explanatory notes and ask that these be incorporated in *Hansard*.

Leave granted.

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

#### EXPLANATORY NOTES

#### BILL TO AMEND THE LAND TAX ACT 1915-1985 AND THE LAND TAX (ADJUSTMENT) ACT 1984-85

Last year a review was made of the taxable value, exemption levels and rates of tax applicable under the Land Tax Act and the Land Tax (Adjustment) Act. An announcement was made in June regarding proposed changes.

The proposed changes were also referred to in the 1987-88 Budget Speech.

This Bill provides for the changes previously announced and also for variations to the provisions under which certain trustees owning land qualify for the primary production exemption in the Land Tax Act.

It is proposed that—

- the general deduction for individuals be increased from \$60,000 to \$120,000;
- the level below which companies, trustees and absentees are exempt be increased from \$10,000 to \$30,000;
- there be an increase from \$30,000 to \$45,000 in the deduction for qualifying exempt proprietary companies and trusts undertaking prescribed activities.

The Bill also provides for a new tax rate scale for taxable values below \$750,000.

The proposed new scale effectively means for a particular value a reduction in tax of about 20% in the taxable value range 0-\$399,000 and an average reduction of about 10% in the taxable value range \$400,000-\$749,999 (ranging from about 16% at \$500,000 to about 2.7% at \$740,000.)

Further, it is proposed that small companies and trusts be given additional assistance.

The Bill provides, for the first time, for a system of rebates of tax for companies and trusts with taxable values up to just below \$135,000. The rate of rebate is proposed to be 25% up to just below \$120,000 and it would phase down to nil at the taxable value of \$135,000.

The Bill also provides for a variation to the conditions under which the primary production concession applies to trustees owning land.

For the concession to apply at present in trust situations:

- all of the beneficiaries of the trust owning the land must be natural persons;
- the land must be worked by the owner or a natural person.

Two problems emerged with the implementation of the 1985 trust amendments to the Act and created situations where a small number of primary-producers who previously did not pay tax became taxable.

- (a) where the land is owned by individuals and worked by a trustee;

(b) where the trust owning the land has other trusts as beneficiaries (i.e. the land is held in tiers of trusts).

It is proposed the act be amended with effect from 30th June, 1987 so that the concession will apply in the following additional situations where it does not at present:

- where the land is owned by an individual and is not worked by the owner or another natural person but is worked by a natural person or an exempt proprietary company as trustee;
- where the land is owned by a natural person as trustee and is worked by another person or an exempt proprietary company as trustee;
- where the land is owned by an exempt proprietary company as trustee and is worked by another exempt proprietary company or a natural person as trustee.

In addition, it is proposed that where a trust which owns the land has further trusts as beneficiaries (that is it is a tiered trust) this will no longer disqualify it from the concession provided all the ultimate beneficiaries are natural persons.

Further, in line with existing principles, it is proposed that for the additional situations as to who is working the land to qualify:

- all the ultimate beneficiaries of the additional categories of trusts working the land must be natural persons (tiered trusts will also qualify here provided all of the ultimate beneficiaries are natural persons);
- in the case where the land is owned by an individual or individuals, the owner or at least one of the joint owners must be a beneficiary of the trust working it;
- in the case where the land is owned by a trust and used by a person or exempt proprietary company as a trustee, substantially all of the beneficiaries of the trust which owns the land must be persons who are or may be beneficiaries of the trust under which the land is used.

Furthermore, it is proposed these extended rules will only apply where:

- the trust upon which the land is owned was created before 19th April, 1985 (the date of assent of the original trust legislation);
- where the land is used by a person other than the individual owner or the owning trustee, the arrangement for that use was made before 19th April, 1985.

The Bill also provides for amendments to the Land Tax (Adjustment) Act to vary the basis on which taxable values are calculated for land tax purposes.

Since 1982, revaluations have been phased in over up to 5 years.

This scheme provides:—

where the increase in land value is:

- (a) 50% or less
  - the new value is adopted as the taxable value
- (b) more than 50% but not more than 250%
  - 50% of the previous value (or the remaining unimplemented percentage) is added to taxable value each year
- (c) greater than 250%
  - $\frac{1}{5}$  of the increase is added to taxable value each year over 5 years.

The current scheme however means that implementation of values is up to 5 years behind whereas it would be preferable to be utilising current annual values.

The Bill provides for this on a staged basis.

For 1987, the status quo will prevail i.e. the existing phasing arrangements will apply.

For 1988 and subsequent years, it is proposed the taxable value will be the sum of:

- (a) the value according to the existing phasing formula; and
- (b) the amount of annual value increase since the general valuation.

This basis facilitates movement up to the full annual value in the time that the general valuation would be phased in under the existing formula—a maximum of 5 years.

Where actual annual value is less than the formula value in any year, such lower actual value will apply.

Once full annual value is reached, full Valuer-General values will thenceforth always apply.

Special arrangements need to be provided for local authorities that have had general valuations in the period 1984-1986 and have already commenced the annual valuation cycle.

For 1988 and subsequent years, the taxable value will be the sum of:

- (a) the value according to the existing phasing formula; and
- (b) the amount of annual value increase since the last general valuation.

However in recognition of the fact that there is an element of catch up in (b), in respect of the period from the last general valuation to 30th June, 1987, the increase for that period is proposed to be limited to 50% of the fresh valuation, for each year subsequent to 30th June, 1987.

Other more minor amendments included in the Bill are:

- Amendment of the definition of exempt proprietary company to clarify that where a member is a trustee the company is not classified as an exempt proprietary company.
- Better drafting of the conditions in sub-section (4) relating to the applicability of the prescribed activity deduction for exempt proprietary companies and trustees in sections 11A and 11AA although there is no change in principle.
- Better drafting of the primary-producer concession for individual trustees and exempt proprietary company trustees in sections 13(1)(xiii) and (iv) although there is no change in principle.
- That, irrespective of its value, a person need not submit a return if the only land he owns does not exceed 1.05 hectares and is used exclusively for his principal place of residence.
- That, section 60 (2), which deals with publishing regulations and laying them before parliament and is somewhat in conflict with section 28A of the Acts Interpretation Act be repealed so the general provisions of the Acts Interpretation Act will apply.
- That the better drafting of sections 13(1)(xiii) and (iv) referred to above and clarification of the meaning of section 11AA in relation to certain aspects of concessions for trusts are deemed to have always had the meaning clarified by the Bill. These provisions are to put beyond doubt action in cases affected where the concession has not been allowed.

The provisions will largely be effective from 29th June, 1987, that is, they will apply for the 1987-88 land tax year.

Certain of the definitional provisions in the valuation scheme must be effective from 27th June, 1985 because a feature of the phasing scheme is that annual values for 1985 to 1987 are disregarded for land tax purposes.

Certain of the machinery provisions will be effective as from date of assent.

**Mr AUSTIN:** I commend the Bill to the House.

Debate, on motion of Mr Shaw, adjourned.

The House adjourned at 4.26 p.m.