

HOUSE OF ASSEMBLY

Thursday, August 7, 1969

The SPEAKER (Hon. T. C. Stott) took the Chair at 2 p.m. and read prayers.

ADDRESS IN REPLY

The SPEAKER: I now invite the mover and seconder of the motion for the adoption of the Address in Reply and other honourable members of the House of Assembly to accompany me to Government House to present the Address in Reply to His Excellency the Governor.

At 2.2 p.m. the Speaker and members proceeded to Government House. They returned at 2.17 p.m.

The SPEAKER: I have to inform the House that, accompanied by the mover and seconder of the motion for the adoption of the Address in Reply to the Governor's Opening Speech, together with several other members, I proceeded to Government House and there presented to His Excellency the Address adopted by this House on August 6, to which His Excellency was pleased to make the following reply:

I thank you for your Address in Reply to the Speech with which I opened the third session of the thirty-ninth Parliament. I am confident that you will give your best attention to all matters placed before you. I pray for God's blessing upon your deliberations.

QUESTIONS

MINISTER OF ROADS AND TRANSPORT

The Hon. D. A. DUNSTAN: I rise on a matter of grave importance. Members of my Party are reluctant to raise allegations concerning the propriety of actions of other members of Parliament, because we consider that it is policies and not personalities that ought to be public issues, but this is a matter which cannot be allowed to pass. For some time now we on this side have had complaints that pamphlets purporting to be published by Murray Hill Proprietary Limited, inviting owners of properties to offer those properties for sale to or through Murray Hill Proprietary Limited, have been distributed to properties, including those affected by the Metropolitan Adelaide Transportation Study Report. We have not previously raised this matter, as we had no adequate evidence as to who was responsible for their distribution. However, yesterday, the Minister of Roads and Transport (Mr. Hill) made a personal statement in which he acknowledged that the notices in question

had been distributed by the company, Murray Hill Proprietary Limited. That is a proprietary company of which the Minister is no longer a director or, he says, a person who takes part in the management, but the Minister has not suggested that he has no financial interest in it.

It is quite apparent from the facts now publicly admitted that, after certain properties have had their values adversely affected by the M.A.T.S. Report, invitations were issued to the owners of properties concerned to sell those properties to or through a company in which the Minister has an interest, and that this was done at a time when a subsequent Ministerial decision to improve the value of the properties by rejection of that part of the Metropolitan Adelaide Transportation Study plan concerned could be taken and, in fact, was taken. This means that the Minister is able to affect a transaction from which he could derive financial advantage by a Ministerial decision and by having personal knowledge of what course of action would be taken by his department and by Cabinet. I do not suggest, Mr. Speaker, that this was a deliberate course of action seeking personal gain by the Minister, but I do suggest that his actions are so open to dubious inference as to constitute a grave impropriety, and I ask the Premier to take action immediately to require the Minister's resignation.

The Hon. R. S. HALL: The Leader says that he is reluctant to raise this matter, because of its personal involvement. In fact, however, from his remarks in this House in the early days of office of this Government, he has never been reluctant to criticize the Minister and he has taken every opportunity to do so and to vilify him and his reputation: this is no new move that he makes today.

Mr. Speaker, I have personally investigated the matter of the pamphlets to which the Leader refers, and I may say that the Minister was as astounded and regretful as I was that their distribution was in this manner. After interviewing him and those associated with this matter, I am completely assured that it was a mistake. I am also completely assured that no business generated from these pamphlets, nor were any properties listed. In fact, one business inquiry that arose from that resulted in a company representative's telling the person concerned that he could not proceed with it, because it was in a M.A.T.S. area, so the company has, in its dealings, been scrupulous to see that no business originated from the

M.A.T.S. proposals, or from any part of the planning, to this firm.

It so happened that a widespread campaign of pamphlet distribution by this firm resulted, because of the complexity of the M.A.T.S. planning, in a number of these pamphlets going into this area. However, I assure the Leader and the public that the statement made yesterday by the Minister is entirely correct, and I reject any allegations of impropriety made against him. In fact, there has been a well organized campaign against the Minister in the community.

Mr. Virgo: With justification, too.

THE SPEAKER: Order!

The Hon. R. S. HALL: I have in my possession—

Members interjecting:

The SPEAKER: Order! The Leader of Opposition has made some very grave charges, and he was heard in complete silence. As the Premier is replying, I think he, too should be heard in silence.

The Hon. R. S. HALL: Mr. Speaker, the charges would be grave if they were correct. In fact, however, there was no intention on behalf of the Minister or the management of the firm that this should be carried out. The situation has been corrected and nothing has occurred here which has meant business originating from the distribution of these pamphlets.

As I was about to say, there has been an organized campaign against the Minister and, in fact, I have in my possession a copy of the suggested form that residents of the city of Marion have been invited to use should they desire to object. This is a proper statement of objection to make; there is nothing wrong with it. However, included on it are the words "Against Hill and M.A.T.S." and then the word "Husband"; and underneath is a duplicate containing the words "Against Hill and M.A.T.S." and the word "Wife". That is the way this document was distributed. I say that there are no charges to answer now. There has been a public explanation of an error in the distribution of pamphlets. I repeat that it has resulted in no business being done in this way or in any other way concerning properties that may have been involved in M.A.T.S. Therefore, there is no charge to answer, and the Minister is completely exonerated.

Mr. CORCORAN: Can the Treasurer, in the temporary absence of the Premier, assure the House that none of the pamphlets distributed by Murray Hill Proprietary Limited

has gone to properties affected by the Southern Freeway proposed in the 1962 Metropolitan Development Plan? Also, can he say what shares the Minister of Roads and Transport holds in this company?

The Hon. G. G. PEARSON: I am afraid I cannot give the honourable member a categorical reply, but he will receive the information.

WHEAT RESEARCH

The Hon. B. H. TEUSNER: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my recent question about the sum of money, if any, to be made available to South Australia by the Commonwealth Government for the purposes of wheat research, and what the nature of such research undertaken in South Australia might be?

The Hon. D. N. BROOKMAN: The Minister of Agriculture states:

The Director of Agriculture has furnished the following details of allocations of Commonwealth funds to this State for wheat research:

1. Waite Agricultural Research Institute:		\$
(1) Wheat quality; basic studies of wheat protein	27,000	
(2) Wheat quality; studies on starch	6,982	
(3) Wheat breeding and genetics	34,435	
(4) Root rots	13,826	
Total Waite Institute ..	\$82,243	
2. University of Adelaide:		\$
Basic studies of protein	\$3,946	
3. Commonwealth Scientific and Industrial Research Organization:		\$
(1) Soil micro-organisms	12,500	
(2) Decomposition of wheat straw	13,000	
(3) Soil tillage; physical properties of soil	11,200	
Total C.S.I.R.O.	\$36,700	
4. South Australian Agriculture Department:		\$
(1) Breeding of annual medics	7,028	
(2) Weed control in cereal crops	11,700	
(3) Analytical equipment to support fertilizer research programme	26,500	
Total S.A. Agriculture Department	\$45,228	
Total Allocation to South Australia	\$168,117	

SOURSOB

Mr. VENNING: Soursobs have been a problem to cereal growers for a long time. Until a couple of years ago not much research was done in connection with this weed. As I understand that efforts are being made at present to step up inquiries into this matter, will

the Minister of Lands ask the Minister of Agriculture to find out whether the control of soursobs can receive special attention with financial assistance being given so that this undesirable weed can be eradicated as soon as a suitable method is determined?

The Hon. D. N. BROOKMAN: I know that some research on control of the soursob has been carried out not only as it affects cereals but also as it affects animal health. The control measures recommended by the Agriculture Department are, I think, reasonably effective, but they are laborious and somewhat expensive, and I know of no breakthrough in the control of soursobs. However, I will ask my colleague for a considered reply.

BUILDERS LICENSING

Mrs. BYRNE: The Minister of Housing will be aware that, when speaking in the Address in Reply debate, the member for Unley (Mr. Langley) and I, referring to the delay in implementing the Builders Licensing Act, pointed out the merits of this measure. Yesterday, in reply to a question, the Minister said that the matter had been resubmitted and would be dealt with by Cabinet this morning. I point out that as recently as today I have received from yet another person, who has recently purchased a house, correspondence attached to which is a consulting engineer's report, one and a half pages of which outline structural defects in the house. Can the Minister say whether Cabinet made any decision this morning?

The Hon. G. G. PEARSON: No. The matter was considered in Cabinet this morning but not finalized. It will be finalized on Monday and, as I promised the member for Onkaparinga (Mr. Evans) yesterday, I will have a statement to make next week when the House re-assembles. If the honourable member does not wish me to examine the letter to which she refers, that is her affair, but if she wishes me to examine it I shall be pleased if she will let me have it.

APPRENTICES

Mr. McANANEY: An article in this morning's *Advertiser* reports the Commonwealth Minister for Labour and National Service (Mr. Bury) as saying that there has been a decrease in the number of apprentices. As industry is beginning to boom again in South Australia and as more apprentices are needed, can the Minister of Labour and Industry outline the present situation regarding apprentices in South Australia?

The Hon. J. W. H. COUMBE: Having seen the article to which the honourable member refers, I am afraid I cannot agree with some comments made by the Commonwealth Minister. Although I agree with him that not enough apprentices are being attracted to industry to satisfy its expanding needs (because we must consider that apprentices will become the tradesmen required to staff and run industries in the future), the Commonwealth Minister gave an erroneous picture of the position in South Australia. The latest figures for South Australia indicate that there has been an increase of about 8 per cent in the intake or enrolment of apprentices, male and female, into industries in South Australia in the last year. I believe this increase is significant and one that I am sure all members will join me in approving, because, unless we have a considerable increase each year in the number of apprentices coming into industry, industry faces major problems in the future. In saying that there has been an 8 per cent increase, I want to add that the intake of apprentices in the past has been, to some extent, related to the economic position obtaining in industry and in the State generally. In past years this has reflected markedly on the number of apprentices involved in industry. Some difficulty was last experienced in industry in 1967 but now, with conditions improving again, we find this 8 per cent increase occurring.

An employer engaging apprentices realizes that he will engage them for perhaps four or five years, and he must look ahead. However, I am sure that with confidence now returning to the State we will get an even greater increase in the number of apprentices. In this regard, I am presently writing to employer organizations and to the United Trades and Labor Council of South Australia requesting their co-operation in a publicity campaign to encourage greater enrolments of apprentices in the various facets of industry, so that parents can have pointed out to them the advantages of the apprenticeship system to young people leaving school. In this regard, I hope to bring into the House this session one or two amendments to the Apprentices Act, provided that the business of the House proceeds rapidly enough for me to do so.

Mr. LANGLEY: I hope that more young people of school-leaving age will be absorbed into apprenticeships in skilled trades and that the publicity launched to obtain more apprentices will succeed. In many cases today, young

people of school-leaving age are able to obtain positions with higher salaries, although they would be better suited as tradesmen. Has the Minister of Labour and Industry considered helping the employer who employs apprentices by granting a subsidy in the early part of the apprenticeship?

The Hon. J. W. H. COURCE: No, I have not considered this suggestion, because it involves many other aspects. I have been considering the general matter of indentures of apprentices and the conditions under which they are carried out, including the term of the apprenticeship, because it is obvious, or should be to honourable members, that the requirements differ in various trades. In the past we have required a full five-year apprenticeship in all trades, but I believe that conditions vary so much between industries that a five-year term is not required in every case. I have concentrated on these aspects and have not considered the question of a subsidy.

SEISMIC SURVEY

Mr. HUGHES: Can the Minister of Marine say whether a seismic survey has ever been carried out on the approaches to the jetty at Ardrossan to ascertain the nature of the seabed in that area?

The Hon. J. W. H. COURCE: The recent survey carried out was at Port Lincoln and Wallaroo. To my knowledge no survey has previously been carried out at Ardrossan, certainly not since I have been Minister. The survey carried out at Port Lincoln was a direct result of approaches made to me by residents of the West Coast who made suggestions about an approach channel behind Boston Island into Port Lincoln. The work was undertaken at the same time as work was undertaken at Wallaroo, where the work was done as a result of submissions made to me by several people, including the honourable member.

Mr. HUGHES: Will the Minister say whether he intends to direct that a seismic survey be carried out on the approaches to the Ardrossan jetty?

The Hon. J. W. H. COURCE: This aspect has not been considered yet.

TOMATOES

The Hon. C. D. HUTCHENS: On July 24 the member for Stuart, when asking the Minister of Lands a question concerning tomatoes, pointed out that many of his constituents had been carefully developing a market for them but that other producers had been selling

poor quality tomatoes, thus prejudicing the industry. As he asked that protection be made available, has the Minister a reply from the Minister of Agriculture?

The Hon. D. N. BROOKMAN: The Minister of Agriculture has given me the following report:

The Agriculture Department is well aware of this problem. However, under the provisions of the Fruit and Vegetable (Grading) Act, 1934, there is no requirement for inspections of fruit or vegetables to be made before the produce is offered or exposed for sale, and the department is not therefore authorized to undertake inspection of the fruit before it is sent to the market. The offending growers are aware of the grading requirements through instruction and advisory visits from officers of the Agriculture Department, but apparently choose to forward low-grade fruit in the hope of some return. Any inspection at the forwarding point would have to be on the basis of voluntary quality control and be carried out by the industry.

OVERLAND

Mr. EVANS: I believe that the Overland, which travels nightly between Adelaide and Melbourne, is to have a \$1,000,000 facelift: a lounge cafeteria is to be provided, as well as a generator van and a new luggage van. Will the Attorney-General ask the Minister of Roads and Transport when the new carriages will operate on the Overland and in which State the new vans are to be manufactured?

The Hon. ROBIN MILLHOUSE: I understand that improvements are being made to the Overland, and I will try to find out the precise details for the honourable member.

TRANSPORTATION STUDY

Mr. CASEY: Because of the many changes that have been suggested by the Minister of Roads and Transport to the original Metropolitan Adelaide Transportation Study plan and because of the overall complexity of this plan, will the Premier provide members with a detailed map showing where the new proposals are to be included? I am sure this information would simplify and reduce the homework that will have to be done by members in order to understand the new proposals. As most members will speak in the debate on this plan, it would be in their interests and in the interests of the people of South Australia if they knew the present position.

The Hon. R. S. HALL: I hope that it will be in the interests of the people of South Australia if the honourable member has that information, although I do not concede that it is a waste of time for him to do his

homework. The changes to the plan have been made more in the sense of either non-acceptance of certain aspects or a review of certain aspects. I will obtain as much detail as I can in accordance with the honourable member's question, which I believe is one that several members would have in mind. I think the honourable member would like to see some easily assimilated graphic presentation of the original proposals with details of the proposals that have been accepted and those still to be reviewed. To that end, I will do what I can to help.

ROAD TRAFFIC

Mr. WARDLE: A letter from a constituent of mine contains information about a hot tallow bulk tanker, and I am informed that the all-up weight for this vehicle permitted in South Australia is 30 tons, whereas it is 25 tons in Victoria. The same constituent forwards information from the Victorian Roads Board concerning the length of semi-trailers, and it seems that his semi-trailer is 1ft. longer than the length permitted in Victoria, although it is of a length permitted in South Australia. Will the Attorney-General ask the Minister of Roads and Transport whether matters of this nature are being discussed actively by State Ministers in order to avoid anomalies in respect of the rules of the various States?

The Hon. ROBIN MILLHOUSE: I will obtain a reply as soon as I can.

DERAILMENTS

Mr. VIRGO: My question concerns the report on derailments to which I referred yesterday and which was tabled on Tuesday. I draw the Premier's attention to the editorial in this morning's *Advertiser*, which states:

The report of the committee of inquiry into train derailments in South Australia is disturbing. It says in plain terms that the line between Murray Bridge and Serviceton, where most of the bad derailments have happened, is neither suitable for the traffic it is made to bear nor maintained as well as it should be. It is disgraceful that such an important line should be in so bad a condition, and there are questions which need answering.

I concur in that statement. I remind the Premier of a statement attributed to him in the *Advertiser* (which he did not deny), as follows:

It is quite apparent from a preliminary examination that there is an urgent need to upgrade the track as well as institute other means of improving the operation of trains in South Australia.

In view of these two statements, and as the Premier has, by his own press statement, agreed that there is an urgent need to upgrade the track, will he press Cabinet immediately to provide the necessary funds so that the work of restoring the track will not be spread over six years, as proposed by the Minister of Roads and Transport?

The Hon. R. S. HALL: The honourable member is correct when he says that it is a disturbing report, and the Government has taken urgent action to remedy the state of the track. I think the honourable member may have received further information this morning from the newspaper report that suggests there may be difficulty in obtaining sufficient labour to proceed with the work. The matter of putting the track in proper condition will be urgently considered. However, in addition to the spending of a multi-million dollar sum on upgrading the track, there are other disturbing implications and statements in the report and I assure the honourable member that the Government will not stop at the point of track renovation but will consider deeply all the implications of the report, which covers a serious problem with which the Government had to deal in its first few months of office and which will continue to be considered.

Mr. VIRGO: I desire to pursue further some of the alarming facts in the report, and I draw attention to the following paragraph:

In the course of its discussions and inspections in South Australia, the committee has heard frequent references to difficulties in coping with maintenance of track, a particular problem being procurement of suitable and adequate manpower.

I am sure the Premier did not need a committee as expert as this to tell him that there was a shortage of manpower. I draw his attention particularly to this matter, pointing out (and again I am sure he would know this) that the employees engaged on track maintenance are amongst the lowest paid workers in the world. In view of this, and in an effort to prevent a recurrence of this lack of maintenance, can the Premier say whether the Government will urgently consider upgrading the wages and reducing the house rents of employees engaged in track maintenance work?

The Hon. R. S. HALL: The honourable member will know that the Government is bound by awards in this case, as it is in many other cases. However, I will see what information I can bring down to satisfy him.

Mr. VIRGO: I am pleased that the Premier said that the Government would be looking carefully into the questions raised by the

report submitted by his committee. I was concerned to read (as, I am sure, the public was) that much of the trouble obviously stems from the sleepers being used. I am not suggesting that they present the only difficulty, but they represent a major factor. I have obtained information that I think the Government should require its engineers to consider fully. I found that some time ago the Commonwealth Government installed 25,000 concrete sleepers at Wirrappa on the east-west railway line. Subsequently, the Commonwealth Railways undertook a cost and maintenance study. Although the initial cost of concrete sleepers was almost 100 per cent greater than that of timber sleepers, the study showed that the maintenance costs for each mile were reduced by \$1,000 a year. This saving obviously offset the additional capital outlay for the concrete sleepers.

In addition, I point out that the survey was based on a supposed 15-year life of a timber sleeper as against a 60-year life of a concrete sleeper, but the report clearly shows that a timber sleeper gives nowhere near 15 years of life. I understand that similar studies have been undertaken in Great Britain, South Africa, Europe and other places, and I am led to believe that concrete sleepers are almost universally used in these countries. Will the Premier direct the attention of the appropriate persons to these points, and, if the details I have given are correct, will he see that consideration is given to using concrete sleepers, particularly since they can be manufactured in South Australia, whereas the timber used for timber sleepers is imported from Victoria?

The Hon. R. S. HALL: Certain interests in South Australia are concerned about the possible manufacture of concrete sleepers. Some of the details referred to by the honourable member have been mentioned to me, and I have discussed them with the people concerned. The honourable member raised the very important point that the capital cost of the concrete sleepers is greater than that of timber sleepers, and one has to relate the difference in capital cost to the difference in maintenance and replacement costs over the years. I have travelled in the United Kingdom on lines that have concrete sleepers, and I have noted their spacing and their apparent good condition after being in position for some years.

I am sure the Railways Department is well aware of this matter, because it keeps abreast of the technical and financial implications of different types of railway sleeper. However,

I will bring the honourable member's question to the department's notice, particularly his reference to the excellence of lines with concrete sleepers and to their longer life. Experiments have been conducted with treated pine sleepers, and I understand that these sleepers have been reasonably satisfactory. I do not know what the future holds in relation to the supply of timber for these sleepers, and I do not know what are the economics of using timber, which has alternative uses. I hope the points I have made show that experiments have been made in various directions. I will bring the honourable member's question to the notice of the Railways Department.

Mr. CORCORAN: I was interested to hear the Premier's statement that a successful trial had been conducted over a period with impregnated pine sleepers, because I had heard other reports. Will the Premier confirm his statement on this matter, because I am naturally interested to know whether the trial was successful? I was interested, too, to hear the Premier refer to the spacing of sleepers. Will he inquire why the spacing of sleepers in South Australia is set down at 30in., whereas in other States and, indeed, in other parts of the world their spacing is normally 24in? In some cases (I believe very few) it is 27in. Will the Premier obtain this information for me?

The Hon. R. S. HALL: I shall be pleased to find out for the honourable member the reason for the increased spacing between sleepers in South Australia in relation to what applies in other parts of the world. However, my remarks regarding the success of treated pine sleepers is not based on an investigation of my own but simply on a remark made to me when I last visited the premises (I think it was a sawmill) where the sleepers were being stored for future treatment. In order to bring the matter before the House I will obtain a report for the honourable member concerning the result of using these sleepers.

Mr. VIRGO: I am concerned about one statement in the report, which is as follows:

The committee believes that its observations of the track, the obvious deterioration, and the remarkable movements that are evident, indicate clearly that the whole track structure—ballast sleepers, anchors, rail fastenings to sleepers, and joint fastenings—is not sufficiently robust to withstand the forces imposed upon it, even when new.

I am afraid that statement is an indictment of the people who put it there. In view of the finding of the committee, in which it casts

what I believe to be a serious slur on the administration of the South Australian Railways, will the Premier say what action the Government intends to take concerning that slur, so that the matter may be clarified?

The Hon. R. S. HALL: At this stage, the Government is not seeing this in the light of a personal vendetta or in the light of a slur on anyone. A report has been submitted which the Government is studying and, before the Government finalizes its study, I am not going to presume that a slur is cast on anyone. Without wishing to prejudice consideration of the honourable member's question, I point out that we are not assuming that he is correct in saying that there is a slur. However, as I told him earlier, the situation is being investigated; the whole of the report will be studied, and the whole of its implications considered. Before consideration of the investigation is completed by the Government, I cannot tell the honourable member what the Government's action will be. I am afraid he will have to await the Government's study of the matter before an announcement is made.

BERRI EVAPORATION BASIN

Mr. ARNOLD: Last year I asked a series of questions about the release of saline water from the Berri evaporation basin into Eckert Creek. At that time it was agreed that the flow of fresh water in that creek would be increased to carry this saline water into the river and to the sea. Private irrigators along the creek have told me recently that once again it has been necessary to release the evaporation basin, and they also state that the quantity of fresh water flowing in Eckert Creek is small at present, which means that the saline water will be trapped in that creek and also in Katarapko Creek for a long time. Will the Minister of Works again consider this problem?

The Hon. J. W. H. COUMBE: I shall be pleased to re-examine this problem and anything that has occurred this year. The very good flow likely in the river this year could directly affect the problem that the honourable member has mentioned. However, I will get a report.

SOCIAL WELFARE

Mr. McKEE: Recently, when asking the Minister of Social Welfare a question about social welfare payments to the wives of prisoners, I referred to a woman who was receiving \$9.50 a fortnight. The Minister has since told me that that figure is correct, although I understand that the sum is increased

if the woman has children. However, the amount of \$9.50 for a wife without children seems very small: to survive on it would be extremely difficult for a person. I doubt that it would even pay one week's rent. Will the Minister explain the basis on which \$9.50 a fortnight is considered a reasonable amount for a person to live on?

The Hon. ROBIN MILLHOUSE: In fact, on the figures that the honourable member has given me, it is sufficient to pay for a week's rent, with a small amount over, but I just mention that in passing. As the honourable member may be aware, one of the first actions that this Government took was to increase the sum available for public relief in this State. To do that had been one of our promises before the last election and in the last Budget, the first that we introduced, we substantially increased the sum available for public relief in South Australia by not much less than \$100,000. Obviously, the amount that we can pay to any individual in need depends on the total amount available to us. Frankly, I wish I had much more money available for this purpose. I agree that the amounts paid are not large, but they are the most that we can afford in present circumstances. As I say, almost the first promise that we were able to honour (certainly, the first one of a financial nature) was the promise to increase this amount. Regarding the details of the case the honourable member has given me, the scale of relief payable to a girl aged between 18 years and 20 years is \$4.75 a week, and this lady is in that age range. As I say, it is not much and I wish we could pay more.

Mr. McKee: Particularly if they are pregnant.

The Hon. ROBIN MILLHOUSE: She is pregnant at present and the honourable member tells me that she is due to be delivered in, I think, the next month. As soon as she is delivered, the amount is increased to \$11 a week, to help with the child.

Mr. Hudson: A week, or a fortnight?

The Hon. ROBIN MILLHOUSE: It is \$11 a week, on the figures that I have been given here. This amount will be a great help to her. The lady is at present living with her parents, not in the house.

Mr. McKee: She still has to pay the rent, though.

The Hon. ROBIN MILLHOUSE: Yes, this is an unusual circumstance that has caused us some concern. She is living with her parents and has given us that address. I

understand that, in addition to the payments I have mentioned, she also will be entitled to an extra payment on account of the rent when she goes back to live in the house. When the child is born and the woman goes back to the house, the amount payable will increase substantially. I do not say for a moment that the income on which she and the child will have to live will be large and I am as sympathetic as I can be but, given the total amount of money that we can make available, it is as much as we can give.

CLARE HIGH SCHOOL

Mr. ALLEN: Has the Minister of Works a progress report on planning for the Clare High School, about which I asked a question last session?

The Hon. J. W. H. COUMBE: It is expected that tenders will be called late in September or early in October, and I point out, for the information of the honourable member, that provision for this school has been made in the Loan Estimates the Treasurer will present today.

NOARLUNGA FREEWAY

Mr. HUDSON: The announcement made yesterday of the reconsideration of the route of the Noarlunga Freeway made clear what was going to be done in certain respects but left other matters a little vague. For example, the statement refers to the Government's proposing to ask the Metropolitan Transportation Committee to further review the location of the two routes and to consider any alternative routes that may be submitted to the committee. The two routes in question are the 1962 route and the current one. It is not clear whether the department has made any other suggestions to the committee. Will the Premier say whether the questions that have been asked by the Government of the committee are confined to requesting it to study the relative merits of the two routes, or whether other possibilities have been put to the committee?

The Hon. R. S. HALL: I have not the exact wording of the statement on this matter before me, but the honourable member read out a reference to a proposal about two routes, and I think he said "or any other alternative" or some similar phrase.

Mr. Hudson: That may be submitted to it.

The SPEAKER: Order! There can be only one question at a time.

The Hon. R. S. HALL: I have already said that one of the objects will be to receive all submissions from the public on this matter.

Therefore, the committee will consider in detail all public representations made to it. I do not apologize for taking that stand. I see in today's newspaper a criticism to the effect that thousands are still under a cloud. There is no alternative but to listen to the people, as I have been listening to them since the presentation of this plan, and to consider whether credence is to be given to their representations that the situation must again be reviewed, and it is being reviewed. I reiterate that the very words the honourable member read out illustrate the point that alternatives, if put to the committee, will be considered.

Mr. Hudson: Answer the question! What alternatives has the Government—

The SPEAKER: Order! The honourable member for Glenelg cannot dominate the House.

Mr. HUDSON: I am not attempting to dominate the House.

The SPEAKER: Take your seat.

Mr. HUDSON: On a point of order—

The SPEAKER: There is no point of order involved.

Mr. HUDSON: How do you know? You haven't heard it.

The SPEAKER: I know. You behave yourself.

Later:

Mr. HUDSON: At a public meeting that I attended last year at the Pioneer Hall, an officer of the Highways Department, when explaining the M.A.T.S. plan proposals to a large crowd, said that three possible routes for the Noarlunga Freeway had been studied—the 1962 proposal, the scheme finally adopted in the M.A.T.S. Report, and a third proposal for a route lying farther to the east of the proposed M.A.T.S. route. The Premier may know that the member for Edwardstown has suggested the possibility of a route from Darlington following the general line of the Sturt River until it reaches the Glenelg Expressway, and then following the route of that expressway until it joins the Noarlunga Freeway at Mile End. Can the Premier say whether all these possible routes have been referred by the Government to the Metropolitan Transportation Committee? If he cannot give me a precise reply, will he be so kind as to obtain the correct reply?

The Hon. R. S. HALL: Inquiries will not be circumscribed or limited by any Government direction, because, as I said earlier, all inquiries and submissions will be exhaustively dealt with. If the member for Edwardstown

has an opinion, I am sure he will be prepared to put it to the transportation committee.

Mr. Virgo: I did that 12 months ago.

The Hon. R. S. HALL: I am sure that the committee and the Government would like to know details of any recommendation of the member for Glenelg, and which route he would like to have.

Mr. Hudson: What do you propose?

The Hon. R. S. HALL: I will obtain a reply for the honourable member. He seems to assume that the committee will be directed and limited by Government intervention: that will not be so. If it was to be limited there would be no point in the Government's deferring the situation for review and then taking a stand before that review was made or issuing a direction after it had set out to seek further information. The honourable member is not making sense. However, I will consider his remarks and try to obtain a reply for him. If I have assumed correctly that he is asking whether the Government is to make recommendations to the committee on the day after it asks the committee to review the situation, then he is wrong, because this is to be a genuine review of the area referred to in the announcement.

WELLINGTON BRIDGE

Mr. NANKIVELL: Has the Minister of Works a reply to the question I asked on July 29 about the possibility of providing a floating bridge at Wellington?

The Hon. D. A. Dunstan: I hope he gets a more sensible reply than they give us.

Mr. McAnaney: Ask a sensible question, and you'll get a sensible reply.

The Hon. J. W. H. COUMBE: Concerning the aside I just heard, I assure the House that when I am asked a sensible question I reply to it as quickly as possible, and whenever a sensible question is asked it receives an adequate reply. In reply to the question asked by the member for Albert, I point out that a floating bridge would obstruct river traffic and would have to be provided with an opening span of some sort, which, of course, would be of fairly considerable dimensions. The varying river levels might also complicate the suggestion. These are some of the problems that would have to be faced concerning the honourable member's suggestion.

SCHOOL HOLIDAYS

Mr. BROOMHILL: I noticed with interest that a question was asked last week by the member for Glenelg relating to the school

term and that on the following day, I believe under the heading "School Holidays", the member for Albert asked a similar question, no doubt to obtain clarification of the earlier reply given the member for Glenelg. However, having read what was said, I still cannot understand exactly what the Minister intended to tell the House. The matter concerns the school year, and involves the Christmas break for schoolteachers as well as the May holiday. The Minister said on July 29:

The department usually refers matters of this type to the South Australian Institute of Teachers for its comment. The institute has been pressing for a longer holiday in May, and we are hoping to move towards providing a fortnight's holiday in May, which is what teachers have requested for some time.

I then read what was said the next day, but it did not seem to make much difference to the earlier reply. Will the Minister of Education explain the current situation regarding the May holidays? Has she considered the request of the teachers for a fortnight's break in May? If she has not, when does she intend to consider this matter, and will she give me a reply?

The Hon. JOYCE STEELE: I will get a considered reply on this matter for the honourable member. I had the docket in my bag until this morning, when I took it out and left it on my desk at the office.

SCEALE BAY

Mr. EDWARDS: Much has been said recently about various ports throughout South Australia. Members of the Sceale Bay Deep Sea Port Committee have requested me to ask the Minister of Marine whether he will have a survey made of the swell and depth of water in the Sceale Bay area. Will the Minister comply with this request?

The Hon. J. W. H. COUMBE: The department has information on soundings taken in Sceale Bay, and there are some admiralty charts giving the fathom depths in that area. Some examinations have also recently been undertaken concerning the land in the area, as a result of representations made by residents of the area concerned. However, I will consider the representations to which the honourable member has referred.

POORAKA SCHOOL

Mr. JENNINGS: Has the Minister of Education a reply to the question I recently asked about the Pooraka Primary School?

The Hon. JOYCE STEELE: The letter from the Pooraka Primary School Welfare Club to which the honourable member referred in his question, and which he later supplied to me,

listed a number of conditions which the club considered nullified its efforts to raise money to supply necessary school aids. In the first place, I cannot agree with the statement that the club's efforts are nullified by conditions at the school. The club stated that timber rooms at the school were freezing in winter and roasting hot in summer. I am informed that there are 19 classrooms, of which 15 are in solid construction in a modern building erected in 1964. The four timber classrooms all have electric strip heaters which are effective, and, in fact, sometimes have to be switched off in winter because the rooms become too warm. It is agreed that the rooms do become warm on a hot summer day as do other rooms, but they are used extensively in schools throughout the State. Two additional timber rooms are used for art and craft.

The average class size is 35.5 which is about the usual number for a school of this size. While the ultimate aim is to reduce class sizes to 30, this can be achieved only gradually. In fact, a significant reduction in class sizes has been made over the past 10 years. Funds have been available for the employment of temporary relieving teachers. The head is authorized to employ a temporary relieving teacher if more than one teacher is absent or a teacher is absent for more than one day. At Pooraka the Headmaster is not responsible for teaching duties and the Deputy Head shares a class with a teacher-librarian.

Under these conditions, it is possible for the Head or Deputy Head to take a class when a teacher is temporarily absent for a day without that class being dispersed among other classes. We are well aware of the increased efficiency which would result from clerical assistance to heads of schools, but it has not been possible to make funds available for this purpose so far. Heads do have clerical duties, but it is an exaggeration to say that they are snowed under with such duties. For some time, some primary teachers have received three years' training, and by 1971 all these teachers will be receiving three years' training.

JERVOIS BRIDGE

Mr. HURST: On July 28, the Jervois bridge at Port Adelaide was opened to traffic, and the people in the district appreciate the provision of this facility. However, I have noticed in the *Messenger* newspaper the following letter to the editor regarding pedestrians crossing this bridge:

The two left side traffic lanes are each about 13ft. wide. The footpath is approximately 5ft. 9in. wide and 7 $\frac{1}{2}$ in. higher than the road and pedestrians of course face the same direction as the passing traffic. Nearing the crest of the rise a woman was pushing a pram containing a baby and two small children were walking beside her. On a squally, rainy day with a south-west head wind on this convex, rising, curving ribbon of smooth, wet cement, a sudden squally burst of wind could sprawl anyone on to the road.

As this matter seems to require investigation with a view to possibly providing protective handrailing along the pedestrian crossing, will the Attorney-General ask the Minister of Roads and Transport to have the matter investigated, otherwise an accident may occur?

The Hon. ROBIN MILLHOUSE: Yes.

BARLEY

Mr. FREEBAIRN: Will the Minister of Lands ask the Minister of Agriculture whether the Australian Barley Board expects to clear its barley silos in this State before the coming harvest?

The Hon. D. N. BROOKMAN: I will ask my colleague.

URAILDLA SCHOOL

Mr. GILES: Has the Minister of Education a reply to the question I asked last Tuesday, as a matter of urgency, whether a tree expert could inspect, in the grounds of the Uraidla Primary School, a rare eucalypt called a candlebark which has some dangerous limbs on it but which the school committee does not want to lose?

The Hon. JOYCE STEELE: The safety of this tree has been discussed with the district building officer of the Public Buildings Department, who has made arrangements with the Woods and Forests Department for an early inspection of the tree and a report on ways and means which should be adopted to render it safe for all at the Uraidla Primary School.

YORKE PENINSULA WATER SUPPLY

Mr. FERGUSON: Has the Minister of Works a reply to my question about further water supplies for Yorke Peninsula?

The Hon. J. W. H. COUMBE: The Engineering and Water Supply Department has recently conducted a survey of existing shacks and shack sites on Yorke Peninsula. The system on Yorke Peninsula is heavily loaded at present and extensions cannot be

granted, as the supply to farmlands and permanent dwellings must be maintained. However, it is planned to carry out a flow investigation next summer, using the master meters now being commissioned, when an overall examination of the supply position will be made.

KINGSTON SOUTH WATER SUPPLY

Mr. CORCORAN: The Minister of Works will be aware that for several years I have advocated that the reticulated water supply at Kingston in the South-East be extended to Kingston South. Previously I have pointed out the development that has taken place in this area, adding that a water supply would hasten the development by attracting more people to the area. Will the Minister again look into the matter with a view to extending this supply?

The Hon. J. W. H. COUMBE: Although I know that the matter was reviewed some time ago and that I informed the honourable member accordingly, I will have another look at it.

POTATOES

Mr. EVANS: All members know that there is some disquiet about potato prices and the stabilization of the industry. I have a copy of the official organ of the Victorian Potato-growers Association, the *Potato Grower News*, dated August 1 which states that Western Australian growers are not seriously affected by the glut as they have a marketing board, though in Victoria, New South Wales, Tasmania, Queensland and South Australia there is no organization to control marketing prices. Will the Minister of Lands ask the Minister of Agriculture to ascertain from the Victorian Agriculture Department whether it is aware that South Australia has a potato board and, if it is not aware of that, can the Minister inform that department and the growers of that State that South Australia does have a potato board? As growers in Victoria are again trying to establish a stable price system, knowledge that South Australia has a board will give them some support in their efforts to stabilize the price throughout Australia.

The Hon. D. N. BROOKMAN: I will arrange the matter with the Minister of Agriculture.

MOORLANDS CORNER

Mr. NANKIVELL: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to my question about the possibility of lighting the Moorlands corner?

The Hon. ROBIN MILLHOUSE: Lighting at Moorlands would involve the accommodation of drivers' eyes to illumination for a brief

period followed by a readjustment to darkness. The driver's vision would be impaired to some extent for several seconds after leaving the lighted area, and this would be a dangerous situation at Moorlands, as the intersection is on a road curve. The intersection was deliberately designed to utilize safety bars rather than traffic islands, in order to avoid the necessity for lighting. The junction south of Tailem Bend is contiguous to the lighted area of that town and, because of this, is different from the Moorlands corner. At this site, traffic islands have been installed rather than safety bars. It is considered that the reflectorized signs and delineation at Moorlands provide sufficient indication of the form of the junction.

KIMBA MAIN

Mr. EDWARDS: As the Poldas-Kimba main is essential to the area from Lock to Kimba and beyond, can the Minister of Works say whether the \$6,000,000 allotted by the Commonwealth Government toward the cost of the Tailem Bend to Keith main will allow an increase in the State allocation in the next 12 months for constructing the Poldas-Kimba main?

The Hon. J. W. H. COUMBE: The announcement made in last year's Loan Estimates of the decision to proceed with the Poldas-Kimba main was made well in advance of the intimation that was received earlier this year of the Commonwealth's grant of \$6,000,000 toward the cost of the Tailem Bend to Keith main. This advance will be spent on that main. However, the State is preparing a case to be placed before the Commonwealth Government for a subsidy for the Poldas-Kimba main in the honourable member's district and, if this application is successful and a grant is made by the Commonwealth, that money will be devoted entirely to that main.

POINT TURTON

Mr. FERGUSON: Some time ago I introduced a deputation to the Minister of Marine concerning establishing a slipway at Point Turton for the use of fishermen, and on that occasion members of the District Council of Warooka explained the situation regarding slipways for fishermen in South Australia. Can the Minister say whether any progress has been made to establish this slipway?

The Hon. J. W. H. COUMBE: I recollect that after the deputation had been introduced by the honourable member I undertook to investigate this matter. Subsequently, it was referred to the Fishing Havens Advisory Committee, which is a committee investigating all

applications for this type of installation. I understand that the committee has investigated this matter and either has made or is about to make a report. I will inquire immediately so that I can give the honourable member a reply next week.

DESERTED WIVES

The Hon. D. A. DUNSTAN: Several complaints have recently been made that the Social Services Department has rejected applications for pensions by deserted wives on the ground that in most cases the proceedings taken or orders obtained by the wife under section 43 of the Social Welfare Act do not by themselves amount to proof of desertion. The problem is only in relation to the matrimonial offence of desertion. Several reasons exist for using section 43 in preference to section 66 of the Social Welfare Act, but the main reason is that the proof required under section 43 is much less than in section 66, and the only defence open is the *bona fide* offer of a home. It is much swifter to obtain an order under section 43 so that summary relief can be provided under that section, rather than under section 66. Once the order is obtained under section 43 there is no point in obtaining one under section 66. The Social Services Department has consistently held that, in order for a wife to qualify for a deserted wife's pension, either divorce proceedings or proceedings under section 66 of the Social Welfare Act should be taken, or that otherwise the offence of desertion must be proved to the Social Services Department. The mere fact that a section 43 order is in existence does not of itself satisfy the Social Services Department that desertion exists. Under section 66 of the Social Welfare Act the application before the court seeks summary protection, and unless the complainant wife expressly states that no order for relief from the obligation to cohabit is sought the court may grant her such an order. If the section 66 application is based on desertion and relief from the obligation to cohabit is granted then the wife is prevented, for five years, from taking proceedings for a dissolution of marriage, because desertion has stopped. Therefore, there are good reasons why applications under section 66 are not made in desertion cases. The refusal to grant pensions in the case of wives seeking orders under section 43 of the Social Welfare Act, therefore, throws the financial burden of maintaining such persons and their children on State Government relief and, of course, presents difficulties for the parties

themselves. Will the Minister of Social Welfare take up the matter with the Commonwealth Minister for Social Services, because it is apparent that, under present instructions to the local office of the Commonwealth Department of Social Services, this practice will continue and many deserted wives in South Australia, and the State in consequence, will face extreme financial difficulty?

The Hon. ROBIN MILLHOUSE: I was not aware of the situation until the honourable member raised the matter. I will certainly make inquiries.

CADELL TRAINING CENTRE

Mr. FREEBAIRN: Some departmental houses at the Cadell Training Centre have three bedrooms and, whilst these are very much appreciated by the bigger families living there, two or three large families are seriously handicapped by houses of that size. As I understand that the department is building additional houses at Cadell for the families of officers, will the Premier ask the Chief Secretary to consider having two or three houses with more than three bedrooms built or, alternatively, to consider having portable units fitted to houses occupied by larger families?

The Hon. R. S. HALL: I will get a report for the honourable member.

RIDGEHAVEN SCHOOL

Mrs. BYRNE: Has the Minister of Education a reply to my recent question about rear access to Ridgehaven Primary School?

The Hon. JOYCE STEELE: The land to the south of the school is not yet subdivided, but it is understood that plans exist for the subdivision. When this takes place, provision will be made for an access from Highland Drive, which runs parallel to the southern boundary of the school but is separated from the school property by a row of houses. On May 7, 1969, a recommendation was approved that steps be taken to provide a southern access to the Ridgehaven Primary School. Investigation has revealed that the plans for subdivision of the area will provide the access which is sought, but as road development will not have taken place at the time the school is opened, it will be necessary to make some provision for the children to enter the school from the southerly direction to obviate the necessity for a long detour. On July 23, 1969, Mr. Lokan, who is the owner of the land to the south of the school site, was asked whether he would be willing to grant a right

of way along the alignment that will be the footpath of the proposed roads so that children may have access. No reply has been received yet.

MURRAY BRIDGE ROAD BRIDGE

Mr. WARDLE: My question refers to the traffic bridge at Murray Bridge which is being used at present but which soon will be known as the old traffic bridge. Since the tabling in this House of plans for the new traffic bridge, a rumour that the old traffic bridge has a limited life has been rife. As this bridge serves an important section of the eastern portion of Murray Bridge, will the Attorney-General ask the Minister of Roads and Transport what the department considers the life of this bridge to be?

The Hon. ROBIN MILLHOUSE: I will certainly do that. I think that what the honourable member refers to as the old traffic bridge was a railway bridge at one time, so it must be fairly old. However, I will make inquiries about its expected life.

WEST BEACH TRANSPORT

Mr. BROOMHILL: Has the Attorney-General a reply from the Minister of Roads and Transport to my question about the bus route in the West Beach area?

The Hon. ROBIN MILLHOUSE: To provide improved public transport facilities in the developing areas at West Beach, the Municipal Tramways Trust intends to alter the terminal arrangement of the West Beach bus service. Buses will then traverse a wide loop in the housing estate between Burbridge and West Beach Roads. However, at present suitable roadways are not available for this purpose.

INDUSTRIAL SAFETY

Mr. HURST: When I had the privilege of addressing a safety seminar at Adelaide University in, I think, 1962, I recommended that employers, the Government, and trade unions combine to establish a permanent industrial safety exhibition in South Australia, and some time ago I read a press report that the establishment of such a centre was mooted. Will the Minister of Labour and Industry obtain a report on what this centre will comprise and on the progress being made with its establishment?

The Hon. J. W. H. COUMBE: The honourable member will appreciate that, under the Industrial Code, a special committee has been established to advise the Minister of Labour and Industry, and this committee has

done such valuable work that I have authorized the setting up of an exhibition such as the honourable member has referred to. I am sending invitations to the function at which I will open the exhibition on the morning of Friday, August 29, and the honourable member will probably head the list of invitees. I believe that this exhibition is a valuable adjunct to industrial safety and, as Minister of Labour and Industry, I publicly express my appreciation of the ready co-operation of employers and employees. I am most grateful for the exhibits that have been made available readily. I hope that this exhibition, to which the honourable member will certainly be invited, will be a great success.

KINGSTON ROAD

Mr. CORCORAN: Many years ago the road from Kingston to Millicent went through Robe and Beachport. However, I understand that a decision has been made, or is about to be made, to change the route from what I have understood to be the Princes Highway to a direct route from Kingston to Millicent. Will the Attorney-General ask the Minister of Roads and Transport whether a decision has been made on the route of Highway No. 1 between Kingston and Millicent and will he point out to his colleague that the Robe and Beachport Chambers of Commerce desire the route of Highway No. 1 to continue to be as they understand it to be at present, namely, a route through Robe and Beachport?

The Hon. ROBIN MILLHOUSE: Yes.

SEACOMBE ROAD

Mr. HUDSON: Has the Minister of Works a reply to my question of July 29 about the provision of a drain along Seacombe Road that may hold up the reconstruction of that road?

The Hon. J. W. H. COUMBE: There are no proposed sewer mains in Seacombe Road, although a 9in. sewer in Davenport Road is proposed, which crosses Seacombe Road. If necessary, the portion of the sewer across Seacombe Road that could be affected by the new roadworks can be laid, if desired, by the council, although the remainder of the sewer will not be laid for at least 12 months. However, the Engineering and Water Supply Department has proposals for a large trunk water main to be laid in Seacombe Road from near the South Road at Darlington to Brighton Road.

This trunk main will become necessary as the demand for water in the metropolitan area

increases; it is necessary to make the maximum use of the enlarged Happy Valley inlet tunnel and the new Happy Valley outlet tunnel, and the new main will form an important link in the total system when the main from Murray Bridge to Onkaparinga is completed. The Marion council has been advised by the department that this large trunk main will be required at some stage in the near future. No definite date has yet been fixed for the laying of this main, which will need to be examined and reported upon by the Public Works Committee.

It is hoped that work may be started on this main in the 1970-71 financial year, but this is in no way certain, and will depend upon the availability of Loan funds. In the meantime, the closest liaison is maintained with the Marion and Brighton councils so that the works of these councils will be co-ordinated as far as possible with that of the department.

Mr. HUDSON: The surface of Seacombe Road has been unsatisfactory for six years or more. Any work on the road was initially delayed because of the need to construct Drain No. 10, the large stormwater drain designed to take all the stormwater from the south of Seacombe Road to the sea.

The Hon. J. W. H. Coumbe: It is part of the south-western suburbs drainage scheme.

Mr. HUDSON: Yes. That stormwater drain was constructed in 1967. At that time, on approaching the Highways Department, I was informed that any further reconstruction of Seacombe Road itself would have to wait for at least one year, in order to allow for any subsidence that might occur as a result of the large earth-moving work that had occurred through the construction of Drain No. 10. Having continued to press the Highways Department on this matter, I have been informed that for this financial year the department has made grants available both to the Marion council and to the Brighton council for reconstructing this road. As I have said, this reconstruction was an urgent necessity back in 1967.

According to the Minister's reply, a large water main may be constructed in the 1970-71 financial year, and we will have the position where roadworks recently completed will have to be completely dug up again. Obviously, that is a totally unsatisfactory situation. In view of the urgent need for work to be undertaken on this road, will the Minister of Works examine the matter again for me with a view to bringing forward to the earliest possible date the construction of this trunk main along Seacombe Road, so that the work

necessary for reconstructing the road surface may take place as early as possible?

The Hon. J. W. H. CUMBE: I will examine the matter raised by the honourable member. As I said in the earlier reply, there is close liaison between the Engineering and Water Supply Department (both the Water Supply Branch and the Sewers Branch) and the councils involved, as is the case concerning the Highways Department.

TOTALIZATOR TICKETS

Mr. McKEE: Has the Treasurer a reply to my recent question about the number of applicants who have received payment in respect of 'on-course totalizator tickets' that have been lost?

The Hon. G. G. PEARSON: In accordance with the Lottery and Gaming Act, on-course totalizator dividends that are unclaimed for a period of two months from the date of issue must be paid by the clubs to the Government for credit of Consolidated Revenue. The amount so paid to Revenue in 1968-69 was \$22,025. The holder of a totalizator ticket upon which a dividend is payable may present it to the Treasury for payment up to 12 months after the date it was issued, and, during 1968-69, 66 such payments were made for amounts that totalled \$275.

During 1968-69, nine persons have been able to give satisfactory evidence to substantiate a claim that they had purchased a winning totalizator ticket but had subsequently lost or destroyed the ticket. The amount of dividends involved in these applications totalled \$144. No payment is made to claimants such as these until the period of 12 months, during which tickets may be presented to the Treasury for payment, has expired.

PORT PIRIE LAND

Mr. McKEE: Yesterday I asked the Minister of Education a question about land situated in Port Pirie on the corner of Balmoral Road and The Terrace. The Minister was good enough to obtain a reply and said it was intended to build departmental residences on the land concerned. Will the Minister now ascertain when the construction of these residences is likely to commence?

The Hon. JOYCE STEELE: Yes.

GRAIN FREIGHTS

Mr. HUGHES: About a fortnight ago I asked the Premier for information concerning freight charges from a railway siding to the terminal port, and I asked the same

question last Tuesday. I am asking that question again today and, if the Premier does not have the relevant information, will he tell the House the reason for the delay in obtaining it?

The Hon. R. S. HALL: Looking through my list, I see that the question referred to was asked on July 24 and that, as the honourable member said, it concerned the charge made by the South Australian Railways for moving grain by road. The question was asked again on August 5. I will find out what has happened to the reply.

LIFTS COURSE

Mr. VIRGO: I earlier asked the Attorney-General to ask the Minister of Roads and Transport to consider re-imbursing departmental employees undertaking a lifts course at the Kilkenny Trades School. Although the Attorney-General was good enough to give me a reply on Tuesday, it unfortunately told me merely what I already knew. The purport of my question was whether the Minister would consider treating this as a special case, because these men were undertaking the course for the benefit of the Railways Commissioner in the execution of their duties. Will the Attorney-General ask his colleague to consider this request?

The Hon. ROBIN MILLHOUSE: I will follow up the matter again.

BEACHPORT ROAD

Mr. CORCORAN: Will the Attorney-General be good enough to ask the Minister of Roads and Transport to outline the Highways Department's programme regarding the reconstruction of the road between Robe and Beachport? This road is—

At 4 o'clock, the bells having been rung:

The SPEAKER: Call on the business of the day.

LEAVE OF ABSENCE: MR. L. G. RICHES

Mr. HUDSON moved:

That three months' leave of absence be granted to the honourable member for Stuart (Mr. L. G. Riches) on account of ill-health.

Motion carried.

LOAN ESTIMATES

His Excellency the Governor, by message, recommended to the House of Assembly the appropriation of such amounts of the revenue and other moneys of the State as were required

for all the purposes set out in the Loan Estimates for the financial year 1969-70 and the Public Purposes Loan Bill, 1969.

The Hon. G. G. PEARSON (Treasurer) moved:

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the Loan Estimates for the year ending June 30, 1970, as set out in Parliamentary Paper No. 11.

Motion carried.

In Committee.

The Hon. G. G. PEARSON: I am very pleased today to be able to present to the House estimates of Loan expenditures that restore a level of activity of works and advances that is consistent with a progressive and expanding economy based upon full employment and a strong migration programme. These estimates propose that the whole of the new Loan funds currently becoming available will be devoted toward capital and developmental purposes and will constitute a record level of expenditure about 16 per cent above last year in combined works and housing programmes financed from Government Loan funds. At the same time, works expenditures by statutory authorities from semi-governmental borrowings and other sources of funds will also proceed at high levels.

Twelve months ago, I gave members a brief review of the state of both Loan and Revenue Accounts and pointed out that the Government's first consideration had been to see that the balance of Loan funds unspent at June 30, 1968, should be reserved to the greatest practicable extent towards covering revenue deficits outstanding at that time and to contain to the lowest practicable limit any further net loss of cash during 1968-69 on the two accounts taken together. The proposal then was to reserve in full the Loan balance of \$5,658,000 towards offsetting cumulative revenue deficits of \$8,365,000, and, after allocating \$19,500,000 of new funds for housing, to carry out a general Loan programme aggregating \$91,640,000. The financing of the latter programme was expected to use all but \$400,000 of funds becoming available during the course of the year. The addition of \$400,000 reserved to the known balance of \$5,658,000 available at June 30, 1968, would have given a balance on Loan Account at June 30, 1969, of a little over \$6,000,000.

The allocation for housing was made as planned and the overall transactions financed from these special housing funds were close to

estimate. However, there were some variations from estimate both in the extent of recoveries and in the general works programme and, instead of a small build up of \$400,000 in balances as proposed, there was an actual surplus of \$6,819,000 during the year, so that the balance of funds held on Loan Account had increased to \$12,477,000 by June 30, 1969. The balance was augmented because, in addition to the new borrowings, which were as originally approved by the Australian Loan Council, the total funds becoming available were increased by about \$1,700,000, as repayments and recoveries of previous expenditures exceeded estimate. The largest single item of repayments was a settlement earlier than expected by the Highways Department for land required for road purposes in the old Islington sewage farm area.

Total payments at \$86,918,000 were about \$4,700,000 below the appropriations approved in the Loan Estimates. The major variations were falls below estimate of almost \$4,000,000 for Government buildings and land, almost \$900,000 for waterworks and sewers, and almost \$600,000 for railway projects. On the other hand, there was an excess above estimate in provisions for the Natural Gas Pipelines Authority. For the latter it was necessary to make short-term advances of \$3,000,000 to supplement specially approved borrowing arrangements, whereas only \$1,000,000 had been contemplated in the original Estimates.

The fall below estimate in the payments of the Public Buildings Department was due to rather less rapid progress than expected in the programmes for three major hospital works. For the Strathmont and Queen Elizabeth Hospital projects it was necessary in the interests both of economy and effective programmes to spend considerable time in the examination of alternatives submitted by tenderers, and accordingly contracts were let later than expected. For the Royal Adelaide Hospital, the delivery of a large amount of major equipment from overseas has been latterly rather behind schedule. The under-expenditure of the Engineering and Water Supply Department was likewise due in large measure to delivery of equipment being delayed for a short time. The projects included pumping equipment for the Mannum-Adelaide and Morgan-Whyalla mains and mechanical and electrical equipment for Bolivar sewage treatment works. For the Railways Department, temporary savings occurred due to late delivery of a locomotive and to the fact that

the planned works programme was provided to a greater extent from stocks already on hand.

I would make clear that the under-expenditures last year have not been caused by the omission or planned deferment of any proposed works. All projects have proceeded as quickly as practicable having regard to the capacity of departments to plan and supervise efficiently and to the capacity of industry to construct or supply. Any delays in timing and the consequent carry over of commitments into 1969-70 have been taken into account in adding to this year's allocations, which I shall comment on in detail a little later. I make clear the Government's firm view that it would be financially irresponsible to attempt at short notice to implement a crash programme of new works simply designed to mop up temporary savings that may occur in a particular year. That would lead to waste and inefficiency, and in any case the commitments involved were already made last year and would have to be met within a month or two of the original target date. The only way in which departments can plan realistically and efficiently to carry out the Government's policies is to be given longer-term programmes and the assurance that annual allocations will be framed having regard to the overall programme, and that any unavoidable variations in the timing of expenditures will be taken into account by the Government in the annual Budget reviews.

The earlier expectation had been that the 1968-69 Revenue Budget result would inevitably be a significant deficit unless the Commonwealth could be prevailed upon to increase its general-purpose grants considerably. As members will recall from my explanation covering the Supplementary Estimates in June, there was some success in securing an increase in Commonwealth grants late in the year owing to the approval of a special grant to South Australia and to other movements in grants affecting all States. I intend to comment fully on these matters when presenting the Revenue Budget next month. For the moment it may suffice to say that our firm control of expenditures and the late increases in Commonwealth grants enabled the State to achieve a minor surplus of \$460,000 for 1968-69 after meeting the cost of salary and wage awards that were handed down subsequent to the Budget's being presented, and accordingly to reduce the accumulated balance of deficits on Consolidated Revenue Account to \$7,905,000 at June 30, 1969.

Before dealing with considerations arising from the offsetting of the balances of the two accounts, Loan and Revenue, as at June 30, 1969, I think it would be useful for me to give some details of the funds likely to become available during the course of 1969-70. At the meeting of the Australian Loan Council in June last, the Commonwealth agreed to give its support to a total programme of \$758,000,000 for State works and housing. This is an increase of \$48,000,000, or a little less than 7 per cent above the 1968-69 total of \$710,000,000. South Australia's share of the total determined is \$103,920,000, which is \$6,580,000 above the \$97,340,000 allocation for 1968-69. After nominating the sum of \$21,250,000 to be taken under the terms of the Commonwealth-State Housing Agreement there remains available for the State's general works programme a new borrowing allocation of \$82,670,000.

Repayments and recoveries of expenditures from Loan Account, some in respect of earlier years' outlays and some corresponding to current outlays, are expected to reach a total of \$18,500,000, which would be about \$2,600,000 above the 1968-69 recoveries. This increase is expected to arise almost entirely from variations in large and unusual items, and only to a small extent from the normal annual increase in various departmental repayments. On the one hand, there will be fairly large falls below the 1968-69 level of recoveries from sales of Islington land, recoveries from the Highways Fund on account of the Morphett Street bridge project, and from the Leigh Creek coalfield accounts. On the other hand, these falls will be more than offset by increased Commonwealth grants towards specific capital projects including teachers colleges, buildings for the Mental Health Services, and the Tailem Bend to Keith main, by recoveries of temporary advances made to the Natural Gas Pipelines Authority, by the sale of the Government's previous investment in Cellulose Australia Limited, and by an accounting rearrangement expected to follow approval of the West Lakes Development Scheme. I will comment further on these matters when dealing with the details of departmental proposals.

Taking into account the new borrowings of \$82,670,000 for general purposes, and the probable repayments of \$18,500,000, it can be seen that the Government expects to have available in 1969-70 more than \$101,000,000 apart from balances held at June 30, 1969.

After a careful review of the detailed programmes submitted by departments, including requirements for work already in progress, a broad assessment of the capacity of departments and contractors to plan and carry out new works, and an estimate of the probable commitment which would follow in 1970-71 and future years from the commitment of works this year, the Government concluded that it should plan a 1969-70 programme at a level sufficient to absorb fully the funds currently becoming available, but that it would be prudent at this stage to reserve most of the existing Loan balances of \$12,477,000 held at June 30 last. The programme set out in the Loan Estimates now before members totals \$101,716,000. This will require all funds becoming available during 1969-70 and make a small call, of about \$550,000, on the funds held from previous years. Excluding the appropriation of \$1,061,000, which is part of an accounting re-arrangement in respect of funds already invested in assets relating to the West Lakes Development Scheme, the 1969-70 programme now proposed would entail expenditures about 16 per cent greater than actual payments for the Loan programme of 1968-69.

As I have indicated, the Government considers it prudent at this stage to hold in reserve practically the whole of the Loan funds accumulated to the end of June, 1969. It is quite clear that of the balance of \$12,477,000 so held we must continue to hold \$7,905,000 as an offset to the revenue deficits, which had been actually incurred and were outstanding at June 30, 1969. If a small amount of, say, \$550,000 is required to support this year's capital programme there would remain a little more than \$4,000,000 for other purposes. The very difficult problems of the Revenue Budget seem likely to continue. As yet the Commonwealth has not given any firm undertaking to make additional general-purpose grants during this year, nor has it yet given any indication that it is prepared to support a rearrangement of the financial agreement expiring next June in a form that will give the States real relief. Therefore, although we have carefully controlled our expenditures and increased taxation, the prospect, at the moment, is for a deficit situation. In addition, there could be seasonal factors involving primary production and water supply, and marketing problems, which would adversely affect movement of grain. Almost certainly there will be wage and salary awards that will increase Revenue Budget expenditures.

For any or all of these reasons, it is necessary to hold Loan funds to ensure that cash is available to meet the Government's accounts.

Another important consideration is the future effect of our carrying out this year a capital programme about 16 per cent above last year's. Many projects to be commenced will inevitably carry over into next year, and the maximum increase in new funds that could be safely estimated in 1970-71 would not exceed 7 per cent. It is clearly desirable that a reasonable volume of accumulated Loan funds should, if possible, be carried forward into 1970-71 to supplement the new funds becoming available so that a steady rather than a disjointed increase in capital programmes may be achieved over a period of years. Whether the uncommitted balance of Loan funds presently held will be sufficient to facilitate continued steady development at the rate now being proposed will depend largely upon possible requirements for any future revenue deficits.

The allocation of \$21,250,000 of 1969-70 new borrowings to housing in terms of the Commonwealth-State Housing Agreement, an increase of \$1,750,000 above the allocation of \$19,500,000 last year, is the highest amount ever allocated in this State. Although the \$19,500,000 allocated last year was lower than for several years it proved to be adequate, because of the fall in demand in two previous years. The rate of application for loans is now increasing in line with the general improvement in the economy; hence, it is prudent to provide more funds to accommodate demand and thus avoid long waiting periods for loans and the associated problems of bridging finance. Further, the Government desired to support the Housing Trust programme for increased rental accommodation. After providing for advances of \$9,750,000 to the trust, there will remain \$11,500,000 of new borrowings to be distributed through the Home Builders' Account. This amount is expected to be supplemented by about \$1,700,000 of net recoveries from interest and from repayments of previous advances so that the total new moneys available for distribution from the account will be about \$13,200,000. Of this it is proposed that \$11,480,000 be advanced to the State Bank and \$1,720,000 to building societies to support an increased programme of lending to individual house purchasers. These are increases of about 15 per cent beyond the 1968-69 allocations.

The programme of semi-government borrowing approved by the Australian Loan Council in June totalled \$372,000,000, comprising

\$364,500,000 for normal annual purposes and \$7,500,000 for special requirements. The latter figure includes up to \$5,500,000 for specially approved borrowings towards financing the South Australian natural gas pipeline. South Australia's share of the normal annual programme is \$19,130,000, and of this \$10,000,000 is to be allocated to the Electricity Trust, \$4,250,000 to the Housing Trust, \$350,000 to the pipelines authority, and \$4,530,000 to the larger local government borrowers. For local government bodies and statutory authorities wishing to borrow individually not in excess of \$300,000 this year, there is no aggregate limit. Under these arrangements the State Bank intends to borrow \$300,000 this year, as in earlier years, to assist in financing the loans to producers scheme.

The Electricity Trust and the Housing Trust will continue to supplement their capital provisions with internal funds such as surpluses, capital recoveries, and their normal maintenance and depreciation provisions. I touch briefly on one matter which bears heavily on the Revenue Budget and which I will deal with in more detail when the Budget is introduced. The South Australian Government shares with all State Governments a great and growing concern at the impact of debt services. That impact will, of course, be made even heavier by the recent increases in interest rates. Those recent events have given even more weight to the States' contention that there must be a new approach worked out between the States and the Commonwealth to the methods of financing essential State activities, including capital and developmental works such as those included in the Loan Estimates. Meanwhile, the Government for its part will continue its efforts to see that Loan funds are used economically and effectively in the best interests of the State. I now turn to the proposed departmental programmes, the main details of which are as follows:

ADVANCES FOR HOMES, \$650,000—The State Bank, which administers the advances for homes scheme on behalf of the Government, also handles the detailed allocation of a large part of the moneys which the State borrows at a concessional rate of interest under the terms of the Commonwealth-State Housing Agreement and which it makes available through the Home Builders' Account. State Loan funds now form only a very small part of the bank's home lending programme. The \$650,000 proposed this year from general Loan funds will be used in financing the purchase of houses constructed by the Housing Trust,

mainly in country areas. Because of arrangements with the Commonwealth, the Housing Agreement moneys are not available to finance the purchase of Housing Trust dwellings. In 1969-70 the bank is likely to have available for lending a total of about \$14,000,000. This will be derived from new borrowings under the Housing Agreement, State Loan funds, repayments of previous advances, and use of balances on hand.

During 1969-70 the bank is approving loans under the Housing Agreement out of the Home Builders' Account upon new houses at the rate of 32 a week as compared with an average of 28 a week in 1968-69, and loans upon established houses at the rate of three a week, instead of two a week last financial year. The prime intention of the Home Builders' Account is to assist in the financing of new houses and, consequently, a limit is placed in the agreement with the Commonwealth on the proportion of lending upon established houses. The waiting time for a loan upon a new house is about eight months, but it is much longer for an established home. Until four years ago no provisions were made out of Government funds for lending from the State Bank for established houses. At that time the previous Government approved the provision for that purpose of \$200,000 a year. The present Government last year approved a rate of approvals estimated to absorb about \$650,000. Unfortunately, the registered waiting list for loans upon established homes has latterly so increased that at last year's rate of approval the future waiting period has extended to between four and five years. Even with the approved increase to three approvals a week in 1969-70, recent listings seem likely to wait something like three years. Because of the great extension of this waiting time and the rate at which new listings have been occurring, the bank is for the time being ceasing to accept new formal listings for established homes. It is informing all future inquirers of the prospective waiting period of three years or so, advising strongly that they seek funds elsewhere, accepting only provisional listings which carry no firm commitment to accept an ultimate loan application, and requiring the provisional listings to be renewed after 18 months if the applicants are not elsewhere satisfied in the meantime.

LOANS TO PRODUCERS, \$1,400,000—During 1968-69 the bank advanced \$1,892,000 under the Loans to Producers Act. This amount was made up of \$1,494,000 to distilleries, fruit-canning and fruit-packing houses and other processors of fruit, \$310,000 to finance an egg

marketing co-operative, \$76,000 to processors of dairy products, and \$12,000 to fish handling co-operatives. Of this total, \$1,492,000 was provided from State Loan funds, \$300,000 from new semi-government borrowings and \$100,000 from balances held from the previous year.

It is proposed that about \$1,700,000 will be available in 1969-70 to enable the bank to continue to assist in financing capital extensions by co-operative enterprises of this nature. An amount of \$1,400,000 is to be provided from Loan Account and \$300,000 will be raised by way of new semi-government loans. Approvals of loans were abnormally high last year and from information currently available it appears that advances will not be required to quite the same extent.

AVANCES TO SETTLERS, \$120,000—During 1968-69 the bank advanced \$88,000 under the Advances to Settlers Act towards farm buildings and houses, farm water supply improvements, and land development. It is proposed that \$120,000 be provided for these purposes in 1969-70.

ADVANCES TO STATE BANK, \$600,000—Advances of State Loan funds are required by the State Bank from time to time to provide additional capital for the bank's normal trading bank services for primary producers, secondary industry, and commerce. It is expected that certain funds held on deposit at the bank will be drawn upon heavily during 1969-70, particularly by the Municipal Tramways Trust, which has been holding funds temporarily at the bank pending their use in the re-equipment programme, which will proceed at an accelerated rate this year. The Government proposes that \$600,000 be advanced from Loan Account this year to recoup in some measure this withdrawal of deposits and so support the important and expanding general banking functions of the State Bank.

STUDENT HOSTELS, \$300,000—Advances by the bank under the Student Hostels (Advances) Act amounted to \$301,000 last year, and a further \$300,000 is proposed in 1969-70. The loans are designed to assist in the financing of boarding accommodation at various educational institutions principally for country students, and are made on a long-term basis and on favourable conditions comparable with loans for housing purposes.

ROADS AND BRIDGES, \$200,000—A provision of Loan funds of \$200,000 is proposed this year in case it should be necessary to supplement the funds available to the Highways

Department from State motor taxation and from contributions under the Commonwealth aid roads legislation. The Government intends to ensure that this State qualifies for the maximum matching grants available from the Commonwealth Government. To attract those grants in full and to cover temporary variations in the impact of acquisitions, it may be necessary to make some short-term advances of State Loan funds.

SOUTH-WESTERN SUBURBS DRAINAGE, \$2,600,000—Actual payments from Loan Account in 1968-69 were \$1,618,000, taking the total expenditure to June 30, 1969, to \$5,486,000. Members may recall that approval was given to an extension of the first stage of the drainage scheme to provide for the re-aligning, deepening, widening and concrete lining of sections of the Sturt River to improve the flow of water, and the total cost of the first stage was re-estimated at almost \$8,000,000. All of the funds required are being provided from Loan Account and then half of the cost, apart from a special contribution of \$1,000,000 being made available by the Government towards the added costs associated with the work in the lower reaches of the river, will be recovered subsequently by instalments from the local authorities whose areas will benefit. Expenditure last year was mainly for the reconstruction of the Sturt River channel and the construction of associated drains. To enable the scheme to be completed as quickly as possible, a substantially increased allocation of \$2,600,000 is proposed in 1969-70. Of this figure, \$2,200,000 has been set aside for improvements to the river channel and the Patawalonga Basin, and \$400,000 for various drains. A proposal for Stage II of the drainage scheme at an additional cost of some \$2,500,000 has been submitted to the Parliamentary Standing Committee on Public Works for investigation and report.

OTHER URBAN DRAINAGE, \$750,000—Actual payments from Loan Account in 1968-69 were \$209,000. To assist councils in the disposal of floodwaters, the Government provides dollar-for-dollar subsidies up to approved limits for the construction of suitable projects for main drains. Councils are responsible for finding their quota of one-half of the funds required and for carrying out the actual work.

Work was carried out last year on approved schemes in the Adelaide, Enfield, Hindmarsh, Marion, Payneham, Prospect, Salisbury, St. Peters, and Woodville council areas. The sum

of \$750,000 is provided in 1969-70 to continue work on many of these schemes already approved and to commence new schemes in the metropolitan area and in country towns as approved during the year.

PUBLIC PARKS, \$300,000—This provision continues the existing arrangements for the purchase of land for public parks and recreation areas and for grants to local government authorities to assist them in the purchase of open areas to be used for such purposes. In assisting local authorities in this manner, the Government's normal policy is to provide a grant equal to one-half of the Land Board's valuation of the open area being purchased. Any amount remaining unspent at the end of the year from this provision is to be transferred to a deposit account so that it may be available for such purposes as required in the future.

LANDS DEPARTMENT—BUILDINGS, PLANT, ETC., \$440,000—Actual payments from Loan Account in 1968-69 were \$89,000. The amount proposed for 1969-70 has been increased substantially following approval for the purchase of specialist machinery for the Mapping Branch of the Lands Department. This is an initial part of the programme to install the Mapping Branch in the new Government Printing Office building to be constructed at Netley, and to re-equip that branch.

IRRIGATION AND RECLAMATION OF SWAMP LANDS, \$430,000—Actual payments from Loan Account in 1968-69 totalled \$425,000. Works completed during the year included a new overhead storage tank at North Berri, mains at Loveday and Waikerie, and improved drainage facilities at Cadell. Proposed expenditures in 1969-70 include the following: The sum of \$40,000 is required to complete a new pumping station at Cadell. The building has been completed and suction and delivery lines are being installed. The scheme is estimated to cost \$120,000. The sum of \$40,000 is set aside to complete the construction of an overhead storage tank at Barmera to replace the existing tank, which is no longer capable of meeting requirements, and \$10,000 is provided to extend the reticulated supply to the East Lake area. Further, \$204,000 is proposed for reconstruction and replacement of old channels with pipemain. Of this figure, \$95,000 is required for portion of the main channel at Cooltong. Funds are also provided for various pipelines, buildings, plant and other minor works.

SOUTH-EASTERN DRAINAGE, \$300,000—Actual payments from Loan Account in 1968-69 were \$453,000. Expenditure was mainly in the Eastern Division, where the works provide for the drainage of 727,000 acres of land between Kalangadoo and Naracoorte. The first stage of the scheme involving the construction of a main outlet drain from Mosquito Creek at Struan via Bool Lagoon to the sea at Beachport is operative, and only minor works are required for its completion. During the year satisfactory progress was made on the second stage of the scheme consisting of the enlargement and extension of Drain C, the enlargement of the **Baker Range drain and the construction of a new Killanoola drain**. The sum of \$300,000 is provided this year, \$198,000 being for the construction of additional subsidiary drains in the Western Division, \$82,000 for the completion of stop banks at Bool Lagoon and cleaning-up operations along the Mosquito Creek inlet channel in the Eastern Division, and \$20,000 for various minor works.

RENMARK IRRIGATION TRUST, \$250,000—The Renmark Irrigation Trust Act provides for the Government to finance the cost of constructing a pumping station at Renmark together with rising mains and ancillary works, up to a total amount of \$1,120,000. Two-sevenths of the amount advanced is to be by way of grant and the remainder by way of loan repayable by instalments by the trust. The Act also provides for Government grants not exceeding \$1,000,000 in total to be paid to the trust towards the cost of rehabilitation of the irrigation works and the provision of additional drainage work. The earlier proposals for the pumping station and ancillary works are being revised following an overseas visit last year by representatives of the trust. Payments from Loan Account in 1968-69 towards the cost of approved works totalled \$600,000. A reduced provision of \$150,000 is required this year for work on the pumping station and rising mains, pending revision of the scheme now in progress. The agreed annual payment of \$100,000, up to the limit of \$1,000,000 set down in the Act, is provided towards rehabilitation of the irrigation works and for additional drainage works.

AFFORESTATION AND TIMBER MILLING, \$2,450,000—Actual payments on the forestry undertaking in 1968-69 were \$2,512,000, of which \$2,282,000 was provided from Loan Account and \$230,000 from special advances from the Commonwealth Government under the terms of the Softwood Forestry Agreements Act. The main items of expenditure were:

	\$
Purchase of land	415,000
Maintenance of existing forests	422,000
Preparation of land and planting	731,000
Log debarking and chipping equipment	83,000
Control of Sirex wasp	58,000
Purchase and erection of houses and other buildings	37,000
Purchase and installation of plant and equipment at mills and forest areas	358,000
Administration	408,000
	\$2,512,000

For 1969-70 a total amount of \$2,750,000 is proposed, \$2,450,000 to be provided from Loan Account and \$300,000 from Commonwealth advances under the softwood forestry agreement. The more important provisions are as follows: \$450,000 is proposed to meet the cost of recurring maintenance services involved in forest establishment and development, and \$919,000 is required for preparation of land and planting. About 6,000 acres will be planted during 1969-70 and, after allowing for clear felling and for fire losses, the total area of State pine plantations will be about 185,000 acres at the end of June next. The sum of \$373,000 is provided for the purchase of land suitable for forestry as it becomes available, and \$58,000 is set aside as a further contribution to the National Sirex Fund for research purposes. In addition, \$145,000 is provided for the construction of a new regional office at Mount Gambier. Three items (\$1,930,000 for felling and hauling mill logs, \$2,950,000 for sawmill working expenses, and \$770,000 for administrative expenses applicable to sawmill working) will be charged against a working account and recovered out of receipts from timber sales. The last item (\$460,000 for administrative expenses applicable to forest establishment) will remain a charge against Loan Account.

RAILWAY ACCOMMODATION, \$7,700,000—Expenditure from Loan Account on railway capital works in 1968-69 amounted to \$5,212,000. The major works completed during the year were the construction of 20 suburban railcars, 17 ballast hopper waggons, the conversion of 100 waggons from 3ft. 6in. gauge to 4ft. 8½in. gauge, and improvements to freight vehicles. The requirement this year for Way and Works Branch is \$3,380,000, and the main appropriations are as follows: \$1,860,000 is provided for sundry works such as track relaying, bridges and culverts, signalling and safety devices, minor buildings and improvements to yards as they are required.

The sum of \$20,000 is required for the completion of fencing for the new railway from Ceduna to Kevin. The estimated total cost of the railway is \$1,500,000 and \$1,480,000 had been spent to the end of June last. Also, \$120,000 is provided for the purchase or construction of houses for employees and \$780,000 for plant and sundries,

A special provision of \$600,000 is made in the railways Loan Estimates this year as a first contribution toward a special programme of betterment of permanent way adopted in accordance with the recommendations of an expert committee which inquired into derailments. The special programme will also require additional revenue appropriations for overtaking deferred maintenance of the permanent way upon the main railway lines. For Rolling Stock Branch items, \$4,320,000 is required in 1969-70, the more important provisions being as follows: \$419,000 is required for progress payments for nine diesel-electric locomotives and \$626,000 is provided for work on nine suburban railcars; \$216,000 is set aside to complete five joint stock brake vans and spares, and \$168,000 to complete three joint stock lounge-cafeteria cars; \$655,000 is proposed for the construction of 50 louvre vans, and \$645,000 for work on 42 flat waggons; and \$236,000 is required to continue the programme of modifications and improvements to freight vehicles.

During 1968-69 further progress was made on the conversion to 4ft. 8½in. gauge of the existing narrow-gauge railway from Port Pirie to Cockburn and the extension of the 5ft. 3in. gauge from Terowie to Peterborough. Arrangements were finalized last year for the construction of that part of the standard gauge line from Cockburn to Broken Hill. The estimated total cost of the complete scheme is about \$48,000,000, and the funds are being provided initially by the Commonwealth Government under standardization arrangements. The sum of \$8,000,000 was spent last year for earth and bridge works, track-laying, ballasting, improvements to station yards, and the manufacture and conversion of sundry rolling stock items. Work will continue in 1969-70, and expenditure of almost \$9,200,000 of Commonwealth funds is proposed. The sum of \$643,000 is provided from Loan Account for the provision of six diesel-electric locomotives and spares for 4ft. 8½in. gauge, the conversion of six diesel-electric locomotives from 3ft. 6in. gauge to 4ft. 8½in. gauge, and for sundry items of rolling stock.

HARBORS ACCOMMODATION, \$4,725,000—Actual payments from Loan Account in 1968-69 were \$2,987,000 and progress was made on a number of projects. I will comment on that progress while dealing with this year's provisions, which are as follows: \$650,000 is provided to continue work on the provision of berthing facilities for interstate container and roll-on-roll-off traffic. The scheme is estimated to cost \$1,654,000 and consists primarily of a wharf for a 430ft.-long vehicular container ship, dredging, paving and associated works; \$750,000 was spent on the scheme last year, and all dredging work has been completed. The sum of \$850,000 is required for further work on widening and deepening the river channel between the Outer and Inner Harbours. The scheme, which is necessary to cater for the larger ships now in general use, includes extending the Outer Harbour swinging basin, providing beacons in new positions, and reclaiming low-lying land. The estimated total cost is \$6,750,000, and \$3,550,000 had been spent to the end of June last. The sum of \$90,000 is proposed to continue the construction of a swinging basin opposite No. 3 dock, Port Adelaide. This basin is required to cater for the larger vessels berthing in the Inner Harbour and is estimated to cost \$378,000.

The sum of \$1,037,000 is provided for further work on the provision of bulk loading facilities at Port Giles. The estimated total cost is \$2,264,000, and \$1,150,000 had been spent to the end of June last. Of this, \$730,000 was spent last year on the jetty structure and the fabrication of the conveyor structure. Additional funds have been allocated this year and, as previously announced, the provisions will enable the new port to operate as from May next, instead of October-November as previously planned. The sum of \$1,253,000 is proposed to commence work on dredging and other port improvements at Thevenard to allow larger vessels to engage in the export of wheat and gypsum. The scheme involves the deepening of the entrance channel and the reconstruction of the jetty. The estimated total cost is \$2,158,000.

WEST LAKES DEVELOPMENT, \$1,061,000—Negotiations were carried out over a long period with respect to the possible development by the Government and private enterprise of the area of about 1,650 acres of low-lying land around the Upper Port Reach. As a result of those negotiations, a firm arrangement has now been made with Development

Finance Corporation Limited, and the Government intends to introduce enabling legislation as soon as possible. At that stage full details will be given to the House. In the meantime it is desirable to bring together in the one account the records of past expenditures and the outstanding liability of the South Australian Housing Trust, the Marine and Harbors Department, and the Lands Department for the land which is the subject of the special arrangement. The appropriation of \$1,061,000 from a new Loan account to recoup the accounts of the three authorities will in itself have no net impact on Government finances. The estimate of Loan repayments in 1969-70 includes \$106,000 likely to be received from the company as an initial contribution after the passing of legislation.

FISHING HAVENS AND FORESHORE IMPROVEMENTS, \$225,000—Actual payments from Loan Account in 1968-69 were \$207,000, and work on the new Glenelg jetty was completed; \$225,000 is proposed this year for work on a number of projects to provide improved facilities, the more important being \$39,000 to complete extensions to the jetty at Cape Jaffa, \$54,000 for the construction of a landing structure at Coffin Bay, and \$20,000 to commence the reconstruction of the slipway at Robe.

WATERWORKS AND SEWERS, \$30,965,000—Actual payments from Loan Account for water and sewer works in 1968-69 were \$27,526,000. During the year the Chandler Hill and Heathfield tanks and pumping stations were completed at a cost of \$595,000. The permanent pumping station for the water supply scheme at Middle River, Kangaroo Island, was completed, the total expenditure on the work amounting to \$1,696,000. The scheme had previously been brought into commission by the use of a temporary pumping plant. A scheme to improve the quality of water at Millicent was completed at a cost of \$566,000, and at Coober Pedy work on a bore, pumping plant and desalination equipment was completed at a cost of \$169,000. Sewerage schemes were also completed and brought into commission at Paradise-Campbelltown at a cost of \$700,000, at Hope Valley and Highbury at a cost of \$545,000, at Ottoway-Hardwicke at a cost of \$389,000, and at Mannum at a cost of \$567,000. Work was carried out on a number of schemes which were still in progress at the end of June last, and I intend to deal with them as well as with new works in commenting on the 1969-70 proposals, for which \$30,965,000 is provided.

Metropolitan Waterworks, \$10,559,000—The sum of \$912,000 is proposed to continue work on the provision of additional pumping plant for the Mannum-Adelaide main. This work, which will provide for the optimum capacity of the main, is estimated to cost \$2,083,000. Expenditure last year was \$660,000, and \$910,000 had been spent to the end of June last. The sum of \$4,683,000 is provided for further work on the Murray Bridge to Onkaparinga main which will augment the metropolitan water supply by pumping water from the Murray River main, and lifting it through three pumping lifts for discharge into the Onkaparinga River. The estimated total cost of the scheme is \$25,250,000, and \$1,496,000 was spent last year. Camp facilities at Murray Bridge and Nairne are complete, pipe manufacture is well advanced and about two miles of main has been laid. Tenders have been called for machinery for No. 1 pumping station.

Another scheme designed to improve the supply of water to the metropolitan area is the Kangaroo Creek reservoir, which is estimated to cost \$5,300,000. Expenditure to the end of June last was \$3,837,000, and \$1,166,000 is provided this year. The construction of the main embankment is almost complete, and concrete has been placed over two-fifths of the upstream face. The intake structure is about 85 per cent complete and all of the pipework in the structure has been installed. The reservoir area has been cleared and fencing is well advanced. Funds are also provided for extensions and improvements to the water supply at Braeview, Elizabeth, Modbury, Salisbury, and Torrens Island and Gillman areas, and for fluoridation equipment at various reservoirs to provide for the eventual fluoridation of the metropolitan water supply.

Country Waterworks, \$8,337,000—The sum of \$575,000 is proposed to continue the construction of a main, which will connect the Tod trunk main near Lock with Kimba. Water will be drawn from the Polda Basin, and the main will provide an assured supply to the township of Kimba as well as to extensive areas of farm lands. The estimated total cost of the scheme is \$2,264,000, and \$207,000 was spent last year. The sum of \$1,051,000 is set aside for further work on the duplication of the Morgan-Whyalla main. This scheme is nearing completion with four new pumping stations at an advanced stage of construction and two 12,500,000-gallon storage tanks at

Whyalla due to be in operation towards the end of 1969. All pipeline work has been completed. Work will continue this year on the construction of the pumping stations and the installation of pumping and ancillary machinery. The scheme is estimated to cost \$30,750,000, and \$29,571,000 had been spent to the end of June last.

The sum of \$1,260,000 is provided to continue work connected with a main from the Murray River at Swan Reach to Stockwell. The 32-mile main has been completed and all storages, apart from two 12,500,000-gallon tanks comprising the summit storage, are in operation. During 1969-70 it is proposed to complete the storage tanks and continue the construction of three permanent pumping stations. Temporary pumping stations are at present in operation. The estimated total cost of the scheme is \$8,000,000, and \$5,394,000 had been spent to June 30, 1969. The sum of \$2,250,000 is proposed to continue the construction of a trunk water main from Tailém Bend to Keith. The full scheme, including branch mains and services from the trunk main to enable full development of about 2,800 square miles of farming and grazing lands, is estimated to cost a total of \$14,000,000, and \$5,817,000 had been spent to the end of June last. The Commonwealth Government has agreed to provide a special grant of \$6,000,000 under the National Water Resources Development Programme to assist with the scheme to enable it to be completed by 1973 instead of in the 1980's. The expenditure proposed this year will include the expenditure of \$1,500,000 of Commonwealth funds which are expected to be received and are included in the repayments listed in the Loan Estimates.

The enlargement and replacement of the old Tod trunk main to improve supply and increase capacity to meet future demand is proceeding satisfactorily, and \$750,000 is provided this year for further work on the scheme for which the estimated total cost is \$6,500,000. Expenditure to the end of June last was \$5,200,000, including \$712,000 spent during 1968-69. The scheme involves the laying of 84 miles of large trunk main and is expected to be completed by the end of 1970. Provision has also been made for water supply schemes at many other country areas as detailed in the Loan Estimates.

Metropolitan Sewerage, \$6,389,000—The sum of \$625,000 is provided for the virtual completion of the Bolivar. Sewage Treatment Works. This major scheme is estimated to

cost \$24,375,000 and expenditure to the end of June last was \$23,700,000. All contract works on the civil structures and machinery installations are nearing completion. It is anticipated that the treatment works will be in full operation by 1970, including the generation of electric power utilizing sewage gas from the sludge digestion tanks. Further, \$840,000 is required to continue work on the Christies Beach Sewage Treatment Works, which are necessary to cater for the extensive housing development taking place in the South Coast area. The estimated total cost of the scheme is \$2,500,000, and \$334,000 was spent last year. A contract for the mechanical and electrical equipment to be installed at the treatment works was let in February, 1969. In addition, \$1,000,000 is proposed for reconstruction of sewers in 1969-70. Of this amount, \$400,000 is for further work on the reconstruction of the south-western suburbs drainage area to cope with increasing outflows and also to serve the sewerage of Blackwood and Belair which will commence this year. The sum of \$400,000 is included for the reconstruction and replacement of many old trunk sewers in the western suburbs. Funds are also provided for other reconstruction works, for sewerage of many new housing areas, and for treatment works and pumping stations.

Country Sewerage, \$2,275,000—The sum of \$350,000 is provided to continue work on the extension of sewerage facilities to Gawler. This comprehensive sewerage scheme is estimated to cost \$3,620,000, and \$30,000 was spent last year on the approach sewer, while \$450,000 is proposed for further work on the sewerage scheme at Millicent, which is necessary to protect underground water supplies and to meet the demands of rapidly developing housing and industrial areas. The estimated total cost of the scheme is \$1,350,000, and \$742,000 had been spent to the end of June last. An amount of \$500,000 is proposed for a scheme to provide sewerage facilities for the town of Murray Bridge to prevent pollution of the Murray River. The scheme is estimated to cost \$1,800,000, and \$270,000 was spent last year. A sum of \$400,000 is proposed to continue work on the sewerage scheme at Whyalla. The pumping stations and sewage treatment works are in operation and work is proceeding on the reticulation sewers in the town. The scheme is estimated to cost \$4,650,000, and \$2,753,000 had been spent to the end of June last. The amount proposed this year will complete Stage I of

the scheme serving mainly houses erected by the Housing Trust in the newer residential sections of the town.

Other works—A special provision of \$440,000 is included in the appropriation for waterworks and sewers towards the development costs of that portion of the old Islington sewage farm area that is to be sold for industrial use. The proceeds of sales of land will be credited to the Loan Account, Waterworks and Sewers, as received, and the Government considers that the development costs for such things as surveys, roadworks and water and sewer services are, therefore, a proper charge against that account.

MURRAY RIVER WEIRS, DAMS, LOCKS, ETC., \$400,000—Provision has been made for the State's contribution of \$400,000 towards the cost of capital works being undertaken in terms of the River Murray Waters Agreement. Of this amount, \$113,000 is required towards purchase by the River Murray Commission of a new derrick boat.

GOVERNMENT BUILDINGS, LAND AND SERVICES, \$27,800,000.

Hospital Buildings, \$10,700,000—Actual payments from Loan Account in 1968-69 were \$7,791,000. Works completed during the year included a new building to provide additional accommodation at the Dental Hospital, a new dispensary at the Glenside Hospital, and an industrial therapy building at the Hillcrest Hospital. The main proposals for 1969-70 are:

Royal Adelaide Hospital—A sum of \$3,526,000 is provided to continue work on the rebuilding scheme for the Royal Adelaide Hospital, including a new wing for the Institute of Medical and Veterinary Science. The estimated total cost of the complete scheme is \$26,200,000, and \$20,387,000 had been spent to the end of June last. During 1968-69 the ward block and the conversion of the old outpatients building for use as a nurses training school were completed. The greater part of the proposed expenditure in 1969-70 is for work on a new nurses home and the new wing of the Institute of Medical and Veterinary Science.

The Queen Elizabeth Hospital—An amount of \$2,000,000 is proposed for further work on major additions at the hospital involving a new ward wing, an additional floor over the existing ward block, extensions to the outpatients block, and a new pharmacy. The construction of additions to the nurses home and training

school and extensions to the resident medical staff quarters were completed last year. In 1969-70 it is proposed to continue the construction of the new ward wing and to commence work on the additional floor, the pharmacy, and other extensions. The scheme is estimated to cost a total of \$8,500,000, and \$1,198,000 had been spent to the end of June last.

Strathmont Hospital—A sum of \$2,800,000 is provided to continue the construction of the new Strathmont Hospital and training centre for the intellectually retarded; \$965,000 was spent last year and satisfactory progress was made on the construction of diagnostic treatment buildings, villas, administration and community centre, nursery and service buildings. It is proposed to continue this work during 1969-70 and to commence the construction of staff accommodation. The estimated total cost of the hospital is \$6,600,000.

Modbury Hospital—An amount of \$400,000 is proposed to continue work on the first stage of the new hospital at Modbury to serve the north-eastern suburbs. Stage I of the scheme consists of the main hospital building, a nurses home, accommodation for resident medical staff, a boiler house and workshops, and is estimated to cost \$9,600,000. Stage II, planned to commence in 1978, is estimated to cost \$3,300,000 and comprises a new ward wing of five floors to be added to the main building, and additional wings to be added to the nurses home and to the resident medical staff building.

Port Augusta Hospital—A sum of \$250,000 is provided to commence the construction of new buildings at the Port Augusta Hospital to provide modern accommodation for patients, a new kitchen and dining room, nurses home, boiler house and laundry, and other service facilities. The new buildings are estimated to cost \$3,450,000.

Port Pirie Hospital—During 1969-70 it is proposed to commence work on the redevelopment of the Port Pirie Hospital, which is to be undertaken as two separate projects. The first project is estimated to cost \$1,331,000 and comprises a children's and maternity ward complex, nurses training centre, administration accommodation, bulk store and mortuary. The second project comprises a geriatric ward of 60 beds and a new nurses home, and is estimated to cost \$1,517,000; \$150,000 is provided this year to commence work on the redevelopment scheme, and \$33,000 for cooling and re-roofing of the hospital kitchen.

School Buildings, \$13,800,000—During 1968-69 actual payments from Loan Account totalled \$13,270,000, which was made up as follows:

\$

The completion of 23 projects with a total value of \$6,789,000 for new schools or major additions to schools, technical colleges and Raywood Training Centre (Stage II)	3,556,000
Work under 22 projects for new schools or major additions to schools, and teachers colleges with a total value of \$12,722,000 still in progress at the end of June, 1969	4,638,000
Minor new buildings	434,000
Prefabricated buildings and transportable units	1,532,000
Flexible school units	32,000
Purchase of land, buildings and residences for school purposes	1,135,000
Minor works, including grading and paving of school yards, fencing, roadways, toilets and facilities, furniture and equipment, subsidized works, and preliminary investigations and design	1,943,000
	<u>\$13,270,000</u>

For 1969-70 the proposals for school buildings and associated works total \$13,800,000, and it is intended that these funds will be applied as follows:

\$

Work under 22 projects with a total value of \$12,722,000 for new schools or major additions to schools, and teachers colleges which were in progress at June 30, 1969	5,715,000
The commencement of 30 projects with a total value of \$6,896,000 for new schools or major additions to schools, technical colleges and adult education centres	1,715,000
Minor new buildings	1,270,000
Prefabricated buildings and transportable units	1,140,000
Flexible school units	230,000
Purchase of land, buildings and residences for school purposes	1,200,000
Minor works, including grading and paving of school yards, fencing, roadways, toilets and facilities, furniture and equipment, subsidized works, additional Samcon schools and preliminary investigations and design	2,530,000
	<u>\$13,800,000</u>

Included in the proposed expenditures are technical colleges, science laboratories, teachers colleges and library projects, towards which

the Commonwealth will continue to contribute unmatched grants in accordance with its legislation. A table listing school works completed in 1968-69, works under construction at June 30, 1969, and works to be commenced or designed in 1969-70 appears as Appendix I.

Police and Courthouse Buildings, \$800,000—Actual payments from Loan Account in 1968-69 were \$594,000. Works completed during the year included a new courthouse at Elizabeth, alterations to the Adelaide Juvenile Court to provide improved facilities, and the second stage of providing new and improved accommodation for the Police Training Academy at Fort Largs. A sum of \$55,000 is provided to commence work on the third stage of the development scheme for the Police Training Academy. This stage is estimated to cost \$380,000 and consists of the provision of two additional dormitory units to provide sleeping accommodation for 100 cadets. An amount of \$205,000 is proposed for work on new police stations at Blanchetown, Burra, Elliston, Gladstone, Lameroo, Maitland, Meningie, Para Hills, Port Wakefield, and Snowtown, \$5,000 is provided to commence the construction of divisional headquarters at Whyalla at an estimated total cost of \$235,000, \$50,000 is required for alterations to the old police headquarters, and \$100,000 to provide accommodation for the establishment of intermediate courts.

OTHER GOVERNMENT BUILDINGS, \$2,500,000—Actual payments from Loan Account in 1968-69 were \$3,071,000. With the installation during the year of internal fittings, and the provision of modern furniture and equipment, the new State Administration Centre was completed at a cost of \$6,685,000. The major proposals for 1969-70 are:

Agricultural College Department—A sum of \$245,000 is provided to commence work on remodelling the wine cellars at the college to provide improved demonstration and laboratory facilities for oenology students. The project is estimated to cost \$295,000 and is being financed by Commonwealth grants for technical training.

Agriculture Department—An amount of \$60,000 is required to complete a new laboratory and offices at Loxton Research Centre and \$90,000 to commence work on additional facilities for the fumigation of fruit at Mile End.

Department of Public Health—There is provided \$220,000 for the establishment of dental clinics at various country schools. School

dental services are at present provided from mobile vans. The new clinics will be of Samcon building construction and will provide an improved service in country areas.

Department of Social Welfare—The sum of \$60,000 is required to complete additions at the junior boys training school at Lochiel Park. The work is estimated to cost \$74,000 and includes a new recreation hall, activity room, lounge and staff quarters. Also, \$25,000 is provided to complete additional dormitory accommodation and an additional exercise yard providing maximum security for delinquent boys at Windana Remand Home.

Government Printing Department—An amount of \$100,000 is provided to commence the construction of a new printing office and mapping branch at Netley. The estimated total cost of the scheme is about \$4,550,000, and it has been designed to incorporate the most modern facilities for all printing purposes. Adjacent to the new printing office will be located the mapping branch building comprising photogrammetry and cartography production areas together with ancillary training facilities.

Prisons Department—A sum of \$150,000 is required to complete work on the rehabilitation centre at Northfield designed to accommodate 46 women prisoners and to replace the existing inadequate accommodation at the Adelaide Gaol. The centre is estimated to cost \$385,000 and provides for single rooms and partitioned dormitories with facilities for training, education and recreation purposes.

SOUTH AUSTRALIAN HOUSING TRUST—As has been the practice in recent years it is not proposed to make provision for direct advances to the Housing Trust from Loan Account in 1969-70. The greater part of the trust's new money will be provided from funds borrowed under the provisions of the Commonwealth-State Housing Agreement at a concessional interest rate. For this year the allocation proposed is \$9,750,000. The trust will also borrow part of its requirement of new money direct from lending institutions and \$4,250,000 of semi-governmental borrowing authority has been set aside for this purpose. This will give total new moneys of \$14,000,000 in 1969-70 compared with \$13,210,000 in 1968-69. In addition, the trust has available for expenditure its balances on hand, the use of funds recovered from the sale of houses and other internal funds, as well as its surplus on current operations. From all sources it will have funds capable of financing a capital programme of \$24,320,000.

During 1968-69 the trust completed 1,898 housing units compared with 2,375 in 1967-68. Dwellings for sale numbered 761, including 46 cottage flats, those for rental 952, including 58 cottage flats and those under the rental-purchase scheme 185. The total of 1,898 comprised 208 in the Elizabeth and Smithfield Plains area, 249 in the Christie Downs and O'Sullivan Beach area, 526 in other parts of the metropolitan area, and 915 in other localities in country areas. At June 30, 1969, there were 1,342 houses under construction of which 33 were in the Elizabeth area, 207 in the Christie Downs area, 357 in other localities in the metropolitan area, and 745 in other country areas.

The trust has continued to be particularly active in the provision of housing of reasonable standard in the country and of the total of 1,898 completions last year almost half were in country areas. Of the houses under construction at June 30, 1969, over 55 per cent were in the country. The major part of the trust's activity in the country has again been at Whyalla to meet the needs of industrial growth. The general dissection of the trust's capital programme of \$24,320,000 planned for 1969-70 is \$9,400,000 for rental housing, \$3,500,000 for rental-purchase housing, \$8,690,000 for houses for sale, \$625,000 for flats, \$1,655,000 for shops and industrial premises, and \$450,000 for miscellaneous items.

ELECTRICITY TRUST OF SOUTH AUSTRALIA—LOAN TO, \$6,000,000—Expenditure by the trust in 1968-69 on the capital works programme of the electricity undertaking was \$26,100,000. Before dealing with details for 1969-70 members may be interested in a brief picture of recent progress, the present situation, and broad proposals for the future. Three of the four 120,000-kilowatt turbo-generators in section "A" at Torrens Island are now in operation, having been brought into commission at intervals of about one year, but the fourth machine is not scheduled for operation until 1971. Natural gas is expected to be available in November and the three boilers already installed are being modified to operate on gas as well as oil fuel. The fourth unit, when commissioned, will also be capable of burning both fuels. Small provisions are included for preliminary siteworks for conventional steam plant in a new section "B" to be developed on Torrens Island and also for future gas turbine generating plant.

Two transmission lines operating at 275,000 volts linking the new Happy Valley substation to Para and Magill substations were recently commissioned. This is part of the development

of the 275,000-volt system to provide bulk supply to southern metropolitan and country areas. The project will be further advanced during 1969-70 with the building of the 275,000/132,000-volt substation at Cherry Gardens. The 132,000-volt system to reinforce the supply to the Adelaide Hills, Lower Murray and South-East, will emanate from Cherry Gardens substation. Provision has been made for the construction and commissioning of the Cherry Gardens-Mount Barker-Murray Bridge transmission line, the Mobilong (Murray Bridge) substation, and for substantial progress with Mount Barker substation. The first stage of reinforcement of supply into the mid-northern areas will be completed in 1969-70 with the commissioning of Brinkworth substation, which will interconnect one each of the 275,000-volt and 132,000-volt transmission lines between Port Augusta and the metropolitan area and also provide an additional bulk supply point for the 33,000-volt system. The trust has recently taken over from the Corporation of the City of Port Pirie the electricity undertaking and is now responsible for the direct distribution of the supply within the town.

Provisions have also been made for substantial progress on works to reinforce supply in the Berri, Loxton and Renmark areas, the area to the south and east of Strathalbyn, and the Uraidla, Aldgate and Piccadilly areas of the Adelaide Hills. Two projects have been included primarily to provide supply to pumping installations, one at Blue Lake, Mount Gambier, and the other at Millbrook. During 1969-70 the trust intends to spend \$23,720,000 on capital works. A sum of \$6,000,000 is to be provided from State Loan funds, \$10,000,000 to be raised by the trust from financial institutions and the public, with the balance of \$7,720,000 to be met from the trust's internal funds. The proposed programme is some \$2,400,000 less than that of last year following a reduction in expenditure at Torrens Island power station as no major items of generating plant will be commissioned during 1969-70.

The detailed proposals are as follows: The sum of \$6,970,000 is provided for further work on the Torrens Island power station. Of this, \$6,220,000 is for section "A," \$600,000 for the first stage of section "B", and \$150,000 for design and preliminary site costs for a gas turbine installation. An amount of \$910,000 is required for virtual completion of the extension of the 275,000-volt transmission system to Cherry Gardens and Happy Valley

substations; \$1,140,000 is provided for progress payments on the reinforcement of 132,000-volt supply to the Adelaide Hills and Lower Murray areas and the South-East; \$430,000 is set aside for final payments associated with the present stage for the reinforcement of supply to the mid-northern areas; \$410,000 is required for the acquisition of the Port Pirie electricity undertaking, including final payments for the establishment of a works depot; \$2,040,000 is proposed for transmission lines and associated works to augment and improve supply throughout the State; \$2,810,000 is provided for the purchase of large transformers, circuit breakers, and other major items of equipment; \$3,280,000 is required for extensions and improvements to the medium and low-voltage sections of the general distribution system; \$1,280,000 is set aside for extensions to rural consumers not previously connected to the trust's system; \$870,000 is proposed for the purchase of transformers for the general distribution system and rural supply; and \$950,000 is required for the purchase of meters and control equipment. Funds are also provided for miscellaneous items, for vehicles, and for the purchase of various items of plant and equipment.

LEIGH CREEK COALFIELD—Capital expenditure of \$93,000 in 1968-69 was met entirely from internal funds. The \$1,524,000 proposed in 1969-70, also to be met wholly from internal funds, is considerably in excess of that of recent years. The sum of \$1,351,000 is provided for a new walking dragline excavator which is necessary to increase the rate of overburden removal as coal reserves are being worked at gradually increasing depths, and \$173,000 is required for plant, machinery, vehicles and minor works.

NATURAL GAS PIPELINES AUTHORITY OF SOUTH AUSTRALIA—LOAN TO, \$1,500,000—I reported to Parliament 12 months ago that the total cost of planning and constructing a 22-inch pipeline to carry natural gas from the Gidgealpa-Moomba area to Adelaide was estimated to be close to \$40,000,000. Capital funds drawn to June 30, 1969, were \$31,784,000 and it is likely that cumulative expenditures by the end of 1969-70 will be well within the earlier estimate at about \$38,500,000. Some further expenditure to increase the capacity of the pipeline by installing compressor stations is expected during the following years. Excellent progress is being made by the contractors constructing the pipeline and the earlier target

that gas should be supplied to the consumers in Adelaide before the end of 1969 seems certain to be achieved.

The pipeline and its equipment are being financed by a special loan of \$15,000,000 from the Commonwealth Government, by semi-government borrowings under a special approval of \$20,000,000 given by the Australian Loan Council, by borrowings within the normal semi-government programme, and by some supplements of State Loan funds as necessary. The proposed advance of \$1,500,000 of State Loan funds in 1969-70 is primarily to cover a temporary need pending receipt of funds from semi-government borrowings already arranged. A repayment during the latter part of the year of \$1,000,000 of these State funds has accordingly been included in the estimate of Loan recoveries.

FESTIVAL HALL, \$700,000—The Government has reached agreement with the Council of the City of Adelaide in respect of the construction and financing of a festival hall at Elder Park. The council is to be the constructing authority for the project, which is expected to cost about \$4,600,000. The present broad proposals for finance are that the Government will make a total grant of rather more than \$2,900,000, the council expects to provide almost \$1,400,000, and it is hoped that some \$300,000 may be raised by public subscription. To avoid a heavy impact on Loan Account in one or two years the Government has planned that its contribution be spread over four years. The first annual payment of \$700,000 was set aside in a special Deposit Account last year and the Loan Estimates now provide the second annual contribution of \$700,000. The council is now going ahead as quickly as practicable with preliminary planning. I would point out that the Government also must provide for the indirect costs in supporting the festival hall proposal. It will be necessary for the Railways Department to move certain buildings to clear the hall site and to make arrangements for replacement buildings.

UNIVERSITY AND ADVANCED EDUCATION BUILDINGS, \$5,000,000—This provision is for grants towards new buildings and associated site development and major items of furniture and equipment for the University of Adelaide, for residential colleges affiliated with the university, for the Flinders University of South Australia, and for the South Australian Institute of Technology. The \$5,000,000 proposed is required to complete projects approved for the

triennium ending December 31, 1969, and to cover expected progress on works expected to be approved for the first six months of the triennium 1970 to 1972. All university and institute projects are subject to the recommendation of the Australian Universities Commission or the Commonwealth Advisory Committee on Advanced Education. For the Institute of Technology, expenditure will be mainly for site development and the construction of new buildings at The Levels. The \$5,000,000 comprises both State and Commonwealth contributions, the Commonwealth grants being credited to Loan Account as repayments when received. Actual gross payments last year amounted to \$4,576,000.

NON-GOVERNMENT HOSPITAL AND INSTITUTION BUILDINGS, \$2,400,000—Actual payments from Loan Account in 1968-69 were \$2,093,000. The major building projects at non-government hospitals and institutions for which grants are proposed this year are as follows:

Burnside War Memorial Hospital—The Government is providing \$2 for each \$1 raised by the hospital towards a 29-bed expansion. The estimated total cost is \$725,000 and a grant of \$200,000 is proposed this year.

Calvary Hospital—The Government is providing \$1 for each \$1 raised by the hospital towards a new surgical wing, recovery room, central sterile supply, air-conditioning, and accommodation for an additional 29 beds. The cost is estimated at \$992,000, and a grant of \$166,000 is provided this year for completion of the project.

Helping Hand Centre—The Government is providing \$2 for each \$1 raised by the centre itself to assist in the building of a 100-bed infirmary for chronically-sick aged persons. The estimated total cost of the new building is \$384,000, and \$90,000 is proposed to complete the work this year.

Kuitpo Colony—The Government has agreed to meet the full cost of a rebuilding scheme at this institution, and a grant of \$120,000 is provided to enable the work to be carried out this year.

Lyell McEwin Hospital—The Government is meeting the full cost of a new nurses' dining-room, pharmacy, staff amenities, and alterations to the kitchen at an estimated total cost of \$190,000. The proposed grant of \$94,000 will enable completion of the project.

Maitland Hospital—The hospital is to be rebuilt at an estimated cost of \$300,000, and the Government has agreed to provide \$2 for each \$1 raised locally. A grant of \$150,000 is provided so that work may commence this year.

Murray Bridge Hospital—Extensive alterations to the existing hospital to increase the bed capacity by 15 beds, and the construction of a new nurses' home, are under way at Murray Bridge, and the Government is providing \$2 for each \$1 raised locally. The estimated total cost of the scheme is \$550,000, and \$152,000 is proposed this year for its completion.

Queen Victoria Hospital—When the hospital was rebuilt recently completion of the fifth floor was deferred, because sufficient accommodation was then available without the use of this floor. It is now necessary for the floor to be completed and \$160,000 is provided this year to meet the full cost of the work involved.

MINES DEPARTMENT, \$300,000—Actual payments from Loan Account in 1968-69 were \$244,000. The sum of \$300,000 is provided this year for capital items to be used in the programme of exploration and development of the State's mineral resources; \$48,000 is required for the construction of new administration and workshop buildings at the Naracoorte Depot, and \$252,000 for new and replacement vehicles, minor additions to buildings, and for the purchase of replacement and additional plant and equipment.

EDUCATION DEPARTMENT—SCHOOL BUSES, \$330,000—Actual payments from Loan Account in 1968-69 were \$319,000. The sum of \$330,000 is proposed this year for the purchase of additional and replacement buses for the transport of school children in country areas. The conveyance of children to school involves a total fleet of 645 buses, of which 347 are operated by private contractors and 298 by the Government. The distance travelled by private contractors is about 3,800,000 miles a year in carrying some 11,500 children, while departmental buses run about 3,400,000 miles a year carrying some 12,500 children. The costs of operation in 1968-69 were \$873,000 for provision of private buses and \$904,000 (including depreciation) for running departmental buses.

DEPARTMENT OF THE PUBLIC SERVICE BOARD—DATA PROCESSING EQUIPMENT, \$900,000—The Automatic Data Processing Centre has been set up to process commercial-type work and to perform calculations of an engineering and scientific nature. The centre came into operation in September, 1965, and since that date has undertaken the processing of quarterly water and sewer accounts, teachers' salaries, agriculture herd statistics, electoral rolls, motor vehicle registrations and drivers' licences, records associated with the receipt of and liability for receipts duty under the Stamp Duties Act, and maintenance of a common property valuation file. Preparatory work is continuing for the processing of land tax records and for the establishment of Education Department personnel, property and pupil data files. Planning has progress for the processing of stores records, and many other smaller projects are awaiting implementation. The present equipment is now engaged almost to its capacity and the purchase of new equipment to upgrade the centre's installation is necessary if further development in data processing is to continue. The Government has approved the purchase of new equipment to allow for this further development and to permit the eventual phasing out of the original equipment at the end of its economic life. The sum of \$900,000 is provided for the purchase of additional equipment in 1969-70.

The Loan Programme I have explained to the House proposes record levels of expenditures on developmental works and on housing. Without doubt the funds allocated for civil works and for housing will give a further significant boost to the building industry and should assist it to complete the recovery which it has been making from its somewhat depressed condition in 1967-68 and previously. With respect to housing I believe that the intended provisions for the Housing Trust and for loans to individuals from funds channelled through the Home Builders' Account constitute a total effort, which is close to the practicable and reasonable limit of Governmental contribution to the building industry. The programme as a whole envisages a further balanced step in those Government services which are essential to the continued development of the State. I ask leave to have the accompanying appendices incorporated in *Hansard* without my reading them.

Leave granted.

APPENDIX I

SCHOOL BUILDINGS

Major Completed Works, 1968-69

Locality	Final Cost \$	Type of Construction
Primary and Infants Schools—		
New Schools—		
O'Sullivan Beach Primary	215,000	Brick
Parafield Gardens East Primary	210,000	Samcon
Seaview Downs Primary	198,000	Samcon
Surrey Downs Primary	206,000	Samcon
West Beach Primary	230,000	Brick
Whyalla (Bevan Crescent) Primary	353,000	Samcon
Major Additions—		
Berri Primary	226,000	Samcon
LeFevre Primary	187,000	Brick
Para Hills West Primary	407,000	Precast concrete
Renmark Primary	249,000	Brick
Salisbury Infants	140,000	Samcon
Stirling East Primary	143,000	Samcon
High Schools—		
New Schools—		
Glengowrie	756,000	Modular masonry
Northfield	601,000	Modular masonry
Major Additions—		
Christies Beach	193,000	Precast concrete
Salisbury	203,000	Precast concrete
Salisbury East	221,000	Precast concrete
Area Schools—		
New School—		
Quorn	167,000	Samcon
Major Additions—		
Mannum	273,000	Brick
Technical Colleges—		
New Schools—		
Croydon Park	935,000	Mainly brick
Major Additions—		
Panorama—Foundry Workshop	128,000	Steel frame
Whyalla	395,000	Concrete masonry
General—		
Raywood Training Centre—Stage II	153,000	Brick

Major Works in Progress at June 30, 1969

Locality	Estimated Cost \$	Type of Construction
Primary and Infants Schools—		
New Schools—		
McDonald Park Primary	233,000	Mount Gambier stone
Ridgehaven Primary	215,000	Brick
Thorndon Park Primary	212,000	Samcon
Holden Hill Primary	235,000	Samcon
Whyalla (Eyre Avenue) Primary	262,000	Samcon
Major Additions—		
Carlton Primary	62,000	Brick
Gleneel Primary	320,000	Brick
Whyalla (McRitchie Crescent) Primary	58,000	Brick
High Schools—		
New Schools—		
Marden	825,000	Modular masonry
Smithfield	700,000	Modular masonry
Major Additions—		
Mount Gambier	820,000	Mount Gambier stone
Plympton	190,000	Precast concrete
Port Augusta	540,000	Brick
Urrbrae	480,000	Brick

Major Works in Progress at June 30, 1969—continued

Locality	Estimated Cost \$	Type of Construction
Technical High Schools—		
New Schools—		
Campbelltown—Stage I	530,000	Modular masonry
Christies Beach	885,000	Brick
Elizabeth Field	840,000	Modular masonry
Salisbury North	835,000	Modular masonry
Major Additions—		
Eyre	155,000	Brick
Area Schools—		
Major Additions—		
Karoonda	300,000	Brick
General—		
Bedford Park Teachers College—Stage II ..	1,300,000	Modular masonry
Salisbury Teachers College	2,725,000	Brick

Major Works to be Commenced During 1969-70

Locality	Estimated Cost \$	Type of Construction
Primary and Infants Schools—		
New Schools—		
Athelstone	150,000	Brick
Ingle Farm Central	365,000	Brick
Ingle Farm East	370,000	Brick
Modbury West	245,000	Brick
Morphett Vale	150,000	Brick
Para Hills East	360,000	Brick
Port Lincoln South	263,000	Samcon
Stanvac	219,000	Samcon
Major Additions—		
Blackwood	80,000	Brick
Enfield	150,000	Brick
Findon	150,000	Brick
Kadina	81,000	Samcon
Madison Park	46,000	Samcon
Newton	150,000	Brick
Salisbury North West	70,000	Brick
South Downs	39,000	Samcon
Stradbroke	80,000	Precast concrete
Virginia	191,000	Samcon
Whyalla (Nicolson Avenue)	40,000	Brick
High Schools—		
New School—		
Royal Park	910,000	Modular masonry
Major Additions—		
Clare	710,000	Brick
Murray Bridge	1,200,000	Modular masonry
Northfield	160,000	Modular masonry
Norwood	160,000	Brick
Area Schools—		
Major Additions—		
Geranium	40,000	Brick
Technical Colleges—		
Major Additions—		
Adelaide—School of Mechanical Technology	40,000	Brick
Technical High Schools—		
Major Additions—		
Goodwood Boys	87,000	Brick
General—		
Adult Education Centres—		
Adelaide	40,000	Brick and stone
Murray Bridge	190,000	Brick
Upper Murray	160,000	Brick

Major Works for Which Planning and Design is Proposed During 1969-70

Primary and Infants Schools—

Airdale (Port Pirie)
 Augusta Park
 Bordertown
 Marree
 Port Augusta West
 Tea Tree Gully
 Willsden (Port Augusta)

High Schools—

Daws Road
 Gladstone
 Henley
 Moonta
 Port Lincoln
 Yorketown

Technical High Schools—

Gepps Cross Boys
 Ridgehaven
 Whyalla

Area Schools—

Lameroo
 Streaky Bay
 Swan Reach
 Tumby Bay

Technical Colleges—

Croydon Park
 Elizabeth
 Kilburn
 Mount Gambier
 South Western
 Panorama

Teachers Colleges—

Eastern

APPENDIX II

SOUTH AUSTRALIAN HOUSING TRUST—COUNTRY AREAS

Being Localities Outside the Metropolitan Planning Area

Locality	Houses completed, 1968-69	Under construction, June 30, 1969	To be commenced, 1969-70	Locality	Houses completed, 1968-69	Under construction, June 30, 1969	To be commenced, 1969-70
Ardrossan	—	—	2	Mount Barker	—	2	10
Barmera	10	1	10	Mount Gambier	37	25	55
Beachport	—	—	2	Mulpata	1	—	—
Berri	14	8	20	Mundoo Barrage	1	—	—
Blyth	1	—	—	Murray Bridge	31	5	25
Bordertown	7	8	12	Musgrave Range	1	—	—
Ceduna	13	15	20	Nairne	—	—	2
Clare	4	3	10	Naracoorte	20	11	16
Cleve	11	2	10	Nuriootpa	10	6	5
Colona	—	1	—	Orroroo	—	1	—
Coomandook	—	1	—	Padthaway	8	4	10
Coonalpyn	—	—	6	Paringa	1	1	2
Coorabie	—	1	—	Penola	4	—	15
Cowell	1	—	5	Peterborough	—	—	3
Crystal Brook	1	1	2	Pinnaroo	1	—	—
Cummins	9	—	4	Point Pearce	2	1	—
Elliston	—	—	2	Port Augusta	79	80	80
Gawler	—	2	25	Port Lincoln	3	5	34
Gladstone	3	—	8	Port Pirie	24	25	55
Hawker	4	—	4	Renmark	14	38	10
Iron Knob	—	1	—	Robe	7	—	2
Jamestown	1	—	—	Saddleworth	1	—	—
Kadina	—	—	5	Stirling North	1	—	—
Kapunda	1	—	—	Streaky Bay	11	—	15
Keith	7	2	12	Struan	2	1	—
Kimba	—	—	7	Tarpeena	2	—	—
Kingscote	—	1	5	Tintinara	3	1	5
Kingston	5	—	5	Tumby Bay	3	2	4
Lameroo	—	1	2	Victor Harbour	1	1	—
Lobethal	—	—	10	Waikerie	5	—	15
Lock	5	1	6	Whyalla	495	457	605
Loxton	1	3	4	Willalooka	—	1	—
Lucindale	2	—	—	Woodside	—	—	4
Maitland	1	1	2	Wudinna	2	1	3
Mannum	9	4	6	Yalata	—	1	—
Meningie	5	—	5	Yankalilla	1	—	—
Millicent	26	18	15	Yorketown	2	1	2
Minlaton	—	—	3				
Minnipa	—	—	2				
Moonta	1	—	—				
Moorook	—	—	2				
					915	745	1,210

APPENDIX III

STATEMENT OF APPROPRIATION AUTHORITIES FOR ACTUAL PAYMENTS FROM THE LOAN FUND, 1968-69

Department	Loan Undertaking	Appropriation Authorities Pursuant to the Public Purposes Loan Act, 1968			Total Appropriation Authorities as Varied	Actual Payments
		Schedule to the Act	Increase	Decrease		
		\$	\$	\$	\$	
State Bank	Advances for Homes	500,000	150,000	—	650,000	649,999
	Loans to Producers	900,000	700,000	—	1,600,000	1,491,924
	Advances to Settlers	180,000	—	—	180,000	87,667
	Loans for Fencing and Water Piping	15,000	—	—	15,000	4,900
	Students Hostels	400,000	—	—	400,000	300,904
Local Government	South-Western Suburbs Drainage	2,000,000	—	150,000	1,850,000	1,618,256
	Woodville, Henley and Grange Drainage	16,000	—	—	16,000	14,915
	Metropolitan Drainage—Other	500,000	—	—	500,000	209,045
	Public Parks	300,000	—	—	300,000	300,000
Lands, Irrigation and Drainage	Lands Department—Buildings, Plant, Etc.	120,000	—	—	120,000	89,068
	Irrigation and Reclamation of Swamp Lands	425,000	—	—	425,000	424,977
	South-Eastern Drainage	520,000	—	—	520,000	453,475
	Renmark Irrigation Trust	600,000	—	—	600,000	600,000
	National Reserves	150,000	—	—	150,000	109,939
Woods and Forests	Afforestation and Timber Milling	2,250,000	100,000	—	2,350,000	2,281,794
Railways	Railway Accommodation	5,800,000	—	—	5,800,000	5,211,981
Marine and Harbors	Harbors Accommodation	3,000,000	—	—	3,000,000	2,987,304
	Fishing Havens and Foreshore Improvements	210,000	10,000	—	220,000	206,631
Engineering and Water Supply	Waterworks and Sewers	28,420,000	—	—	28,420,000	27,526,234
	River Murray Weirs, Dams, Locks, Etc.	400,000	—	—	400,000	252,500
Public Buildings	Government Buildings, Land and Services	28,700,000	—	3,160,000	25,540,000	24,725,918
Other Capital Grants and Advances	Electricity Trust of South Australia—Loan to	6,000,000	—	—	6,000,000	6,000,000
	Natural Gas Pipelines Authority of South Australia—Loan to	1,000,000	2,000,000	—	3,000,000	3,000,000
	Metropolitan and Export Abattoirs Board—Loan to	100,000	—	—	100,000	—
	Festival Hall	500,000	200,000	—	700,000	700,000
	University and Advanced Education Buildings	5,000,000	—	—	5,000,000	4,576,250
	Non-Government Hospital and Institution Buildings	2,525,000	—	—	2,525,000	2,092,604
Miscellaneous	Expenses and Discounts of Floating Conversion and Public Loans	250,000	150,000	—	400,000	307,092
	Mines Department—Buildings, Plant, Etc.	300,000	—	—	300,000	243,684
	Government Printing Department—Plant, Machinery, Stores, Etc.	80,000	—	—	80,000	58,591
	Produce Department—Buildings, Plant, Etc.	110,000	—	—	110,000	65,401
	Education Department—School Buses	320,000	—	—	320,000	319,240
	Department of the Public Service Board—Data Processing Equipment	49,000	—	—	49,000	8,119
	Total	91,640,000	3,310,000	3,310,000	91,640,000	86,918,412*

* Includes \$217,838 discount on loan raisings.

The Hon. G. G. PEARSON: Before closing, I tender my thanks to Treasury officers who assisted so tremendously in preparing this document. I move the adoption of the first line. Progress reported; Committee to sit again.

TRANSPORTATION STUDY

The Hon. R. S. HALL (Premier): I move: That this House:

(a) acknowledges:

- (i) that the general principles underlying the report of the Metropolitan Adelaide Transportation Study were laid down in the Metropolitan Development Plan which was endorsed by Parliament by legislation enacted in the years 1963 and 1967 and are designed to meet the transport needs of all people of the State whenever they move within the metropolitan area; and
- (ii) that adequate safeguards in the implementation of that part of the proposals accepted by the Government will be assured to the community because the transportation proposals are required (under the terms of the Planning and Development Act) to be consistent with the general provisions of the development plan as it may be varied from time to time;

and

(b) endorses:

- (i) the general principles underlying the Metropolitan Adelaide Transportation Study proposals for the co-ordinated development of both public and private transportation and ancillary facilities; and
- (ii) the action taken by the Government in approving in principle a major proportion of the proposals as set out hereunder:

Retention of suburban rail passenger service on the four existing main lines to Outer Harbour, Gawler, Blackwood, and Hallett Cove, and extension of the Hallett Cove line to Christie Downs.

Construction of the King William Street subway to connect the two main lines on the north with the two main lines on the south and necessary modifications to rolling stock.

Express bus services on the Modbury Freeway.

Express feeder bus service on the Reynella Expressway to a transfer terminal at the Oaklands railway station.

An extensive programme of station modernization and reconstruction to encourage transfer from automobiles and feeder buses to the rail system.

Twenty suburban rail-road grade separations.

Arterial road system: 220 miles of arterial road improvements including 20 miles of new arterial roads, and 200 miles of arterial road widening.

Expressways—

Dry Creek Expressway

Glennelg Expressway

Gawler By-pass

Reynella Expressway

Port Wakefield Expressway

Freeways—

Noarlunga Freeway

Hindmarsh Interchange

Salisbury Freeway

Port Freeway

North Adelaide Connector

Modbury Freeway

and contained in the report and excepting certain proposals which include those relating to the Hills Freeway and the Foothills Expressway (affecting the eastern and southern suburbs) and the Goodwood-Edwardstown rail diversion (in the western suburbs);

and

(c) is of the opinion:

- (i) that the Metropolitan Transportation Committee should annually make a written report to each House of Parliament on the programme of work in implementing the proposals contained in the report which are accepted from time to time by the Government; and
- (ii) that the Government should continue its examination of existing legislation relating to the compulsory acquisition of land and introduce amendments thereto so as to ensure just compensation for persons affected by the acquisition of land necessitated by those proposals.

Because of the time factor it is unlikely that I shall be able to finish reading this document today. However, a copy having been fully read in another place, the subject matter will be available for members to study during the weekend, so that they will be able to continue the debate next week. In my statement to the House on February 19, 1969, I said:

Because of the public interest in this matter and because it is an aggregation of much forward planning that will significantly involve a large part of South Australia's population, the Government will initiate a debate on this issue early in the new session later this year. The matter will be put to this Parliament in a positive form by the Government so that a full debate by this House can be conducted by the elected representatives of the people of this State.

I also said:

The Government has made the following decisions in regard to the M.A.T.S. proposals. The Government adopts the Metropolitan Development Plan as a basis for its transportation planning. The Government adopts a planning period of about 20 years in respect of metropolitan planning. The Government accepts the estimates of future travel demands as determined in the transportation study. The Government endorses the general principles adopted in the design of the transportation plan. These include the following: co-ordinated development of both public and private forms of transportation; a public transport plan to involve integration of bus and rail passenger services; an increasing use of public transport, and a road plan to involve the maximum practical utilization of existing roads, together with special purpose roads in the form of expressways and freeways. The Government acknowledges the need for full consideration of social and aesthetic considerations in transportation planning. The Government approves as a master plan the proposals put forward in the M.A.T.S. plan for the development of public transport, excepting that some proposals have been deferred for further consideration. The Government approves as a master plan the proposals to develop an arterial road network, but here again a total of 16 deferments has been made for further consideration. The Government approves as a master plan the freeways and expressways, and here again some deferments have been made.

Following the release of the M.A.T.S. Report the Government deferred its consideration of the proposals for a period of six months (from August 1968 to February 1969) to allow public examination of the proposals, and the Government invited persons and organizations wishing so to do, to make submissions. Following consideration of the submissions the Government announced on February 19, 1969, its endorsement of the majority of the study proposals but deferred a number of items for further review. In March, 1969, the Government disbanded the Joint Steering Committee, which had been responsible for the conduct of the transportation study, and established the Metropolitan Transportation Committee. One of the terms of reference for this committee was as follows:

To recommend any variations in the proposals of the Metropolitan Adelaide Transportation Study, including the recommended system and the priorities for implementation, following consideration of representations from the public and following any change in circumstances requiring such variations.

The composition of the Metropolitan Transportation Committee is as follows: Chairman, Mr. S. B. Hart, Director of Planning; Mr. H. M. Bubb, City Engineer and Planner, Corporation of the City of Adelaide; Mr. R. J. Fitch, South Australian Railways Com-

missioner; Mr. F. R. Harris, General Manager, Municipal Tramways Trust; Mr. A. K. Johnke, Commissioner of Highways; Mr. A. D. McClure, Town Clerk, Corporation of the City of Marion (representing metropolitan local government); and the Secretary, Mr. T. M. Barr, Administrative Officer, State Planning Office.

It will be noted that, in addition to the representation of the former study Joint Steering Committee, which was disbanded with the setting up of the Metropolitan Transportation Committee, the new permanent committee includes a representative of metropolitan local government, additional to the representative of the Adelaide City Council. All the submissions received were referred to the Metropolitan Transportation Committee for detailed study and reply, and the committee was also required to report on the items which had been deferred. Limitations of staff have prevented a comprehensive report being made on all the deferred items within the limited time that has been available. On the basis of reports that have been received from the Metropolitan Transportation Committee it has, however, been possible to arrive at a decision on some of the deferred items. Others requiring detailed field investigations and complex technical study will require further investigation. The present position with regard to these deferred items is as follows:

1. Proposed Goodwood-Edwardstown Rail Diversion, Cities of Unley and Marion: The diversion as proposed in the study report shall not be adopted.

2. Closure of Railway Stations: There are no plans for the early closure of metropolitan railway stations as proposed in the study report (including the Womma Railway Station, closure of which was specifically deferred). The position with regard to the operation of all metropolitan stations will be kept under continuing review and any decision on closure will be made, having regard to the number of passengers using the various stations.

3. Closure of Grange Railway Line, City of Woodville and Corporation of the Town of Henley and Grange: An investigation is proceeding to determine the full implications, including costs, of retaining the line. It has not been possible to complete an investigation in the time available, and so this matter remains deferred.

4. Arterial Road System, City of Salisbury: A major review of the Study proposals for arterial roads in the Salisbury area is progressing. This review arose from a detailed

submission received from the Salisbury council and is proceeding in close consultation with the council. The council has prepared a comprehensive series of plans to a greater degree of detail than that adopted during the study. These plans are in general accordance with the basic arterial road classifications proposed in the study, but some significant amendments are suggested. Investigation is proceeding, so this matter is further deferred.

5. Church Place Extension, City of Port Adelaide: The road pattern envisaged in the study for Port Adelaide also includes an extension of Grand Junction Road westwards to link with the Bower Road Causeway and a northern extension of Commercial Road to a new bridge over the Port River. These proposals are designed to relieve the centre of Port Adelaide of major through traffic. It is unlikely that a new bridge over the Port River will be constructed until the existing Birkenhead bridge becomes either uneconomic to maintain or the width is insufficient to cater for the traffic. The study envisages the need for a new river crossing in the period 1982-1986. The need to relieve traffic conditions at the St. Vincent Street-Commercial Road intersection (Black Diamond Corner) may arise before the construction of the new bridge and interim measures may be necessary. The extension of Church Place would provide such an interim measure, but there are problems associated with a rail crossing and construction costs would be high. Further investigation may show that less costly alternatives may be available. The Government has decided that the route of the Church Place extension be adhered to pending more detailed studies of the traffic pattern in Port Adelaide associated with the construction of a new crossing of the Port River.

6. Grand Junction Road Extension, City of Port Adelaide: The study recommends the extension of Grand Junction Road, Rosewater, westwards to form a new link with the Bower Road Causeway, thus establishing an east-west by-pass of the Port Adelaide centre. A detailed investigation of possible alternative routes is being undertaken and is not yet complete, so this matter remains deferred.

7. Young Street Extension: Port Road to Dry Creek Expressway, City of Port Adelaide, and Torrens Road Extension: Cheltenham Parade to Young Street Extension, Cities of Port Adelaide and Woodville: A joint study of these two proposals is progressing. The Young

Street scheme comprises a northwards extension of Tapley Hill Road, Hendon, to Grand Junction Road, Rosewater, and thence farther north to the proposed Dry Creek Expressway in the Gillman area.

The Torrens Road extension provides a more direct link between the Woodville-Woodville North area and Port Adelaide via the northern end of the Young Street proposal and Grand Junction Road, Rosewater. The proposals for these two projects envisage the elevation of the Outer Harbour railway line in the Alberton area and the construction of the roads at ground level. Planning is proceeding on the assumption that the railway track will remain in its present position and arterial road overpasses will be constructed where necessary.

8. Findon Road Extension: Pitman Avenue to Cheltenham Parade, City of Woodville: This proposal is designed to provide a more direct connection between Findon Road on the south side of Port Road and Cheltenham Parade on the northern side. A provisional alignment is shown in the study in some detail.

The design of this proposal is related to the design of the proposed Port Freeway and the proposed Estcourt Road extension. Detailed design of those proposals cannot be completed until a decision is reached on the future of the Grange railway line. The matter is deferred pending a determination of the future operation of the Grange railway line.

9. Estcourt Road Extension: Military Road to Clarke Terrace, City of Woodville: This project envisages a new arterial road connecting Estcourt Road, Tennyson, via North Parade, Seaton, to Clarke Terrace, Woodville. The study anticipated construction in the period 1978-1982.

The alignment at the western end of this proposal will be affected by the West Lakes Development Scheme, and the alignment at the eastern end will be affected by the decision regarding the future operation of the Grange railway line. Further detailed study of the proposed Estcourt Road extension is deferred pending the preparation of the road layout for the West Lakes Development Scheme and a decision on the future of the Grange railway line.

10. Kilkenny Road-Hanson Road, Realignment, City of Woodville and Proposed Development: Holbrooks Road-Main Street-Kilkenny

Road, City of Woodville: The study proposes a new arterial route running from Holbrooks Road, Flinders Park, generally northwards via Main Street, Beverley, Kilkenny Road and Hanson Road to a junction with the proposed Dry Creek Expressway at Wingfield. An establishment of these proposals would, in conjunction with Marion Road, complete a north-south arterial road linking Darlington in the south with Wingfield in the north and would form a major link in the arterial road system. The joint review of these two proposals arose from a submission by the Woodville council and other objectors. The investigation is proceeding and so the matter must remain deferred.

11. Proposed new road: Audrey Street-North Terrace-Trimmer Parade, Town of Henley and Grange and City of Woodville: A proposed new east-west road connecting Audrey Street, Tennyson, with Trimmer Parade at the intersection with Tapley Hill Road, Seaton, is recommended in the study. The new road would link Military Road with Findon Road and, in conjunction with the proposed Estcourt Road extension, would complete a basis arterial road framework for the areas of Seaton and the Upper Port Reach, which are relatively undeveloped at present. The alignment of the proposal in the study assumes the closure of the Grange railway line. The proposal is accepted in principle and the detailed alignment will be considered in relation to the proposed West Lakes development scheme and the retention, or otherwise, of the Grange railway line.

12. Military Road Extension at Patawalonga Lake, City of West Torrens, and Brighton Road Extension at Glenelg North, Town of Glenelg: The study recommends a rearrangement of the arterial road system in Glenelg North comprising a direct connection between Military Road, West Beach, and Brighton Road at its junction with Anzac Highway. The scheme involves a deviation of Military Road near the Glenelg sewage treatment works, to join Tapley Hill Road near the Sturt River crossing with a new bridge over the Patawalonga Basin.

The extension northwards of Brighton Road from its present intersection with Anzac Highway through Glenelg North, would link with the deviation of Military Road. Objection was made by the Glenelg council to this proposal. Investigations are still proceeding on the two proposals, which must be further deferred.

13. Church Road: Crossing of Modbury Freeway, City of Campbelltown: A new local road, called the McLachlan Road extension, is proposed in the study. Its purpose is to link the Campbelltown-Paradise area south-east of the proposed Modbury Freeway with the Klemzig-Windsor Gardens area, north-west of the Torrens River. The proposed route runs from the intersection of Gorge Road with Lower North-East Road, generally north-eastwards, crossing over the proposed Modbury Freeway and linking with McLachlan Road, Klemzig, by a new bridge over the Torrens River.

The route is not included in the proposed arterial network and would not form an integral part of the future arterial system. It would serve only local needs. The route would provide access to the area between the Torrens River and the proposed Modbury Freeway. The northern approach to this area would be via a new bridge over the Torrens River which would replace the existing ford on Church Road, and the southern approach would be via a proposed bridge over the freeway. Objection to the proposed route was made by Campbelltown council and an alternative route along Church Road was suggested. An investigation shows that the estimated costs of providing a crossing of the freeway at Church Road are little different from the costs associated with the study proposal. A planned crossing of the Modbury Freeway at Church Road will be adopted in lieu of the McLachlan Road extension proposed in the study.

14. Cove Road, Brighton to Hallett Cove, Cities of Brighton and Marion, and District Council of Noarlunga: This proposal is for a new arterial road linking Dyson Road, Christies Beach with Brighton Road near the intersection with Ocean Boulevard. The route would run from the present intersection of Dyson Road with Sheriff Road, passing between the oil refinery and Chrysler's Lonsdale plant and then northwards on the western side of the railway line. South of Marino Rocks railway station the route would pass under the railway line and continue on the eastern side of the line, ultimately connecting with Brighton Road.

Because costly earthworks would be required because of the steep ridges and gullies encountered along the route and, as deep cuttings and high embankments would reduce the points of access to the road, alternative routes to that originally proposed are being

investigated. The study proposal shall be not proceeded with, and an alternative route farther east will be adopted following detailed investigation.

15. Proposed development: Lander Road, District Councils of Noarlunga and Meadows: The new arterial road is proposed in the study south of O'Halloran Hill between the western boundary of the Happy Valley reservoir reserve and the Noarlunga Freeway. The proposed route runs from a point on Chandler Hill Main Road, near the south-western corner of the reservoir, generally westwards, passing under the Main South Road (Reynella Expressway) and linking with the proposed arterial road system in the area between the proposed Noarlunga Freeway and the coast. An interchange with the freeway is proposed on Lander Road. The District Council of Meadows has expressed concern with the proposal because the selected route severs an extensive subdivision presently being developed in the area immediately north-east of Reynella.

A further review of the route is being undertaken, and it seems that an alternative route, either north or south of the subdivision, is feasible utilizing existing roads to a large extent. The alignment of the proposed Lander Road extension within the District Council of Meadows, as indicated in the study, shall be not proceeded with. An alternative route appears feasible and is being investigated.

16. George Street Relocation, Corporation of the Town of Thebarton: George Street relocation is proposed in the study report as a major connector road, connecting Port Road and South Road in the Thebarton area. It is one of two streets underpassing the proposed Noarlunga Freeway in the section of the freeway between the Hindmarsh and Henley Beach Road interchanges. The proposal substantially affects land presently held for commercial development. The Thebarton council suggests that further consideration be given to the realignment of George Street.

Further study shows that an alternative alignment would be possible but exact details can be deferred until the final design stage. The Government accepts that an amendment to the proposal is desirable and an alternative alignment is feasible. The Government recommends that further detailed study of the proposal be deferred until detailed plans of the adjacent section of the Noarlunga Freeway proposals are prepared.

17. Goodwood Road widening, Greenhill Road to Grange Road, Cities of Unley and Mitcham: The study report recommended that Goodwood Road be widened from 66ft. to 106ft. between Greenhill Road and Grange Road, envisaging construction in the period 1973-78. Prior to the study proposal, improvement of Goodwood Road was based on the metropolitan road widening scheme which envisaged widening by 7ft. on both sides, to 80ft., but only 2 per cent of the land needed for this scheme has been acquired. The principal difference between a 106ft. wide road and one 80ft. wide is that the former can incorporate a wide (16ft.) median which provides more accommodation for turning vehicles at intersections. It is considered that the anticipated traffic pattern along Goodwood Road after the Noarlunga Freeway is constructed could be adequately catered for in a road 80ft. wide. The future widening of Goodwood Road between Greenhill Road and Grange Road will remain as proposed under the Metropolitan Road Widening Scheme—80ft.

18. LeFevre Terrace Extension, City of Adelaide: The LeFevre Road and LeFevre Terrace Extension included in the study is the most direct of several alignments which could achieve the basic aim of developing a higher capacity road between LeFevre Road (at the Main North Road) and Frome Road (south of the Torrens River). Such a connection would develop the full potential of this northern inlet to the city of Adelaide.

Various alternatives have now been reviewed in more detail and account has also been taken of the current widening of Margaret Street and the land parcels already held or being acquired by the Adelaide City Council. Possible redevelopment proposals for the adjacent residential areas have also been taken into account. It is considered that a route of the same width should be secured but following the general alignment of Margaret Street with the necessary widening of the eastern side. The route would extend in a northerly direction to the Main North Road and in a southerly direction along the general alignment of Brougham Place and Frome Road, but would not involve any property acquisition south of Brougham Place.

The new alignment will be less costly and involve acquisition from a lesser number of properties. At the same time, it would provide equal traffic capacity, an improved vertical alignment, less interference with the present

layout of the area and greater potential for an improved overall environment in this section of North Adelaide.

The principle of an arterial route linking the LeFevre Terrace and Main North Road intersection, Prospect Road and Frome Road, Adelaide, is endorsed by the Government. The proposed route along LeFevre Terrace, as indicated in the study, shall be abandoned and replaced by an alternative proposal via Margaret Street, North Adelaide.

19. Modbury Freeway: The proposed Modbury Freeway is designed to serve the rapidly growing north-eastern parts of the metropolitan area and provide an additional access to the city of Adelaide from the north of the State. In the motion before the House the Modbury Freeway is approved in principle, but there have been two sections of this roadway that have been under review as a result of objections received. These were deferred for further consideration last February. The sections concerned are in the vicinities of Hope Valley reservoir and Salisbury Heights.

With regard to the section in the vicinity of Hope Valley reservoir, the original proposal was for the freeway to pass through a housing area. Investigations have been undertaken with a view to the possible relocation of the freeway to encroach on the reservoir reserve, thereby avoiding a number of houses. Uncertainties associated with the effect of encroachment on the reservoir reserve and the effect of a necessary variation in the design standard require that this matter receive further investigation, and a decision is therefore deferred for a further period.

It has not been possible to complete the review of the proposed freeway in the Salisbury Heights area in the time available. The difficult topographical conditions and the associated engineering problems necessitate the investigation being carried out in considerable detail to enable any alternative alignment to be recommended with confidence. Consideration of the freeway in the Salisbury Heights area also involves further study of a four-mile section of the freeway between Milne Road, Modbury North, and the Main North Road, Hillbank. Investigations are proceeding.

20. Hills Freeway and Foothills Expressway: The proposed Hills Freeway starts at the western end of the freeway now under construction in the Adelaide Hills and proceeds to the plains at Mitcham. The route then runs north, passing to the east of the park lands of the city of Adelaide to terminate at the

Walkerville interchange. The proposed Foothills Expressway was intended to provide a connection between the Noarlunga Freeway and the Hills Freeway.

Submissions from Kensington and Norwood, Mitcham, St. Peters and Walkerville councils object to the proposals. The Unley City Council submission approves the Hills Freeway in principle.

The proposals for the Hills Freeway and Foothills Expressway are not accepted by the Government. The whole matter of a proposed freeway and expressway in these regions of the metropolitan area is deferred and will be considered by the State Planning Authority in its review of the Metropolitan Development Plan now being undertaken. It is the Government's policy that land acquisition along the M.A.T.S. routes will continue, based on hardship considerations.

21. Dry Creek Expressway: North Arm Road to St. Vincent Street, city of Port Adelaide: The proposed Dry Creek Expressway extends easterly from St. Vincent Street in Port Adelaide to the Modbury Freeway. This highway is shown as a freeway in the Metropolitan Development Plan but the study recommendation is that it be built to expressway standard. Whilst this expressway is approved in principle within the motion, there is one section of it which has been under review. The section under review is that part of the expressway which runs through established industrial and commercial development near Port Adelaide. The report of the study does not include any detailed plans of the proposal.

A number of alternative proposals have been considered but in each case established business organizations would be affected, and substantial acquisition and construction costs would be involved. Some preliminary discussions have taken place with property owners to explore possible alternatives. In view of the established organizations that are substantially affected, the Government considers that the determination of an exact alignment at this time is premature. Many of the buildings along the route suggested in the study are old, and it could be expected that within a 15 to 20-year period, major rebuilding programmes could be initiated by the organizations concerned. At that time the exact location of the expressway could be determined more practicably and economically. Detailed consideration of the alignment of the proposal is deferred. The matter will be

placed under review with a view to implementing the project in the long term in association with the expected redevelopment of the area concerned.

22. Noarlunga Freeway: Vicinity of Field Creek, District Council of Noarlunga: The proposed Noarlunga Freeway would serve as the main route to the expanding residential, industrial and recreational areas to the south. Field Creek presents a deep gully which has to be crossed east of Hallett Cove. The Noarlunga Freeway is approved in principle but the Field Creek section was deferred last February for further consideration. This section of the freeway has substantial engineering implications. The review of this matter is at an advanced stage but the Government is unable to make a decision until all the necessary investigations have been completed. Also in regard to the Noarlunga Freeway reconsideration of the detailed route through and in the vicinity of the city of Marion has been announced by the Government. This will be reconsidered by the Metropolitan Transportation Committee and that committee will make its recommendation to the Government in about six months' time. Every opportunity will be given to interested people to make submissions with regard to this matter.

Submissions received: The number of submissions received within the period allowed for public review of the study proposals was 888, including 28 submissions from local government authorities, and 860 submissions from private individuals, firms and organizations. Six petitions were received involving 581 signatures and a further 17 petitions were submitted to Parliament involving 6,961 signatures. Submissions were made by 27 metropolitan councils and one country council. Seven of the submissions by metropolitan councils expressed general approval of and support for the proposals. A further two councils advised of no objections.

However, classifying the submissions on a broad basis and in accordance with the major point of objection, the numerical distribution of comments is as follows: 208 submissions relate to the public transport proposals, of which 180 object to the closure of Marion station. Two petitions oppose the proposed railway deviation at Edwardstown and a further two object to the closure of the Grange railway line. Some 495 submissions refer to specific freeway proposals and 101 persons object to the arterial road recommendations.

The remaining 56 submissions are of a general nature and mainly concern the overall aspects of the study on the principles underlying the Metropolitan Development Plan on which the study was based. Included in this number are 15 submissions expressing approval of the proposals and four letters containing offers of help and further assistance. Also, on July 18, 1969, a delegation, comprising Mr. Virgo, M.P., Mr. Hudson, M.P., His Worship the Mayor of Marion (Mr. Keen), Mr. and Mrs. H. R. Hewett, and Mrs. D. V. Lawrence, presented about 1,200 objections, addressed to the Town Clerk, Marion.

General: Few people will question the enormous benefits to be derived from long-range forward planning, especially in relation to urban transportation. The development of transportation facilities and services for the expanding Adelaide metropolitan area of the future will involve a massive works programme and will be of profound significance to the community in terms of both costs and benefits. Also, transportation will affect many other phases of our urban development and realistic long-range planning is an essential prerequisite if our growth is to be properly co-ordinated and guided in the desired direction.

The Adelaide community has benefited greatly over the past years on account of bold and effective planning undertaken in the early days. Colonel Light's plan for Adelaide made wonderful provision for road transport and, as a result, we have enjoyed a level of traffic convenience envied by residents of many cities throughout the world. Because early provision was made for transportation, we have enjoyed this luxury with minimum social cost, in that our development has been able to take place having regard to the requirements for transportation.

It is now evident, however, that our future requirements will shortly surpass the provisions that have been made in the past. It is also evident that we have, in the past, failed to maintain adequate "lead time" in our planning, with the result that other development must now be disturbed to make way for essential transportation facilities. While our present transportation system, particularly with respect to roads, is approaching the limit of its capacity, we see ahead an enormous expansion in travel demand. The population of metropolitan Adelaide is expected to increase from 750,000 to 1,250,000 in the next 20 years. Individual person trips made on an

average week-day, at present numbering 1,386,000 are expected to increase to 2,651,000 by 1986.

Patronage of public transport (on a per capita basis) has been rapidly declining over the past several decades. At present, 19 per cent of all trips are by public transport. If the previous trend in public transport usage is allowed to continue, it is estimated that by 1986 as little as 9 per cent of total person trips will be made by public transport. The rate of car ownership, at present 2.75 cars for 10 people, is expected to reach 3.80 cars for 10 people by 1986. The number of motor cars in the metropolitan area is expected to increase from 198,000 to 443,000. The total vehicle miles of travel on our roads, at present a little over 4,000,000 on an average week-day, can be expected to exceed 10,000,000 by 1986.

In the face of this increasing travel demand, it is evident that the transportation system that has suited us well in the past will be totally inadequate in the future. It is important that we do not plan any one element of the transportation system in isolation. In too many cities, particularly in North America, the highway programme has been developed without proper regard for overall development objectives and without co-ordination with other forms of transport.

Here in Adelaide we are able to benefit from the mistakes that have been made elsewhere. The M.A.T.S. proposals do not contemplate unbalanced development of any one component of the transportation system; instead it is intended that all components be jointly developed in harmony and in the correct balance. Co-ordination of transportation with other forms of development is assured by the overriding requirement that all development must proceed in accordance with the development plan as approved by Parliament in 1967.

Sound Basis for Transportation Planning: A most satisfactory basis for transportation planning is provided by the 1962 Metropolitan Development Plan. This plan was prepared by an impressive team of professional town planners guided by a broadly based Town Planning Committee. It was made available for public review, and machinery was established for the hearing of objections. The plan was, in effect, accepted by Parliament in 1963 when the Town Planning Act Amendment Act was passed, and four years later (in 1967), Parliament adopted the development plan as an

authorized development plan. Seldom have transportation planners had the benefit of a development plan that could be accepted with such confidence as representing the pattern of development acceptable to the community as a whole. Also the development plan was prepared with a realistic regard to the consequences of transportation requirements. With such a sound basis established, it remained to examine the transportation requirements in depth and to devise the most satisfactory means of providing for these requirements.

M.A.T.S. Organization and Objectives: In 1965 the State Government acted on the recommendation of the Commissioner of Highways and the Town Planner to establish a Joint Steering Committee to investigate the need for, and subsequently to undertake, the Metropolitan Adelaide Transportation Study. The Joint Steering Committee comprised the heads of the five agencies which participated in the study, namely, the State Planning Office, the South Australian Railways, the Municipal Tramways Trust, the Adelaide City Council, and the Highways and Local Government Department. Through the technical capacity of the five participating agencies, the Joint Steering Committee had available to it a highly competent staff with a wide range of professional disciplines. Senior technical officers of these agencies, the Assistant Commissioner (Planning) of the Highways and Local Government Department, the Deputy Director of Planning, the Assistant to the General Traffic Manager of the South Australian Railways, the Traffic Planning Manager of the Municipal Tramways Trust, and the City Engineer, city of Adelaide, formed a technical committee to advise the Joint Steering Committee on the conduct of the study of the development of the proposals. The Joint Steering Committee was of the opinion that competent transportation planning consultants should be appointed. A prospectus was issued and consultants were invited to submit proposals. After considering a number of proposals, the Joint Steering Committee recommended the appointment of De Leuw Cather and Company, of Chicago; Rankine and Hill, of Sydney; and Allen M. Voorhees and Associates Inc., of Washington. These firms, which had submitted a joint proposal, have had vast experience in the field of modern transportation planning. General planning goals were established for the study as follows:

The plan should guide and where necessary direct the development of transportation facilities and services in the Adelaide metropolitan area in such a way as to preserve and enhance the social and economic welfare of the community as a whole. The plan should be within the financial capabilities of the community.

Compromises may have to be made, therefore, between the ideal and the obtainable.

I ask leave to continue my remarks.

Leave granted; debate adjourned.

ADJOURNMENT

At 5.58 p.m. the House adjourned until Tuesday, August 12, at 2 p.m.