

HOUSE OF ASSEMBLY

Wednesday, July 25, 1973

The SPEAKER (Hon. J. R. Ryan) took the Chair at 2 p.m. and read prayers.

PETITION: CASINO

Mr. CHAPMAN presented a petition signed by 1,050 persons, objecting to the establishment of a casino at Victor Harbor and praying that the Government would enact legislation to prohibit the establishment of a casino at Victor Harbor or elsewhere in South Australia.

Petition received and read.

MINISTERIAL STATEMENT: DOCTORS' FEES

The Hon. D. A. DUNSTAN (Premier and Treasurer): I seek leave to make a statement.

Leave granted.

The HON. D. A. DUNSTAN: The Government has received from the Commissioner for Prices and Consumer Affairs a report on his investigation into doctors' fees, and I will table that report. Honourable members will be told that the Commissioner considers that the proposed increases in fees of doctors prior to the findings of the tribunal appointed by the Commonwealth Government to investigate medical fees are unjustified, and he has made a series of recommendations and conclusions that I will read to the House. The conclusions are as follows:

Although the branch—

- (i) accepts that there may be merit in a four-tier structure for surgery consultations and home and hospital visits;
- (ii) rejects, in general, the charging of a separate fee for a procedure performed during a surgery consultation or home or hospital visit in addition to the charging of a fee for the associated consultation or visit, and instead holds the view that only one fee should be charged, the consultation/home visit fee or the procedural fee, whichever is the higher;
- (iii) rejects the adoption of a \$4 surcharge for out-of-hours services, but accepts the possible validity of a nominal surcharge of 50c to \$1, if such be the findings of the Commonwealth tribunal; and

- (iv) rejects any attempt to bring South Australia into line with the national level of fees;

it is considered at this juncture, and pending the findings of the Medical Fees Tribunal, that in the event of the South Australian Government deciding to control medical fees at existing levels and, at the same time, approving some interim adjustments, the latter should be by means of an increase of 12½ per cent on the current most common fees, confined to those services which relate to Part 1 of the first schedule to the National Health Act, 1953-73 (equivalent to Part 1 of the 1973 Australian Medical Association list).

The 5 per cent increase agreed by the Commonwealth Government in July, 1972, in respect of fees for services under Part 1, together with the increase of 12½ per cent suggested above, would approximate the 18 per cent increase on July, 1971, in fees as calculated under the formula to which an earlier report referred, and a very much lower increase than the 29 per cent increase proposed by the Australian Medical Association.

An interim increase of 12½ per cent on the current most common fees for all services listed under Part 1 could not be regarded as excessive.

Bearing in mind (i) that most medical practitioners throughout Australia will be likely to adopt the new fee structure in its entirety over Parts 1 to 10 of the list of services on August 6, 1973, as recommended by the A.M.A.; and (ii) that the Commonwealth Government has no powers to prevent this situation from coming about and that other State Governments seem disinclined to intervene, it would seem to be unreasonable for the South Australian Government to peg fees under the Prices Act with a view to withholding all fee increases from medical practitioners in South Australia pending the findings of the tribunal established by the Commonwealth Government, and even more so until medical benefits can be adjusted to such findings.

An interim increase in fees restricted to those services comprising Part 1 of the first schedule to the National Health Act and based on 12½ per cent of the current most common fees (as opposed to the increased fees recommended by the A.M.A.) would have no unduly serious impact on members of the public pending an adjustment of medical benefits in due course, namely:

	Current most common fee \$	Proposed by Branch		Recommended by A.M.A.		
		Current fee plus 12½ per cent increase \$	Monetary increase \$	Monetary increase \$	Percentage increase %	Percentage increase %
Surgery consultation.....	3.40	3.83	0.43	4.30	0.90	26.5
Home visit.....	5.25	5.91	0.66	7.40	2.15	41.0

Appropriate fees could thus be as follows: surgery consultations \$3.85, and home visits \$5.90. It is understood that about 84 per cent of medical practitioners in South Australia charge the most common fee.

One service among the 2,000-odd items that comprise Parts 2 to 10 of the first schedule to the National Health Act is worthy of special consideration, namely, ante-natal care, confinement, and post-natal care when performed by a general practitioner. When the concept of the most common fee list was first adopted in July, 1970, a fee of \$40 was accepted for this service as opposed to a fee of \$80 for the identical service when performed by a specialist. The unwarranted disparity between general practitioner and specialist fees led the South Australian Branch of the A.M.A. to recommend to its members in

September, 1971, that the fee for this service, when performed by a general practitioner, should be \$60. Although the appropriate medical benefit for this item is currently related to a fee of \$40, investigation of the disparity between general practitioner and specialist fees indicates that the A.M.A. recommendation is not unreasonable. In the circumstances, it is therefore suggested that any action by the Government to control medical fees should allow for the current most common fee of \$40 for the service of ante-natal care, confinement, and post-natal care when performed by a general practitioner to be increased to \$60.

Alternative courses available to the Government: (a) to refrain from any action until after the tribunal's findings (about the end of September), in which case it is probable

that most medical practitioners in South Australia would increase their fees in accordance with the recommendations of the A.M.A. as from August 6, 1973 (the Prices Commissioner states that such an increase is, in his view, unjustified; or (b) to bring the services provided by medical practitioners under price control and to (i) fix all fees for such services to the current most common fees; or (ii) to proceed as in (i) above with regard to fees for services under Parts 2 to 10 of the first schedule, but to approve an increase of 12½ per cent in the current most common fees for services under Part 1 and the increase relating to confinement (paragraph 10 (d) refers). Of the alternatives under (b), (ii) would offer a course which would give early relief to general practitioners in South Australia whilst not imposing a heavy burden on the public.

If it is decided to control medical fees, it would be necessary (i) to proclaim medical services as declared services; and (ii) to gazette a prices order either fixing all fees to the current most common fee for each service or providing in addition for the increases suggested in 11(b) (ii) above.

Any decision made would need to be reviewed in the light of the tribunal's findings and/or any agreement reached between the Minister for Social Security and the A.M.A.

As a result the Government has accepted the report of the Prices Commissioner, and today I have written identical letters and dispatched them to the President of the Australian Medical Association and the General Secretary of the General Practitioners Society in the following terms:

I enclose herewith copy of a report which has been submitted by the Commissioner for Prices and Consumer Affairs on the subject of medical fees. I should be grateful if you would advise me by the end of this month whether you are (a) prepared, and (b) able to, give an undertaking that all members of the South Australian branch of your society will comply with the recommendation of the Commissioner and not increase fees other than as follows: (a) a maximum charge of \$3.85 for surgery consultations and \$5.90 for house visits, (b) to a maximum of \$60 for ante-natal confinement and post-natal care performed by a general practitioner, pending the findings of the Medical Fees Tribunal appointed by the Commonwealth Government.

QUESTIONS

METROPOLITAN TRANSPORT

Dr. EASTICK: Can the Minister of Transport say what action he has taken to ensure that future computer programmes prepared for the assessment of transport methods will have an inbuilt component that guarantees a result which sufficiently simulates realistic operational conditions? Typical comments of people involved with the dial-a-bus proposal have been that in theory it was a perfect system, the computer figures showing that its operation was possible, and that with an empty bus the system worked perfectly, but obviously the method used was not satisfactory under true working conditions. This is why I ask the Minister to assure the House that in any other computer programme currently being used for the testing of a monorail system, cross-city bus systems, or any other transportation system (and we are still waiting to hear about what transport systems will be used in South Australia in the future) there will be built in a component that will sufficiently simulate real working conditions that the end result will not be a disaster for the people of the State at the time when the Minister brings forward a proposal for a method of transportation that requires the approval of the House. It is on the basis of what is in

store for us in the future, rather than of what has happened in the past, that I ask for this information from the Minister.

Hon. G. T. VIRGO: As I desire to make a Ministerial statement about dial-a-bus, it seems that if I do this now it will at least answer in part the question asked by the Leader. Accordingly, I seek leave to make a statement.

Leave granted.

The Hon. G. T. VIRGO: Members are aware that an announcement appears in this morning's newspaper from the Managing Director of Dialabus Proprietary Limited (Mr. Barrie Wood) stating that his company's dial-a-bus system terminated operation at 5 p.m. yesterday. To enable members fully to appreciate Mr. Wood's reasons for ending the experimental period, I believe that it is appropriate for me, as Minister of Transport, to provide information I have available on the establishment and trial operation of the system. First, I think it should be pointed out that Mr. Wood approached the Government some months ago with a "many to many" system of operating dial-a-bus that he believed would work. I emphasize that Mr. Wood approached the Government: the Government did not initiate this project. Mr. Wood believed that many people engaged in research on dial-a-bus services placed too much emphasis on complicated computer procedures, when a less sophisticated method could be devised at a more realistic cost. He believed that the system he had devised would work effectively. After numerous discussions with members of the Transport Planning and Development Branch it was decided to permit him to go ahead and put his proposal into operation on an experimental basis, with 12 mini-buses operating through the greater part of the metropolitan area.

Before the service was introduced on a full scale a test period began on Monday, July 16, when pensioners were carried free of charge between the hours of 9 a.m. and 5 p.m. From the commencement of the test period until yesterday's statement the company encountered a score of problems. It was originally intended to have a high-altitude radio transmitter at Lynton, but pressure from local residents forced the company to use a lower site. Thus from the outset the company had to contend with persistent technical difficulties that were not of its making.

On the first day of operation the transmitter broke down 10 minutes after the service began. Makeshift arrangements were not satisfactory, and the service was suspended for two days. Trouble with the radio equipment persisted, thus increasing the technical problems being encountered with the method of dispatching vehicles. During the first week the dispatching was changed to a system based on six corridor divisions of the metropolitan area, with two buses on each corridor, one travelling in each direction at a given time. The object of this dispatching method was to try to increase vehicle occupancy and hence make the system more profitable, although it was realized that delays to individual passengers would be greater.

This method lessened the dispatching problems but did not improve bus occupancy. There were further disruptions to the service when workmen cut through the telephone cable to the control centre. From the outset there had been a heavy demand for the service and when it resumed this was again the pattern. During the five full days of operation there were 880 house calls, and 1,020 passengers were carried. There were two other days of operation for which statistics were not obtained, owing to radio failure.

From information collated by Mr. Wood and the Transport Planning and Development Branch it appeared that, if fares had been charged during the trial, the average fare would have been about 50c, a rate of about \$2 an

hour a bus and barely enough to cover operating expenses. To make the operation reasonably economic, fares would have had to be about double, and all child and pensioner concessions dropped. If fares were substantially raised the system could be unfavourably compared to taxis, which offer a much lower door-to-door journey time.

The State Government gave Mr. Wood considerable assistance in launching the project in Adelaide, and it is evident from the demand for the service that the public supported him. It is evident that there is a need for cross-suburban public transport in Adelaide. We hoped that dial-a-bus would fill this need, but it now appears that the size of metropolitan Adelaide created numerous dispatching problems that placed the system under tremendous stress, so much so that it was simply not economically viable. In addition, the company was bedevilled by a series of technical difficulties.

Mr. Wood came to see me yesterday. He was, of course, deeply disappointed that the trial had failed, but he believed that an extension of the period, even if backed by the Government, would be pointless. Reluctantly, I agreed with him. I believe it is important in assessing the dial-a-bus operation that members bear two factors in mind. There is a need for cross-suburban transport in the metropolitan area, and it will not disappear because of the failure of one possible solution. The State Government will continue to seek and assess alternative solutions until a viable system can be brought into operation.

Mr. COUMBE: As the Minister of Transport is not present in the Chamber, I address my question to the Premier, as Leader of the Government. What plans, if any, has the Government to solve the problems of metropolitan transportation generally, especially now that the dial-a-bus system, to which the Minister gave much publicity, has failed? This matter was not referred to in His Excellency's Opening Speech yesterday, nor was it referred to in the Opening Speech last year. In view of this lack of reference to what I regard as a vital problem that will affect most people in this State, and as he was extremely vocal on this matter when he was in Opposition, can the Minister, who has now returned to the Chamber, give details of any plans the Government may have?

The Hon. G. T. VIRGO: I am at a disadvantage because I did not hear the preamble to the question; I apologize to the honourable member for being out of the House, but I had to take an urgent interstate telephone call. I will look at the question and bring down a reply, I hope on Tuesday.

Dr. EASTICK: As the Minister has not answered my question, I ask him whether he will make available to the public or to this House the documentation in respect of the dial-a-bus system that was made available to the proprietors of the dial-a-bus company that failed recently. It has been stated publicly and in this House that the Government gave information and assistance to Mr. Wood and to other people. I am in complete accord with this having been done. However, at present we have no knowledge of the information that was available and, as it bears considerably on the question I have asked the Minister about making certain that any future studies on a computer basis or with a computer involvement will have written into them a component that will clearly relate the facts of a realistic approach to the matter, it is important to know whether there was any deficiency in the documentation or in the results available from the previous study.

The Hon. G. T. VIRGO: I am delighted that the Leader is now convinced that the State Government and, more particularly, my department have provided every possible facility for Mr. Wood.

Dr. Eastick: I have never said anything different.

The Hon. G. T. VIRGO: No, the Leader has never said anything different to me, but he obviously did not hold that view when he got his Press Secretary to telephone Mr. Wood this morning to ask him whether the scheme had failed because the Government had not provided adequate support.

Dr. Eastick: I have no knowledge of any such contact.

The SPEAKER: Order! The honourable Minister of Transport.

The Hon. G. T. VIRGO: I am delighted that the Leader now publicly acknowledges that the Government and, in particular, my department have provided Mr. Wood with every assistance possible.

Mr. Mathwin: Stop hedging!

The SPEAKER: Order!

The Hon. G. T. VIRGO: The second part of the question the Leader has raised refers to the future studies that will be undertaken on transport and he asks that certain factors be built into such studies. I am pleased to be able to say here and in public that I have probably one of the most capable and efficient Directors of Transport it is possible to get. Further, he has at his side one of the best and most capable staffs it is possible to get, and certainly I, as Minister, do not intend to start telling the Director or his staff how to conduct their business. They are capable of doing it themselves. They can write their own computer programmes and the terms relating to studies let out to private consultants. Certainly, I do not intend to enter into that field, which is purely one for the Director and his staff.

Mr. RODDA: In view of the cessation of the dial-a-bus system, which I think the people of Adelaide had looked upon with anticipation as an intermediate form of transport, in view of the Minister's statement in reply to the Leader that his Director of Transport is one of the most able people in the transport business (and I do not doubt that), and in view of the experience that people are having with the growing demand on the taxi system, there is obviously a need in the city of Adelaide for an intermediate and cross-town system of transport. Having regard to the assurance that the Minister has given about the Director of Transport, will the Minister say when the Government will provide this facility, which the city needs so badly?

The Hon. G. T. VIRGO: This is one of the matters that the Director and his staff are considering at present and we hope that the data provided will enable us to consider the matter more realistically. However, there is the question of priorities. The first priority on our list, as most members know, is the duplication, extension and electrification of the Christie Downs railway. This will be followed by, I think, about 30 other projects that the Director is working on. I cannot give a time table on these matters at this stage but we realize the need and we are trying to provide the services required, not only in regard to the cross-town matter but also in all the other cases where deficiencies are so very apparent.

Mr. DEAN BROWN: Will the Minister say how he and the Government will implement their flexible transport system in the metropolitan area of Adelaide? The South Australian people for some time have been promised such a system, and in his policy speech in 1970 the Premier said:

We have all the technologies and all the industries necessary to make Adelaide the cheapest place of any major urban centre in the world to experiment with and produce economically those newer forms of flexible public transit which are designed to end jammed-up cities and heavy air pollution.

In 1973 the Premier promised the people of South Australia he would introduce an experimental demand-activated bus system in the metropolitan suburbs. Today, we have had a Ministerial statement explaining to the people that the dial-a-bus system operated by a private transport company has collapsed. In that statement the Minister brought forward a series of rather trivial technical failures, trying to explain away that collapse. These failures included the positioning of the transmission tower, cut telephone cables, and a two-hour breakdown in the two-way radio system. Whom else will the Minister and the Government lead up the garden path, having already led a private company and the people of South Australia—

The SPEAKER: Order! The honourable Minister of Transport.

The Hon. G. T. VIRGO: Perhaps the member for Davenport could assist himself considerably if, as soon as the *Hansard* pulls became available, he looked at the Ministerial statement I made. I think he will find that his claims about the triviality of the problems Mr. Wood encountered are rather a long way from the truth. If a system is operating under radio control (and it can operate only under radio control) and if that radio control is not existent, I find it rather difficult to suggest that that would be a triviality that was merely put as a weak excuse. The Transport Planning and Development Branch is looking at all the forms of public transport to which the Premier referred in his policy speech in 1970, and of course at the one to which the honourable member referred today, the dial-a-bus system, which the Premier said we would put into service. In fact, we have done that, and it has failed. However, that is not the end of the road. We have a task before us to provide the public transport system we require, but we should remember that Adelaide is the first capital city in Australia, and in fact in the Southern Hemisphere, that has had the courage to do something of this kind. If we are to be criticized because we have tried something and failed, all that proves is the narrow-minded attitude of members opposite.

Mr. BECKER: Can the Minister say what type of electric train is contemplated and where these trains will operate in the metropolitan area? Under the proposed electrification of our railways system, what type of electric train will be used? Will these trains operate from an electrified rail or will there be an overhead electric wire system, and will any new lines be laid in the metropolitan area?

The Hon. G. T. VIRGO: No final decisions have yet been made on the type of electrification that will be used, but it appears at present almost a foregone conclusion that it will have to be a continuing system rather than a third rail system, the principal reasons being that, with a third rail, many existing level crossings would have to be closed, because it is not possible to operate a level crossing if a third rail is in use. Also, the third rail would prevent access to platforms. At present, people enter many platforms after crossing the railway line, but that practice could not continue with a third rail: subways would be necessary.

Another point is that most of our metropolitan railway lines have post and wire fencing. It would therefore be necessary to have a 6ft. (1.828 m) high fence, as they have overseas; in some cases they have a 4ft. (1.22 m)

high fence with a warning sign on it. I am not sure how some people would react to this if their child climbed a 4ft. (1.22 m) fence and failed to read the sign. I expect it to be a continuing system, and to that end the Planning and Development Branch is looking at various designs that may be used for the gantries to try to make them blend in with the general environment, making them more aesthetic than would otherwise be the case. It appears that this can be achieved. In the programme of electrification, the first phase will be the line to Christies Beach, and I hope this will be electrified to coincide with the opening of that line in two years time. Following that, consideration will be given to the electrification of other lines and the extension of some lines. We are looking seriously at the possibility of extending the railway system into the Modbury area: that would be an electrified system, which probably would be a continuation of the King William Street underground system. It would have to go down below the Torrens River and continue in the bowels of the earth until it got at least through the park lands, and perhaps even further out, before the service continued out to the Torrens Valley. However, no firm decision has yet been made about this matter.

The final point is that the whole electrification programme depends on the availability of Commonwealth funds. At the last election there was the unique situation in which both major political Parties promised to assist the States with the provision of funds. I expect the forthcoming Commonwealth Budget will indicate the funds available to all States, including South Australia, and that will then permit us to proceed at full speed in realizing this programme.

Mr. MATHWIN: Does the Minister believe that the breakdown of the dial-a-bus system in South Australia is similar to the breakdown of similar operations in countries in Europe? As you are aware, Mr. Speaker, the Minister toured overseas last year in order to obtain information about the dial-a-bus system, as well as other matters, and no doubt he is familiar with breakdown of this system in other countries.

The Hon. G. T. VIRGO: I remind the honourable member that my tour was made not last year (although it may seem to the honourable member to have been a short time ago) but two years ago. Although I did not see the dial-a-bus system operating in Europe, I saw it in America, where information was given to me. Subsequently, further information was forwarded to the Director, collated and used, together with other information collected by us, to formulate the dial-a-bus transport test that was made a fortnight ago.

Dr. EASTICK: I seek leave to make a personal explanation.

Leave granted.

Dr. EASTICK: Earlier this afternoon the Minister of Transport said that a member of my staff had rung the proprietor of Dialabus (Mr. B. Wood) and had obtained information from him about the dial-a-bus operation. I have checked the statement, which appears in *Hansard*. I interjected and said that, if it was done, it was done without my knowledge. I now wish to acquaint the House with the fact that no member of my staff contacted Mr. Wood either today or yesterday. Because the Minister has seen fit to imply that this action was taken by a member of my staff. I will read his remarks so that he may be quite sure of them. He said:

The Leader has never said anything different to me, but he obviously did not hold that view when he got his Press Secretary to telephone Mr. Wood this morning to

ask him whether the scheme had failed because the Government had not provided adequate support.

On that basis, I believe it is only right that I should make this explanation on behalf of my staff, for whose integrity I have the greatest regard.

The Hon. G. T. VIRGO: I seek leave to make a personal explanation.

Leave granted.

The Hon. G. T. VIRGO: I made a statement earlier in the House, as the result of a telephone call to my office this morning, that the Press Secretary of the Leader of the Opposition had telephoned Mr. Wood to ask him if he was willing to say that the dial-a-bus venture had failed because of the lack of Government support.

Dr. Eastick: Allegedly!

The Hon. G. T. VIRGO: The Leader has now denied, that a member of his staff made such a phone call and this, of course, neatly suggests that Mr. Wood was telling lies when he telephoned my office to make that report. I refuse to accept that of Mr. Wood, because—

Dr. Eastick: I refuse to accept an allegation about a member of my staff.

The SPEAKER: Order!

The Hon. G. T. VIRGO: During the whole of the time Mr. Wood has been having discussions with me, he has shown himself to be honest and honourable.

Dr. Eastick: So is my staff.

The Hon. G. T. VIRGO: I do not believe that Mr. Wood would have telephoned my office and made a statement on the basis that he did, without there being substance in it. If someone else telephoned Mr. Wood and claimed to be one of the Leader's staff, that is a different matter. I do not think that, because the way the Leader left his explanation, the matter could be left in that fashion: it neatly implies that Mr. Wood had not spoken the truth, or alternatively that I had not been speaking the truth. The facts are as I have stated them.

Dr. Eastick: And as I have stated them!

The SPEAKER: Order!

The Hon. G. T. VIRGO: I do not believe that, as responsible people, the Leader, any other member, or I should use the privilege that we enjoy here to the detriment of people outside who do not have the same privilege.

BRICKLAYING COURSE

Mr. WELLS: Can the Minister of Labour and Industry say whether the Government intends to initiate a fourth course of bricklaying at the Marleston Technical College and, if it does, can he give details of people eligible to undertake this course?

The Hon. D. H. McKEE: Because of the extreme shortage of skilled bricklayers in the building industry, the Government, after discussing the matter with the unions involved and the Master Builders Association, decided to launch a further course of concentrated training in bricklaying. The course, originally set up for young men aged between 18 years and 20 years, is not open to adults except ex-servicemen. The course is to begin about the middle of August, and I understand that there are more applications than can be catered for at Marleston. Everyone who has attended this type of course has been successful, and all those on the course that is to finish shortly have been offered jobs.

TAPEROO CROSSING

Mr. OLSON: Will the Minister of Transport investigate the possibility of replacing the present glass lenses in the railway crossing at Gedville Road, Taperoo, with Polaroid or special lenses? During the afternoon the sun's rays strike the glass lenses and this is said to be

responsible for obscuring the flashing light warning device. It has been suggested to me that this hazard may be overcome by replacement of the glass lenses with special lenses.

The Hon. G. T. VIRGO: I shall be pleased to have my officers look at this suggestion.

FLAMMABLE CLOTHING

Mr. MATHWIN: Has the Minister of Labour and Industry a reply to my question of June 27 regarding no-burn dressing gowns being developed by Sutex Industries Limited and the way in which they are to be labelled?

The Hon. D. H. McKEE: The honourable member would have noticed in the press some time ago that State Ministers had held a conference in Adelaide at which it was agreed to introduce uniform legislation for the labelling of flammable night clothing for children. This legislation, which is expected to come into force from January 1, 1974, has been approved by Cabinet and will be introduced into this House, probably as early as next week. Permanent heads and other officers of the various departments who are considering the possibility of extending the legislation to include all forms of clothing are investigating certain methods of labelling, such as symbols which I understand are used overseas, so that the migrant population can understand that there is a flammable content in the clothing they are buying. At this stage the legislation will cover only children's night clothing.

NUCLEAR TESTS

Mr. HALL: In view of the information given to the House yesterday by the Minister of Works concerning the measurement of radio-active fall-out in South Australia in 1971, the continuation of the French nuclear tests in the Pacific, and the continued need to protest to the French Government, I ask the Premier whether he would support the suspension of Standing Orders at the end of Question Time today to enable a motion, notice of which I gave earlier this afternoon, to be carried in this House. I should think that the measure would have a quick passage, as I would not imagine that anyone in this House would oppose it. I think the consideration of this matter would be most timely and, bearing in mind the nature of the Minister's statement to this House that the South Australian Government is involved in the scanning and testing of radio-activity in this State, on behalf of all citizens I believe that it is a relevant matter.

The Hon. D. A. DUNSTAN: If I can get an undertaking from members that there would be a speedy passage of such a motion, I think we could accede to the honourable member's request. Certainly, the Government has already protested strongly to the French Government about the tests. The Governor and I (on behalf of the Government of South Australia) have both already done so, but I think it appropriate that a resolution should pass this House. As long as we are able to get accord from all members that it can be passed speedily so that we can get on with the business of the House, which is necessarily going to be pressing in the next week or so, I think we might accede to that request. I will discuss the matter with the Leader of the Opposition and see what can be assured there.

Later:

Mr. MILLHOUSE: As I notice that the Premier has had a brief word with the Leader of the Opposition, I assume that this is about the request made by the member for Goyder that the motion, with which I am sure we all agree regarding the French nuclear tests, should be quickly carried by this House. The Premier said that, provided he could obtain an undertaking from the Liberal and Country

League that the matter would be dealt with briefly, it could proceed today. As I am sure we all agree that that is most desirable (indeed, essential), I ask the Premier whether he has received that assurance and whether the debate can proceed briefly, so that the motion can be carried.

The Hon. D. A. DUNSTAN: I did not get the assurance—

Mr. Millhouse: What! Good heavens!

The SPEAKER: Order!

The Hon. D. A. DUNSTAN: As I am told that some members may well feel the necessity of debating this measure, I regret that I cannot agree to the motion to suspend Standing Orders.

Dr. EASTICK: I seek leave to make a personal explanation.

Leave granted.

Dr. EASTICK: I think it is only correct to point out that, in the discussion that ensued between the Premier and me, I pointed out that it was the right of members to put their point of view on any subject considered by the House. The restriction placed on the consideration of the motion to be moved by the member for Goyder was that it be not debated, but there are points of view that should be put. Although we are in sympathy with this matter, I cannot accept the responsibility of denying members on any side of the House the opportunity to express their points of view. I point out that, by way of a preliminary comment in his reply to the member for Goyder, the Premier said that submissions had been made on behalf of the Government on a continuing basis. I am sure that the opportunity will exist for this matter to be dealt with on Tuesday when it can be rightly brought forward, subject to the Premier's allowing free debate. In those circumstances, and in those circumstances alone, will my members accept the responsibility for passing a measure. They will accept that responsibility only when they have had the opportunity of expressing the views of the people they represent.

Mr. HALL: Because of the unco-operative attitude of the Leader of the Opposition that has deliberately prevented the passage through this House today of a protest motion about the French nuclear tests in the Pacific, an attitude which seems to be based on the inability to recognize the dangers inherent in it or which is simply a continuation of the old policies of his Party which have for years disregarded the public welfare and which in this case seem to be a tacit approval for atmospheric tests in the Pacific, will the Premier proceed at his own pace, without waiting for the lumbering pace of the divided force that sits opposite him, and send a protest note along the lines of my motion to the Ambassador for the Republic of France in Australia on behalf of his Government, and will he add to that note at least the support of the Party I represent in this House?

The Hon. D. A. DUNSTAN: Yes.

STATE AID

Mr. GOLDSWORTHY: Does the Minister of Education agree with the statement in the recent report of the Cook committee that all independent schools are in need? I should like to refer briefly to two extracts from the Cook report, which was commissioned by the Minister and which I understand he has accepted. The report states:

While the needs of schools vary to a great degree, all these schools do have needs and support the policy of allocating additional grants to all schools according to need.

The report further states:

We are convinced the withdrawal of grants according to needs would inevitably mean a substantial increase in fees, and this would mean a decline in the number of students in these schools. The ultimate result of this trend would be the inevitable closure of at least the small schools.

That is in direct conflict with the report of the Karmel committee to the Commonwealth Government which led to a decision being made by that Government. I ask whether the Minister agrees with this statement of the Cook committee, whose report he commissioned.

The Hon. HUGH HUDSON: I think that the statement whether all schools have needs is a truism that one can readily accept and that that statement is not in conflict with the report of the Interim Committee of the Australian Schools Commission. The member for Kavel is probably aware that, while for category A schools the interim committee recommended the phasing out of recurrent assistance, there was no suggestion that those programmes of the interim committee relating to capital expenditure and to the training of teacher-librarians and remedial teachers, etc., should not involve all independent schools, and there was no suggestion that capital assistance would not be forthcoming for category A schools if a certain need were demonstrated. I think the real issue is not whether all schools have needs, because I think it is obvious to anyone that that is the case: the question is which needs should be met first and should receive priority. That is a different question that could lead to different conclusions, and the recommendations of the Cook committee were not in full accord with the kind of conclusion reached by the Interim Committee of the Australian Schools Commission.

The Cook committee is an independent committee that is to report on the allocation of funds, and the Government has not altered in any way the recommendations of the committee in its successive reports. That does not necessarily mean that the Government fully accepts every expression of opinion made by that committee. The Government happens to believe that it is desirable that the allocation of State funds to independent schools in South Australia should be made by a committee that is independent of the Minister, of Cabinet, and, indeed, of any member of this House. That is the way in which we have operated in this area. That the allocation is made in this way according to certain terms of reference that are laid down does not necessarily imply that I, as Minister, or the Cabinet has agreed *in toto* with every statement or comment made by members of the committee or made in the report.

Mr. Goldsworthy: Is that so?

The Hon. HUGH HUDSON: The honourable member may ask me whether all schools have needs. If we really wanted to lay it on the line, we could say that any fool could see that.

MOUNT BARKER HOUSING

Mr. McANANEY: Can the Premier, as Minister in charge of housing, say how the building programme of the Housing Trust is determined and on what facts the programme is based? At Mount Barker, there is a waiting list of two years for Housing Trust houses (I think that a similar situation exists at Mount Gambier). However, I understand that the trust is continuing to build houses in northern towns where large groups of people are unemployed. I cannot see the necessity for new houses where jobs are not available for people. Yet in a town such as Mount Barker, where viable industries are expanding and a great demand for labour exists, there is not a very active building programme. The Premier has announced a new building programme for West Lakes at a time when there is a much

shorter waiting time in the city. How can a new programme be undertaken here while there is a waiting list in the areas to which I have referred?

The Hon. D. A. DUNSTAN: An assessment is constantly being made by the Housing Trust of waiting lists in various country areas. The honourable member must be aware that there has been a not insignificant Housing Trust programme in Mount Barker itself. We try to spread the provision of houses in the country to the areas of need. With regard to providing houses in northern areas, this is against existing economically demanding waiting lists. The waiting list in Mount Barker is certainly not longer than the waiting list in places such as Whyalla and Port Augusta. Although I will certainly have a look at the additional demand for houses in Mount Barker, I assure the honourable member that a constant examination is made by the trust's board of the level of demand in country towns, including Mount Barker. I am most interested to hear the honourable member say, in contrast to the statement made by the new Executive Director of his Party, that industry is expanding in the honourable member's district. This is true, the expansion having taken place with the assistance of the State Government. I am glad that we have provided employment opportunities that have led to a greater demand for housing.

VEHICLE INSURANCE

Mr. EVANS: Can the Premier say why the State Government Insurance Commission has not adopted a policy similar to that adopted by members of the Fire and Accident Underwriters Association in relation to insuring the vehicles of drunken drivers who are convicted on charges of having a blood-alcohol level in excess of 0.1 per cent? The main article in the *Australian Road Safety Report* states that the Commonwealth Minister for Transport (Mr. C. K. Jones) has announced recently that the Commonwealth Government will take a stronger line on road safety. Another article states that the insurance companies will get tough on drunken drivers by not offering them comprehensive or third party insurance policies for their motor vehicles. The article also states that Government insurance offices have not adopted this policy, which is to commence operating in August.

The Hon. Hugh Hudson: Does it refer to Government insurance offices, or to the South Australian Government Insurance Commission?

Mr. EVANS: It refers to Government insurance offices.

The Hon. Hugh Hudson: You don't know whether it is the South Australian office?

Mr. EVANS: The Premier can answer that. The article states:

Commenting on the decision, the Chairman of the South Australian branch of Fire and Accident Underwriters Association (Mr. A. Tanner) said that insurance companies were becoming increasingly concerned at the high incidence of drinking drivers involved in accidents, particularly in the under-21 group. "It is grossly unfair to the responsible premium payers who contribute substantially to the premium pool that the pool should be drained by people who cannot or will not act responsibly," he said.

Can the Premier say whether that report accurately states that our insurance commission has not adopted this policy and, if this is true, why has it not adopted that policy?

The Hon. D. A. DUNSTAN: I have the following report from the General Manager of the State Government Insurance Commission:

An inquiry has been received from the Minister of Transport seeking advice whether this commission intends to take up the recommendations of the Fire and Accident Underwriters Association throughout Australia. These

recommendations are intended to be adopted by most insurers in all States. They include a recommendation that comprehensive motor vehicle policies be amended to exempt the insurer from liability when the vehicle is driven by a person with a blood-alcohol content of .1 per cent or more. This will replace the existing exemption clause which operates when the driver is under the influence of intoxicating liquor or of any drug. The specific wordings of the existing and proposed new exemption clauses are attached.

The results of inquiries by the commission reveal that, in the majority of States, the Government insurance offices are following the tariff companies' amendment. The commission advises that it intends adopting the amendment, as it considers it could be under considerable criticism from the public and from such organizations as the Road Safety Council if it failed to do so. The commission also considers that, in the interests of public safety, it should follow the steps of other insurers in endeavouring to reduce the road toll by applying more stringent conditions to policies of persons breaking the law. Whilst the commission is sympathetic to an innocent party in an accident, it nevertheless considers that the innocent party under the new policy conditions is in no worse position than he would have been under the old policy conditions if the guilty party was under the influence of intoxicating liquor or of any drug, and in any case the innocent party would be in the same position, under either the old or the new conditions, if the guilty party was not covered at all. The commission advises that it has not had occasion to reject a claim in reliance of either the old or the new exclusions.

RURAL UNEMPLOYMENT

Mr. RUSSACK: Can the Minister of Education, representing the Minister of Lands, say what amount of the rural unemployment grant has been allocated to South Australia as from July 1, 1973, and what individual sum has been appropriated to each district council and corporation in the State?

The Hon. HUGH HUDSON: As I unfortunately do not have the information with me, I will ask my colleague for it.

KANGAROO ISLAND FREIGHTS

Mr. CHAPMAN: Will the Minister of Transport say whether he will arrange for waste paper to be transported free of charge from Kangaroo Island to the mainland on the Government-owned m.v. *Troubridge*? Until the Government acquired m.v. *Troubridge* in 1972, the Kangaroo Island community and certain charitable organizations enjoyed a freight-free arrangement with Adelaide Steamship Company, the previous owner of the vessel. That arrangement, of course, related to the freight on waste paper that was sold for charitable purposes. In making this request to the Minister, I assure him that funds raised in this way will be donated to charitable organizations, particularly the Adelaide Children's Hospital and other nominated public charities. Directly as a result of the Government's present freight rates applying on that vessel, the sale and disposal of waste paper from Kangaroo Island is uneconomic. Consequently, the organizations concerned are unable to sell the waste paper from that community economically, because of the freight rates that apply on the vessel.

The Hon. G. T. VIRGO: Since the Government took over the m.v. *Troubridge* about 12 months ago, several requests have been made for concessions to be given, but I point out to the honourable member that, when the Government took the vessel over, it had a completely new fare and freight structure and considerable concessions were built into that automatically. I also remind the honourable member that the Government bought the vessel not because we wanted to enter the shipping business but wholly and solely because we wanted to provide a reasonable means of access for the people of Kangaroo Island to the mainland of South Australia. That is being

provided at a cost of about \$250,000 per annum. In other words, the Government is now giving a special subsidy to the people of Kangaroo Island at that rate, and the honourable member would probably know better than I would how many people there are on Kangaroo Island. If he divides that number into \$250,000 he will find that we are giving a considerable subsidy to each man, woman and child on the island. I should not think that at this stage we could provide further concessions beyond those already prevailing.

EYRE PENINSULA RAILWAYS

Mr. GUNN: Will the Minister of Transport give an undertaking that his Government will not close the railway system on Eyre Peninsula? The Minister has been reported in various newspaper articles as saying that he may or could close the railways on Eyre Peninsula. This has caused much concern among my constituents, who value the railway system. Their only problem is that the railways are not providing the service required.

The Hon. G. T. VIRGO: The operation of the South Australian Railways is at present being considered by a committee established by this Government and the Commonwealth Government to determine its future. If the transfer of the non-urban section of the South Australian Railways to the Commonwealth becomes a reality, the question the honourable member has asked will then have to be directed to the Commonwealth Minister, not to me. At this stage we have no intention of closing the railway line, although I think it should be clearly stated that it is time some of the farmers who want this line gave it a little more support than they have done in the past. I suspect that this matter may be brought before the House again at some later stage.

CONSTITUTION CONVENTION

Mr. COUMBE: Can the Premier say what is the policy of his Government on the question of Commonwealth-State relationships, particularly in relation to the forthcoming Constitution Convention? The Premier was recently reported as having supported moves at the Australian Labor Party conference at Surfers Paradise to encourage a centralist system of government in Australia, as against the federalist system as we understand it today, a move which, as I understand it, was violently opposed by the A.L.P. Premiers of Western Australia and Tasmania. The Premier further, on a television programme that I saw, said that he was neither a centralist nor a federalist, but rather a regionalist. This has led to some dismay and confusion, to put it mildly, in the minds of many people. Especially in view of the impending Constitution Convention between the States and the Commonwealth, I ask the Premier what is the Government's policy on this matter.

The Hon. D. A. DUNSTAN: On the question of the transfer of powers from State Parliaments to the Commonwealth, it is the view of the Labor Party that, where it is necessary to have Commonwealth legislation for a common code and it is not possible to achieve this by agreement with the States, in appropriate cases a transfer of powers is desirable. For instance, legislation will be brought before this House during this session, again, for a transfer to the Commonwealth of powers for its restrictive trade practices tribunal in relation to intrastate matters in South Australia. It is entirely inappropriate that there should be separate State and Commonwealth tribunals operating in this area, and it is important that

the Commonwealth tribunal have power to investigate intrastate restrictive trade practices just as it investigates interstate ones.

In the same way, it is absurd that Australia has a whole series of codes relating to shipping and navigation and to safety on vessels. We ought to have one shipping and safety code. It is absurd that the British Merchant Shipping Act applies in certain areas of our waters and the Commonwealth code applies in others, and that there is some vague reference to the common law elsewhere. It is most difficult for the people involved to get reasonable remedies. It has proved impossible in Australia to get uniform companies laws, despite the efforts of the States and the Commonwealth; we still do not have uniform companies laws. What is more, it is utterly absurd that, in the area of family law, under the Commonwealth law relating to divorce and matrimonial causes decisions are made for certain children relating to custody, but, where a matrimonial cause under the Commonwealth Act does not arise, decisions can be made about the custody of the same child in various States under differing State laws, and they can be conflicting decisions. This just does not produce effective government for the people of Australia, and it was those specific matters that were referred to in the Commonwealth conference of the A.L.P. that, in order to get Commonwealth, nation-wide codes affecting people throughout Australia equally, in some cases it was appropriate for the aims of the A.L.P. that there should be a transference of powers to the Commonwealth.

Mr. Coumbe: Why did the other Premiers—

The SPEAKER: Order!

The Hon. D. A. DUNSTAN: I cannot answer that, but I will tell the honourable member privately.

The SPEAKER: Order!

Mr. Jennings: We let the press in—

The SPEAKER: Order! Standing Orders are applicable to all members of this Chamber, and they will continue to be so. I will not permit answers to interjections by any member.

Mr. MILLHOUSE: Does the Government intend to recommend any change in the representation from this Parliament to the forthcoming Constitution Convention?

The Hon. G. T. Virgo: You didn't get a guernsey.

Mr. MILLHOUSE: That is right. Last year, as the Minister of Transport is reminding me by way of interjection—

The SPEAKER: The interjection is out of order.

Mr. MILLHOUSE: Then, six members of this House were nominated to represent it at the Constitution Convention. At that time there were only two parties represented in this House. Now, four Parties are represented in this House, and I understand that it is the intention of those arranging the convention that every political Party be represented so that as nearly as possible every shade of political opinion is represented. I understand that the convention is to be held some time in September (although I do not know the precise day). I therefore put this question to the Premier in the light of the changed circumstances in the South Australian Parliament, particularly in this House.

The Hon. D. A. DUNSTAN: The honourable member is correct in saying that it is the aim of the Constitution Convention to represent all shades of political opinion. Therefore, I think some change in the representation previously arranged in this House is necessary. I have raised the matter with the Leader of the Opposition, and I hope that the matter can be resolved shortly.

MANNUM PRIMARY SCHOOL

Mr. WARDLE: Has the Minister of Education any further information available about the new primary school at Mannum? About 18 months ago the matter of a new primary school was discussed with a deputation but, to my knowledge, no further indication has been given by the department about when this school will be built. If the Minister has any further information, I shall be glad to get it.

The Hon. HUGH HUDSON: I recall that there was some contact with the local people at Mannum about five months ago on this matter. The position is, broadly speaking, that the Mannum Primary School project is for a replacement school and it must take its place in priority with other replacement school projects throughout the State. I am not sure of the exact position of this project on our priority list, but it is certainly one that does not provide for any immediate commencement of design work. I will check the prevailing position in this case and inform the honourable member in due course.

CHAFFEY IRRIGATION

Mr. ARNOLD: Will the Minister of Education ask the Minister of Irrigation to provide me with a copy of a report on the rehabilitation and proposed rehabilitation of all irrigation pumping and distribution systems throughout the District of Chaffey?

The Hon. HUGH HUDSON: I will refer the matter to my colleague.

PARTY PROSPECTS

Mr. MILLHOUSE: I want to ask a question of the Premier, but he is not here. The next question I want to ask is of the Leader of the Opposition, but he is not here; so I will ask his Deputy, the member for Torrens. Will he say whether his Party is confident of forming a Government after the next election? A report appeared in the paper yesterday of remarks made by the new Chief Executive Officer (I think he is called) of the Liberal and Country League (Mr. John Vial) in which he expressed the tentative opinion that maybe, if the L.C.L. was lucky, by the election after the next it might win. This seems to be an extraordinary statement to be made by the Chief Executive Officer of the Liberal Party; it seems to show a complete lack of confidence in that Party. Therefore, I desire to know from the Deputy Leader of the L.C.L. whether that view is shared by him and other members of his Party, or whether they have contrary views.

The SPEAKER: Order! Does the member for Torrens desire to reply to that question?

Mr. COUMBE: Certainly: the short reply is definitely "Yes", and it is in direct contrast to the prognostications made by the former Leader.

DAYLIGHT SAVING

Mr. GUNN: Will the Premier give the people of South Australia the right to decide whether they want daylight saving to continue? I understand that the Premier of New South Wales has agreed that the people of that State shall have the right to vote at a referendum on whether they desire daylight saving to continue in that State. Because of strong opposition to daylight saving operating in this State, will the Premier give the people of this State the democratic right to choose for themselves?

The Hon. D. A. DUNSTAN: I take it that the honourable member is suggesting that, if New South Wales and Victoria proceed with daylight saving, South Australia should hold a State-wide referendum to ascertain whether

it should make some adjustment to its time because of the adjustment of time in the Eastern States. Is that the proposition?

Mr. Gunn: I asked a question.

The Hon. D. A. DUNSTAN: I want to know what it is.

Mr. Gunn: Read it tomorrow. If you don't understand—
The SPEAKER: Order!

The Hon. D. A. DUNSTAN: If the honourable member does not know what he means by his question, it is difficult for other people to know, and I tried to get his question down to specifics. A vague statement about giving the people of this State the right to decide does not mean anything unless the honourable member says what he means and how it should be done. True, the Premier of New South Wales has spoken about holding a referendum in his State, but if the people of that State decide on daylight saving (which I am sure they will do without reference to the people of this State), the question that arises in South Australia is whether we should be hours out of phase with the time in the Eastern States, because this will cause grave dislocation to most of our industries, which sell 85 per cent of their products in those States affected by daylight saving. A small quantity is sold in the State presided over by the Leader of the Country Party in that State in which there has been much agitation about his refusal to do the sensible thing that was done by this State. It was a general music hall joke that, when one was going to Queensland on an election campaign, the Trans-Australian Airlines captain of the aircraft announced that, as the plane was approaching Bjelke-Petersen land, watches should be put back one hour and 10 years. I do not intend that the Government should hold a referendum—

Mr. Gunn: You still haven't answered the question.

The SPEAKER: Order!

The Hon. D. A. DUNSTAN: I am trying to reply to it. I do not intend that the State should hold a referendum on daylight saving—

Mr. Gunn: You are dodging the issue.

The Hon. D. A. DUNSTAN: —if New South Wales and Victoria move their times. I wish those Governments would do us the courtesy of consulting us before they make their moves about time, but they have refused in a cavalier fashion to do this. Unfortunately, since we are sellers to their markets there are certain inevitable consequences for us.

BLACKWOOD HIGH SCHOOL

Mr. EVANS: Can the Minister of Education say what action, if any, has been taken to improve fire safety and protection at Blackwood High School? In the past this school has suffered severely from fire damage, but I believe that approaches have been made to the Minister's department to have safety and protection measures improved in the buildings. I therefore ask the Minister what stage the matter has reached.

The Hon. HUGH HUDSON: I shall investigate this matter for the honourable member.

SEX EDUCATION

Mr. GOLDSWORTHY: Can the Minister of Education say what action is being taken in South Australian schools concerning sex education, and what involvement of parents organizations or parents has occurred in any decisions that have been made and implemented? From time to time reports have appeared in the press of sessions being held, in secondary schools in particular, with a person lecturing a class or replying to questions about sex education. As I believe that the Labor Party decided on a policy on this matter at the last State convention, I

think it would interest members to know whether a programme is to be introduced and how parents are to be involved in this matter.

The Hon. HUGH HUDSON: Before providing a general reply, I indicate that one of the things that has appalled me somewhat as Minister of Education is the extent to which the media are interested in the question of sex education to the detriment of any discussions on the general question of health education, of which sex education is only a small part. I must say that I am disappointed in the honourable member for adopting the same kind of attitude.

Mr. Goldsworthy: That is not fair. We must bear in mind what we read in the press.

The Hon. HUGH HUDSON: Well, what the honourable member reads in the press governs his interest in education.

Mr. Goldsworthy: That's not so.

The Hon. HUGH HUDSON: Be that as it may, the position is fairly straightforward, and I have been through it a number of times. A health education committee has produced a report recommending the introduction of courses in health education in our schools, initially on a pilot basis. The committee is broadly representative not only of educationists and doctors but also of parents organizations. The committee also recommends that a part of the course should deal with sex education. It also recommends that we must make suitable provision to have qualified teachers operating in this area. Consequently, the course will be introduced progressively over a period of years because it will not be possible initially to provide enough competent people to conduct the courses in all schools. In this connection the committee has recommended, and the Government and the Labor Party have adopted this policy, that courses in sex education should be made generally available, but parents should be given the right to opt out on behalf of their children. It is not an opting in provision: it is an opting out provision. This is the position that prevails at present: work is proceeding on the question of general courses in health education, of which sex education is a relatively small part. The decision to introduce these courses has been made, and the decision is being implemented on a pilot basis this year.

Mr. Goldsworthy: Where?

The Hon. HUGH HUDSON: In a number of secondary schools.

Mr. GOLDSWORTHY: Will the Minister say what are the elements of the health education course now being phased into schools in South Australia? The Minister in a snide fashion implied that I had some prurient interest in the sex education part of this course. However, this is an emphasis that his own officers may have put on it. Indeed, I have read a report in the *Teachers' Journal* that the Director-General of Education reported on this matter at some length after a visit to Sweden. As the Minister in his reply made some play of the fact that this was the only area emphasized in the press, to reassure him that I have no more interest in this matter other than that as a member of this House, a parent and a citizen, I ask him what are the other elements involved in this health education course, to which little publicity has been given.

The Hon. HUGH HUDSON: I am sorry if the honourable member has misunderstood my earlier remarks. I meant only to imply that he probably recognized that he would get publicity more readily by asking a question on sex education than he would if he asked a detailed question

on health education. I shall be pleased to get the information fully for him rather than give it to him off the cuff at this stage.

Mr. Goldsworthy: It is—

The SPEAKER: Order!

The Hon. HUGH HUDSON: Well—

The SPEAKER: Order! The honourable Minister will reply to the original question and not to the interjection.

The Hon. HUGH HUDSON: Yes, Mr. Speaker. As I have indicated, I will get the detailed information that the honourable member requires so that he can be fully informed on this matter. I hope that, when I give a detailed reply, it will get some publicity.

NORTH ADELAIDE CROSSING

Mr. CUMBE: Has the Minister of Transport any further information regarding a matter I have raised several times, the chaotic traffic conditions at the North Adelaide railway crossing? I suggest that, if the Minister has not already done so, he should study those traffic conditions which, of course, occur within the boundaries of the Adelaide City Council. The Minister should study the conditions at peak hours to see the build-up of traffic, especially when many of his trains are traversing the line. I realize that reorganization may be necessary when the standardization flyover is established, but in the meantime will the Minister review the position to see whether there is some way of relieving the problem, because I assure him that a large volume of traffic uses the crossing?

The Hon. G. T. VIRGO: There is no need for me to view the crossing, because I know it well; my looking at it will not make the problem go away. The problem is really tied up with the standardization project. Several areas have been sources of considerable discussion over a long period. All the problems associated with standardization have now been resolved, with the exception of the North Adelaide crossing. The consultants that the previous Commonwealth Government appointed, Maunsell and Partners, were not able to solve the problem and virtually threw it back into our lap. Principally, the reason is that the flow of the road network is an integral part of the problem. I am hoping, however, that in the not too distant future a solution will be found: we are working on it now. I realize the problem and, like the honourable member, I would like to see an early resolution of the matter and to see whether even temporary steps can be taken to relieve the problem. However, until we know the ultimate object that we will be pursuing, it is not much good finding temporary solutions. I hope that it will not be too long before we find a solution.

EYRE PENINSULA HOUSING

Mr. BLACKER: Will the Premier take action to expedite the availability of Housing Trust houses on Lower Eyre Peninsula? Several of my constituents on Lower Eyre Peninsula have recently approached me concerning the long waiting list for Housing Trust houses. I was informed that there was a minimum waiting time of 12 months to 15 months. That a lack of acceptable tenders had retarded the building programme was given as the reason. This problem is found in country areas because of freight differentials. On several occasions people living in substandard houses have been threatened by health inspectors that their houses would be condemned, but the occupants are unable to find alternative accommodation. Will the Premier look into this matter?

The Hon. D. A. DUNSTAN: I will certainly look into the matter. I can assure the honourable member that Port Lincoln, like Mount Barker, is constantly under review by

the Housing Trust to see what can be done about letting contracts to improve the standard of housing in the area. One of our big problems on Eyre Peninsula is the difficulty of getting satisfactory tenderers for Housing Trust work. The cost of a Housing Trust house in Port Lincoln is vastly greater than the cost of a similar house elsewhere in the State. Shipping costs are very great, but the matter is constantly under review. I will get a report from the trust for the honourable member.

AFRICAN DAISY

Mr. McANANEY: Can the Minister representing the Minister of Agriculture say what is the Government's policy regarding African daisy in the western foothills this year? Last year large sums were spent in the eastern and middle parts of the foothills, but in the Mount Osmond area the council allowed large areas of African daisy to thrive; it reached a height of between 6ft. and 7ft. (about 2 m). I fear that African daisy will infest large areas to the east, where the prevailing winds will take the seed. I want to ensure that the neglect I have referred to is not allowed to continue in the coming year.

The Hon. HUGH HUDSON: I will take up the matter with my colleague.

EMERGENCY HOUSING

Mr. BECKER: Can the Premier say whether consideration has been given to the question of providing emergency housing in the metropolitan area? At present one of my constituents, with three children aged five years, three years, and three months, has been requested to vacate his two-bedroom flat by the end of this month. He has been receiving sickness benefits, his only income, for the past several months, and he is finding it extremely difficult to get alternative accommodation for his wife and family. I therefore ask whether the Government will consider establishing emergency housing for people in such circumstances and whether it will help my constituent.

The Hon. D. A. DUNSTAN: The provision of special emergency housing (that is, housing of a lower standard than that of permanent housing provided by the Housing Trust) has been considered on many occasions. Each time, the Housing Trust recommends strongly against repeating the old emergency housing programme, because to keep providing houses of a lower standard than those normally built by the trust would mean a reduction in the permanent housing provided by the trust, and it would provide us with all the problems that arose during the original housing emergency period, when temporary and emergency housing tended to turn into permanent substandard housing in ghettos for lower than average income families.

This produced a whole series of attendant social difficulties. The South Australian Council of Social Service Incorporated, together with the trust, has established a special committee to co-ordinate the work of all social agencies in making special application to the trust in emergency cases where people are experiencing special social disabilities. Through the operations of this committee and the special priority system that has been developed by the trust, we have been able to cope with many emergencies similar to that to which the honourable member has referred. I suggest that he get directly in touch with the trust about this matter, as it has helped in special cases involving welfare families such as the one he has mentioned, in which a special priority is given. If the honourable member gets in touch with the trust, it may well be able to assist the person involved.

CALLAGHAN REPORT

Mr. DEAN BROWN: Can the Minister of Education, representing the Minister of Agriculture, say what are the terms of reference for the report on the future of the Agriculture Department being prepared by Sir Allan Callaghan?

The Hon. HUGH HUDSON: I will discuss the matter with my colleague to see whether or not he is willing to provide the information that the honourable member seeks.

NARACOORTE PRIMARY SCHOOL

Mr. RODDA: Will the Minister of Education say what progress has been made with tenders for the building of a new primary school at Naracoorte?

The Hon. HUGH HUDSON: I think tenders should be called shortly, but I will check the position and let the honourable member know.

LOWER MURRAY PARKS

Mr. WARDLE: Will the Premier say whether the Government has considered providing money to councils in the Lower Murray to provide additional parks in areas adjacent to the Murray River? Probably five districts from Marne to Lake Alexandria will require, with the advent of the new city of Monarto, additional areas of parks and playgrounds. However, it is impossible for local government to provide the \$250,000 to \$500,000 which will be necessary for the purchase of additional areas. I therefore ask whether the Government has considered allocating additional funds for this purpose.

The Hon. D. A. DUNSTAN: The whole question of waterfront reserves is being considered by the State Planning Authority and the Environment and Conservation Department. I will refer the matter to my colleague and ask him to get a full reply.

STRAY DOGS

Mr. McRAE: Pending a proper investigation of what is happening to stray dogs allegedly being vivisected at the Waite Research Institute, I ask the Minister of Local Government whether he will direct or persuade the Salisbury corporation to refrain from sending stray dogs to the institute. I ask this question not only on my own behalf but also on behalf of the member for Salisbury, who concurs with me, because we are utterly opposed to any policy of vivisection. We have no basis for positively saying that vivisection or practices of that kind are being carried out at present. In addition to the Minister's directing or persuading the council to refrain from this practice and replacing it with the simple practice of destroying the dogs in a humane fashion, I should also like him to check with the Minister of Education and tell the House exactly what has been happening to these dogs, what the institute has been doing, and whether any cruel or unusual practices or any operations or treatments of a painful nature have been carried out on them without proper anaesthetics.

The Hon. G. T. VIRGO: I shall certainly be pleased to discuss this matter with the Salisbury council, although I do not think that I have power of direction, and I shall be happy also to confer with the Minister of Education and obtain a report.

TRAFFIC CONTROL

Mr. MATHWIN: Can the Minister of Transport say whether the flow of traffic into and out of the city is to be controlled by reducing the width of traffic lanes on many of the roads and bridges *en route* to the city? I refer, in particular, to the Hilton bridge, whose traffic lanes, I understand, are to be made narrower or reduced in number to four.

The Hon. G. T. VIRGO: The honourable member seems to have access to information that I do not have. I cannot answer the question now, but I will examine it.

RURAL YOUTH MOVEMENT

Mr. McANANEY: Will the Minister of Education, representing the Minister of Agriculture, ascertain from his colleague the number of rural youth advisers now employed, whether there are any unfilled positions, and how the present number of advisers compares with the numbers employed in the past? There is some indication that fewer Rural Youth Movement advisers are employed now than have been employed in the past.

The Hon. HUGH HUDSON; I will refer the question to my colleague.

PORT PIRIE RAIL SERVICE

Mr. VENNING: What progress can the Minister of Transport report on expediting the improvement of the Port Pirie to Adelaide rail passenger service? When the Minister was in Port Pirie recently he was approached on this matter, and he said that he would try to improve the service. It was interesting that, only about a fortnight ago, when I travelled from Port Pirie to Adelaide, the train was 34 minutes late leaving Port Pirie but arrived at Adelaide ahead of time, so there seems to be room for improvement in this service on other occasions.

The Hon. G. T. VIRGO: I cannot give the honourable member any off-the-cuff information. I remember this matter being raised when I was at Port Pirie. I thought I would have sent the honourable member a letter but obviously I have not done so; otherwise he would not have asked the question. I will inquire into the matter, see what is the position and let the honourable member know.

OMBUDSMAN

The SPEAKER: I have received the following letter dated June 25, 1973, from Mr. G. D. Combe:

I wish to thank you for your kind letter of the 20th instant, conveying to me the House of Assembly's resolution of appreciation of my services as Clerk of the House. I express through you, Mr. Speaker, my warmest gratitude to the House for this exceedingly generous tribute and to the Premier (Hon. Don Dunstan), the Leader of the Opposition (Dr. Bruce Eastick), and the member for Mitcham (Mr. Robin Millhouse), for their most eulogistic references. I considered it an honour and a joy to serve the House and its members.

SESSIONAL COMMITTEES

The Legislative Council notified its appointment of Sessional Committees.

ADDRESS IN REPLY

The Hon. D. A. DUNSTAN (Premier and Treasurer) brought up the following report of the committee appointed to prepare the draft Address in Reply to the Speech of His Excellency the Governor:

1. We, the members of the House of Assembly, express our thanks for the Speech with which Your Excellency was pleased to open Parliament.

2. We assure Your Excellency that we will give our best attention to the matters placed before us.

3. We earnestly join in Your Excellency's prayer for the Divine blessing on the proceedings of the session.

The SPEAKER: For the benefit of honourable members, I point out that the motion for the adoption of the Address in Reply will be moved by the honourable member for Elizabeth and seconded by the honourable member for Semaphore, both of whom will be making their maiden

speech. Therefore, I ask all honourable members to maintain the necessary decorum that is observed when members are making their maiden speech. The honourable member for Elizabeth.

Mr. DUNCAN (Elizabeth): I move:

That the Address in Reply as read be adopted.

It is a great honour for me as the youngest member and one of the new members of the House to have the opportunity to move this motion. In his Speech, the Governor drew attention to the death of a former member of this Parliament (Hon. H. K. Kemp). Although I did not know Mr. Kemp personally, I am sure that he served this Parliament and the State to the best of his ability, and I express my sympathy and that of this House to his family.

Since the last Address in Reply debate, we have witnessed the untimely passing of the Hon. R. E. Hurst, your predecessor, Mr. Speaker. Knowing Reg Hurst, I knew of his untiring efforts on behalf of the people of his district and of the State. Although I did not have the honour of serving in this House while he was Speaker, I am sure that, in echoing the Premier's sentiments of last session in saying that he will be sadly missed in this place, I am speaking for all of us, and I would like to express our real sympathy to the members of his family.

Since entering this House, I have been able to renew and strengthen my relationship with colleagues whom I knew in the Labor Party previously, and this has been a source of great pleasure to me. I congratulate you, Sir, on your election as Speaker. Last session I had a great sense of satisfaction in being able to be present actively and to see the fulfilment of the campaign for full adult franchise in the Upper House of this Parliament. The passing of this legislation was the culmination of a campaign that the Labor Party has been fighting since its inception. To be able to vote for that legislation and to see it become part of the laws of the State has been a great honour for me.

Yesterday, I heard the Governor give an account of this Government's excellent record and of its legislative programme for this session. His Excellency's Speech was a testament to the progressive and humanitarian programme followed by the Dunstan Government. I commend the Government for its initiative, which deserves the overwhelming support of members of this House. In particular, the references to consumer protection, law reform, and conservation and environment point to the enlightened direction in which the Dunstan Government is taking the State. These references highlight in black and white terms the humanitarian approach of the Government, an approach that is in contrast to the sectional approach that I have observed emanating from the Opposition benches.

I wish to deal in some detail with the paragraph in His Excellency's Speech relating to the Government reports on workers' participation in management in South Australia. I have long been interested in this topic, for I believe it holds the key to the solution of many of the problems facing our society, particularly the solution to the problem of the dehumanizing processes that make up so much of modern industry. The reports relating to both the private and public sectors are most comprehensive, giving a good general background to this subject which, until now, has had less consideration than it has deserved. In this regard, I believe the Government should be commended for taking the initiative in investigating these matters, thereby bringing the subject to the attention of the public. I think it is fair to say that, in taking this initiative, the Government has brought the State up to date with the many oversea

communities that have taken the initiative in this direction, particularly Sweden, Scandinavia, West Germany, and Yugoslavia.

The Government is to be further commended for its public announcement that it will accept the committee's recommendations. This forward-looking step, which will lead to considerable benefits for the State, will go a long way towards focusing further the attention of the public on the problems of industrial democracy for, as the Premier has said, the reports represented in no sense the last words on the subject. I believe this is especially true with regard to the section of the report of the committee that reviewed the private sector dealing with worker control, this aspect being dealt with in chapter 2 paragraph 14 as follows:

Worker control is the fullest application of worker involvement, and involves total control over management by the employees; but as in political democracy there are many ways of expressing the wishes of the constituent members. The allocation of votes, the frequency of election, the level and power of elected bodies involved, all lend themselves to numerous variations. The fullest implementation of worker control has been in Yugoslavia where in smaller firms all workers comprise the workers' council; in larger ones its members are elected for two years and it, in turn, elects the management board. The director, who is the professional manager, is appointed by the workers' council after consultations with the local government body.

Therefore, the committee clearly saw worker control as a legitimate form of worker participation. It is interesting to see that, especially in the light of the committee's membership, which included well-established dons of industry in Mr. I. Hayward of John Martin and Company Limited, and Mr. D. H. Laidlaw of Perry Engineering Company Limited.

The paragraph of the report that I have quoted was not, however, the committee's last word on worker control, for in the paragraph referred to earlier the committee was really only listing the various forms of worker participation. Further on in the report, in the section in which the committee analyses the various types of worker involvement, it states, in chapter 5, paragraph 27:

Worker control provides the ultimate in worker participation in management and its primary advantage is that, theoretically, the worker has the ultimate say in the management of the company. It is said that through the recognition of the right of each worker to play a part in the management of the production processes his personal and social interests are fulfilled; and security of employment is enhanced through the workers' right of veto when lay-offs and plant shut-downs are discussed. On the other hand, the evidence shows that, although successful in some cases, such schemes highlight many of the problems that face the other forms of worker participation in management. Many workers are apathetic because they lack expertise, and management, because of its superior expertise, tends to play the dominant role in decision making. There is little doubt that this gap is actually widening as more and more skills are required for professional and scientific management. However, it seems inappropriate to discuss this form of worker participation in any detail, because the political structure in Australia is so different from that in those countries in which it has been introduced.

I believe that the committee, in making that statement and being mindful of the need to bring down a unanimous report, may have been anxious to avoid an area of potential conflict and controversy. It may also be that the committee, not having examples of worker-controlled industries to examine, believed that worker control was impossible in the Australian situation.

Because the report was dated April of this year and because of the need to compile it before then, the committee probably did not have the opportunity to study

two examples of worker control that have developed during the last six months, representing significant advances in this rapidly-developing field. Because of this, I want to spend some time this afternoon in outlining for the Parliament the developments which have led to the establishment of two workers' co-operatives in this State. I want to spend some time looking into this matter, first dealing with certain statements made by members opposite and, secondly, to indicate that, contrary to the committee's suggestion, worker control is, in fact, an appropriate form of worker participation in this State.

I turn first to Whyalla Co-operative Limited, which has been set up by the former employees of the James North Proprietary Limited glove factory at Whyalla and the Miscellaneous Workers Union. I am pleased to say, Sir, that I was involved, as the union's solicitor, in this pioneering venture from the very earliest time. The Secretary of the union contacted me on Tuesday, November 14, last year and asked me whether I would assist in negotiations with the company, James North Proprietary Limited, to try to get the company to apply to the Tariff Board and save the jobs of the people employed in that organization. Regrettably, however, the company advised subsequently, and before I had an opportunity to assist, that it would not continue with employment at the factory. The company stated that its position was not negotiable and that it would not apply to the Tariff Board for greater protection. I want to dwell for some time on the background to this dispute, because I think it important that the Parliament be aware of the general factors surrounding the situation.

The James North company had been operating in Whyalla for several years in what was basically a small warehouse. About three years ago, an approach was made to the Housing Trust regarding the construction of a large modern factory. The trust examined this matter and agreed to proceed with this proposal. The company was able to get, with the assistance of the State Government, a factory on extremely reasonable terms, with a lease-purchase agreement. Just before the company closed, it had been taken over by an English firm, Siebe Gorman, of London. I understand that the takeover occurred at the end of 1972. The company had stated, as reported in the press, that the reason why it intended to close the factory at Whyalla was that that factory was uneconomic.

That phrase was carefully worded, in my opinion, because the company has never stated in public that the Whyalla factory was unprofitable as a productive unit. I will deal with that matter again later, because I think it is an important factor. The other matter that I want to mention is that the company claims that the closure was due to lack of tariff protection against cheap imported gloves. On that matter, I say first that the company did not take the trouble to avail itself of the opportunity to apply to the Tariff Board for further and better protection against the importation of cheap leather gloves.

Secondly, the company is owned by Siebe Gorman, of London, which evidently has a glove factory in Hong Kong and is exporting cheap gloves to Australia. With this background, it seemed that the factory would close and that the employees would be out of work. The situation from the employees' point of view was quite grave and the employees had a meeting on Friday, November 17, which was the day of the closure, and decided to meet again on the following Monday morning.

They asked that their union Secretary attend Whyalla for that meeting on the Monday morning and that, before that meeting, he meet the Manager of the James North company in Whyalla. The Secretary of the union requested

that I speak to the Manager with him, and accordingly I accompanied Mr. Cavanagh, the Secretary of the Miscellaneous Workers Union, to the meeting at Whyalla on the Monday morning.

The conference proved significant, because the Whyalla Manager of this firm had decided at that stage that the factory was closed and that that was all there was to it. He decided to speak most liberally about the company's position and we found that, certainly, he was only too pleased to discuss the company's business that morning in great depth. He admitted that the Whyalla factory, as a productive unit, was making profits but, because the company had excess productive capacity in its two New South Wales plants, it was purely rationalizing its activities and it could maximize its profits by moving to New South Wales.

In my opinion, this statement showed clearly the attitude of the company to the workers and to the people of this State. It showed a complete and callous disregard for the welfare of its employees, and showed, in my opinion, that the company was interested only in maximizing its profits to the deprivation of its employees. It seems that the company's attitude was, "To hell with other considerations: we are going to make profits and that's it."

This attitude seems, in this day and age, a disgusting one and one that could have been only a directive from the directors sitting in London. In addition, the Manager admitted quite openly that the James North company, which had been publicly decrying the lack of tariff protection, was importing gloves from Hong Kong, where its parent company had a factory. As a result, the situation developed rapidly. The union Secretary reported to his members, who were waiting outside to speak to him, and I think what happened as a result of that has been fairly well chronicled. The employees were, to say the least, incensed when they discovered these things and decided, instead of holding a peaceful protest outside the factory, to hold a sit-in in order to focus attention on their problems.

This was conveyed to the Whyalla Manager who, at that time, decided to lock the factory. Subsequently, however, two clients came along and he again opened the factory. When he did so the workers went inside and, as a result, the Manager realized that he had lost control of the situation. Thereupon he completely lost control of himself and started punching people in all directions. This violence was certainly not intended by the union members, who were simply looking to make a peaceful protest in an effort to focus attention on their problems, and were certainly not looking for violence of this sort. It was subsequently pointed out that the Manager of the factory was a boxing instructor and he evidently decided to use his prowess on the employees.

Initially, the sit-in was responsible for the reopening of the factory until Christmas, which permitted the union and the workers to organize such forces as were at their disposal and to attempt to set up a co-operative. It seems to me that this was the only alternative available to them. There was no other. The workers concerned could accept the sack and go on the dole, which none of them wanted to do, or they could attempt to set up the factory as a co-operative. All the assets necessary for running the factory were in Whyalla and the only thing lacking was a boss—a fairly unusual situation. They could not possibly accept the sack. In fact, according to the Manager, the London directors had decided on the closure and it was nothing to do with the people of South Australia.

The union members became more and more determined to set up the factory and run it themselves as a going concern.

Of course, the *Advertiser*, in company, I regret to say, with the Leader of the Opposition, saw fit to do a good deal of "tut tutting" about these activities. I suppose this was to be expected, although it was disappointing. Support for the women in Whyalla was tremendous, and for the benefit of the House I should like to quote the editorial of the *Whyalla News* of Wednesday, November 22, 1972, as follows:

Even the most implacable opponents of direct action on the industrial front can hardly quarrel with the motive behind the latest show of protest by unionists in Whyalla. The sit-in at the James North glove-making factory in Norrie Avenue, started by the firm's sacked women employees and supported by outside male unionists, was promoted to keep jobs open, and only that. The fracas at the doorway of the firm's showroom on Monday cannot be used to support the readily-evoked charge of strong-arm methods against unionists.

One of the ironies implicit in that incident is that the showroom is intended to remain open for warehouse trade anyway—the door was locked only to try to prevent the sit-in taking place. Another is that the union official who was punched was by no stretch of imagination trying to force his way in—he was already there following a conference with the management earlier in the day. The eight women ex-employees, three of whom brought children along, were clearly expecting nothing more rigorous than having to sit on the floor and explain their motives to press and radio men who had been tipped off in advance to give the protest the publicity needed to achieve its ends.

The violence that occurred was quite unnecessary, as also was the locking of the showroom and—it would seem—the closing of the factory. The U.K. firm that had bought out James North and wants to centralize manufacture at North's Sydney factory clearly has no cause to be concerned with decentralization as against maximum profit. But the lack of Government control that allows an Australian firm to be taken over entirely by oversea interests and its resources to be pruned immediately without regard to human hardship involved gives cause for reflection.

The decision to close the Whyalla plant looks all the more perfunctory by having been made without even an application for more tariff protection to keep the industry healthier. What Whyalla is left with now is a factory built by the South Australian Housing Trust and leased to James North on favourable terms. Some 25 women with useful skills are out of work and the firm continues to occupy the premises as a warehouse. The protest begun by unionists must be taken up at other levels to ensure that a State resource—the factory—is used as it was intended, to employ local women, not to store Sydney-made products.

I believe that is an expression of support which uniquely reflects the attitude of the people in Whyalla to this sit-in. Regrettably, the Leader of the Opposition, not being familiar with the facts and seeing an opportunity to make some political capital out of this dispute and the hardships of these people, saw fit to attack the move in the radio programme *Focus* earlier this year. In reply to the question "What about industrial lawlessness?" the Leader of the Opposition said:

Keith, I am glad you raised this important issue, as I believe we have recently seen unprecedented examples of this problem in Whyalla at the James North glove factory. Employees there allowed themselves to become involved in this shameful affair through allowing themselves to fall prey to foreign influences.

What induced the Leader to make such a statement escapes me. Where were the foreign influences? It seems to me the only foreign influences involved in this dispute were the directors in London. Surely people from Adelaide are not to be considered foreigners in Whyalla. What were the employees to do—meekly accept the sack? It is to their credit that they did not do so.

In such circumstances it is my strongly held view that the employees had only one reasonable course open to them, and that was to attract as much publicity as possible so that their cause could get the widest possible airing, and to investigate the chances of running the factory themselves, taking over the role the employer had, in my view, so wrongfully abdicated. It is now history that the employees arranged to lease machinery and portion of the factory from James North to set up a workers' co-operative, and I am pleased to inform the House that that co-operative is now legally in existence and that contracts for sewn goods, including hospital linen, gloves, and other articles, have been obtained from the State Supply Department and from private firms. The co-operative is operating profitably and has on-going orders spanning the next two years. At present 17 co-operative members are fully employed and in order to achieve production quotas it may be necessary shortly to expand the membership.

I recently had the opportunity to revisit the co-operative and the enthusiasm of the members is magnificent. Productivity has risen greatly, absenteeism and lost time are almost non-existent, and the members are in high spirits and appear to be enjoying their work. The basis of the co-operative is that all members are equal partners in the venture. They have elected a manager to run the business from day to day and they direct him according to general policy guidelines that they lay down at weekly meetings. The members draw award wages, and the working conditions are those set down in the award, or better. If any members of this House are in Whyalla and have the opportunity to visit the factory, I strongly urge them to do so. They will see that the attitude of the members of the co-operative is fantastic. It must be one of the happiest places to work in this State. To see the way the employees are working on the General Motors-Holden production line and then to see the way people are working at the co-operative makes one realize that the two situations are worlds apart.

My contention is that this most satisfactory slate of affairs has resulted from what the Leader of the Opposition referred to as "foreign influences". It is not to his credit that he made that statement, because alternatively the girls would have been out of work and on the dole. It is very much to their credit that they were able to take the initiative they did and set up this co-operative. I should like to mention one further matter before I conclude my remarks about the Whyalla co-operative. The company James North, for which its Whyalla Manager so gallantly fought to protect its property, has rewarded that Manager by sacking him. That is a further example of the type of attitude that this company adopts towards all employees no matter how long they have been with the company or how faithful they have been. If ever there was any doubt about the unreasonableness of James North, that shows above all its approach to its employees.

There has been a second example of the setting up of a co-operative in South Australia in recent months (again in Whyalla) and this has developed from a situation there concerning ships watchmen, who have now set up a co-operative and taken it upon themselves to negotiate a contract with Broken Hill Proprietary Company Limited. In this case an employer of ships watchmen who had a contract with the company for watching ships berthed at the Whyalla wharves tried to renegotiate his contract with the company at a higher figure, which the company would not accept. In a most peculiar way, he tried to retaliate by

locking out all his own employees. The result was that the employees, through their union, went to the company and said, "We will set up a co-operative and completely side-step the boss." The company was willing to agree to this and, as a result of that, those ships watchmen at Whyalla have now formed a co-operative. They have a contract with the company for the watching of ships berthed at the Whyalla wharves, and the contract they have been able to negotiate with the company is at a price substantially less than the price that their former employer was claiming from the company. Over and above that, the ships watchmen in the co-operative are now able to draw \$1 an hour more in pay than they had received previously. They have cut out the middle man, which clearly illustrates the value of this type of approach, because the employer in this case must have been doing very well to make such profits. A further point I should like to make about the ships watchmen's co-operative is this. The workers (I have spoken to some of them) are particularly happy with the way in which they have been able to organize the co-operative. They are running the roster more flexibly and I understand that the company is particularly happy with their work. In fact, it has been reported to me that one of the watchmen went, out of hours, to the company to tell it that one of its wharves was unsafe. That saved the company some money, and it is happy with the action taken by members of the co-operative. As part of the Ships Watchmen's Award, they can have a taxi paid for to take them to and from work. In fact, their former employer is now a taxi driver in Whyalla and frequently they end up being driven home by their former employer.

Those are two examples of workers control in South Australia, and I believe they indicate an important response by employees to the situation where an employer tries to sack his employees. In those circumstances where employees have no alternative but to seek to employ themselves, workers control is a legitimate and useful method of avoiding the sack. The initiative shown by these people in the two examples I have given is to be commended, for they are no doubt able to continue using the skills and the productive capacity for which they have been trained, for the benefit both of themselves and of the community. I do not suggest that workers control provides all the answers to the dehumanizing problems of modern society or industry but I think that, together with other forms of workers participation referred to in the reports that the Government has brought down, a basic solution to many of the problems that face employees in modern industry can be found.

The Government is to be congratulated on bringing down these reports; I think it has brought us to the forefront of industrial relations in the world. A basis for a solution to some of the dehumanizing problems does exist and I hope that by raising these matters here I have been able to bring them to the attention of the Government and of the community so that the question of industrial democracy and the chance of people exercising more control over their industrial lives may be furthered. I hope that, when the Government's new worker-participation education officer is appointed, as has been announced will occur, he will take an interest in the co-operative movement I have mentioned, along with his other duties. I think the appointment of such an officer is important. It seems to me that upon the success he makes of his appointment will rest much of the industrial peace and harmony of this State. I should like to express my best wishes to whoever is appointed, because this appointment will be most demanding.

Mr. OLSON (Semaphore): I am greatly honoured to second the motion for the adoption of the Address in Reply and, in doing so, I am conscious of the honour paid to the District of Semaphore and me, a new member, in having this responsibility on this historic occasion, inasmuch as this is the first time the State Labor Government has been returned to office for a second consecutive term. I congratulate particularly the Premier in leading our Party to its magnificent victory. I am confident that, from the record of this Government over the past three years and from the legislative programme set out in the Governor's Speech, the citizens of this State will record their future votes in such a manner as to provide the Labor Party with the majority of seats in this House for many years.

I congratulate you, Mr. Speaker, on your election to your high office. Your long experience as a member of this House will mean that you will bring expert knowledge to your task, and I am sure that you will continue to enjoy the respect and confidence of members of both sides. Also, I congratulate the member for Mount Gambier on his election as Chairman of Committees. I thank members on both sides and the Parliamentary staff for their courtesy and for the helpful reception they tendered to me as a new member.

My thanks go to the electors of Semaphore who elected me with a majority of which I am particularly proud, and I pledge myself to do everything I possibly can to justify the choice of so many people. I pay a tribute to the former member for Semaphore and Speaker of this House, the late Hon. Reginald Ernest Hurst, a former personal friend of many years for whom I and the electors had the greatest respect for the manner and integrity in which he carried out his duties and responsibilities. My sympathy is extended to his family.

It has been suggested to me by some of his former constituents that, as a memorial to the memory of this kind and patient man, a communal library should be established at Semaphore, and in furtherance of this suggestion I seek the consideration of the Government in providing the finance that will enable this memorial to be provided. Not only would a library perpetuate the memory of their former Parliamentary representative who served the people with distinction but also it would portray a characteristic of this man who endeavoured, whilst a member of the trade union movement, to foster learning as a basic requirement for all sections of the community.

I now turn to broader issues. Semaphore owes its name to the fact that it was a site chosen for a signal station and landing place, in preference to Glenelg, about a year after the province was founded. In October, 1849, the adjacent land was surveyed by the Government, and several acres (hectares) were set apart for mail station reserves. On December 20, 1883, the Semaphore municipality was proclaimed by His Excellency Sir William Robinson, and divided into five wards, namely, Largs, Exeter, Clairville, Scarborough and Glanville. The first Mayor was Theodore Hack, J.P. Boundaries were revised on April 30, 1885, and again on October 21, 1897, and an amalgamation of the Semaphore and Port Adelaide municipalities occurred on November 1, 1900.

The miles of beach extending from Semaphore South to the Outer Harbor provide the safest swimming areas that may be found anywhere in the world, and the regularly maintained lawns and foreshore amenities are now providing the public with the best seaside recreational conditions in the metropolitan area. The Port Adelaide corporation must be congratulated for providing the expanse of off-street parking facilities along the foreshore from which a person

can walk a short distance to enjoy the beach. The historical buildings, such as the water tower, customs building, and signalling station, offer great tourist potential. Unfortunately, vandalism has been prominent in destroying and burning part of the customs building. In an endeavour to preserve an integral part of Semaphore's heritage, the Port Adelaide Historical Society is playing a magnificent role, and deserves community and Government support.

Apart from the upgrading of Fort Glanville in providing caravan accommodation for tourists, no modern motel facilities are available for holidaymakers. However, areas adjacent to the railway station could be redeveloped with the assistance of private and Government finance to enable motels to be constructed. This project would encourage greater numbers of tourists that would provide additional trading for local business people.

On the North Haven development project, the Government must be congratulated for implementing the indenture between the Australian Mutual Provident Society and the Government. The indenture provides for the establishment of low-cost housing and development in an area near Outer Harbor that will be known as North Haven. The Government is making available land to the society at somewhat below market value that is situated in a pleasant environment, yet conveniently situated near the Port Adelaide industrial area. As the member for the district. I make clear that this scheme has my wholehearted support. Whilst I am not anti-conservationist and respect minority groups opposing the A.M.P. North Haven development scheme, I represent people, and the continued demands for housing that I have made upon me from residents within this area clearly demonstrate that the North Haven scheme could be the answer. Not only will it house residents within this area but also will provide recreational facilities, including a boat haven and golf course, for people residing elsewhere as well as for local residents. The criticism from minority groups is not that they are opposed to the proposed development but of the restrictions of playing fields and the inadequacies of sufficiently large green belts. Even at this late stage I am sure that such matters could be resolved satisfactorily if properly presented to councils.

In addition to the North Haven project, the Labor Government's construction of a roll-on-roll-off container ship berth at Outer Harbor at a cost of \$4,900,000 is proceeding and is expected to be completed in October, 1975. The building of the passenger terminal is nearing completion and will provide sea-going passengers with facilities of which this State may be justly proud. The construction of a new signal tower at an estimated cost of \$185,000 will further enhance facilities for shipping and serve as an attraction for shipowners and shippers presently bypassing Outer Harbor in preference for other ports. The project has been warmly praised by constituents as being in accordance with the needs of people reliant upon the waterfront for employment.

It is interesting to note from His Excellency's Speech that during the last financial year the school building programme incurred an over-expenditure of \$6,470,000 for a record new level of \$29,770,000. This demonstrates that we are in a revolutionary State in respect to education in schools, and the Government is credited with the responsibility of being in the vanguard of this. It is pleasing to convey the gratitude of the staff and children of the Taperoo Primary School who, after waiting for over 20 years in pre-fabricated classrooms of substandard condition, are to be provided within 50 weeks with an open-space unit. One is heartened by a decision of the recent Federal Labor Party

conference to widen the platform for the support of child care. A situation occurs in my electoral district, where an acute shortage of kindergartens exists.

The Catholic school at Semaphore with over 250 pupils provides schooling for all denominations and commenced to enrol children of five years of age from July 2, 1973, in order to play its part in providing support for women and, in some cases, men to participate more fully in society. This is being done by the school, in spite of restricted classroom and playground facilities. In addition to the shortage of kindergartens, a greater need arises for the establishment of creches within my electoral district to accommodate children of working parents. One sees a necessity to cater for not only women who must work but also deserted husbands left with small children, and also parents who are sick or with special needs. Many parents are interested in the social, emotional and intellectual development of their children in the first five years of their lives, but in today's increasing nuclear family situation, they do not have people with experience to chat to about problems connected with immature children.

Where creches operate, the fees charged are often in excess of what parents are able to afford. Whilst this does not mean that overcharging is taking place, the introduction of a subsidy by the Government would not only lift the burden placed on parents but also enable Government inspection, to ensure that standards of care and services to children are adequate. As a further safeguard to the community to prevent leisure centres springing up on a voluntary basis, it may be desirable that creches should operate under licence or, alternatively, it may be desirable that a day care system be set up within the Education Department.

The intention of the Government to introduce a Bill to amend the Workmen's Compensation Act is most commendable. The policy of the Trades and Labor Council of South Australia and the Australian Labor Party is that a workman should receive full wages if he is unfortunate enough to suffer injury on the job. Why should the family of an injured worker be required to suffer a reduction in living standards simply because "Dad" has had the misfortune to have an accident at work? Can it be suggested that workers' accidents on the job are designed to enable them to have time off while they receive compensation benefits? Of course it cannot! The high percentage in connection with non-accidents in many large factories dispels this.

As a new member of this House, I was interested in a recent statement by the member for Eyre, during the course of debate, about the action of the Amalgamated Postal Workers Union (of which, until entering this House, I had the honour of being Secretary-Treasurer for a considerable number of years) in banning Democratic Labor Party Senators' mail and Liberal Party Senators' mail. The implication made during the course of his remarks was that this was due to the action of the branch secretaries, and without the consent of the rank and file. When statements such as that are made, it clearly shows what a lamentable lack of understanding some members of the Opposition have in relation to trade union matters.

For years now, members of the Australian Public Service unions and associations have fought the Commonwealth Liberal Governments to endeavour to improve conditions of their Workmen's Compensation Act; in this respect every

State in Australia has better weekly rates and lump sum payments. Could the member for Eyre support himself and his wife on \$43 a week? Yet this is apparently what he expects more than 120,000 employees of the Commonwealth to do, should they sustain an accident in the course of their employment, requiring absence from duty. What a terrible thing to do, to stop Senators' mail in protest, when the people of Australia gave the Prime Minister, on December 2, 1972, a clear mandate to do something about improving a poverty level income for those unfortunate enough to suffer injury in the course of their employment! I do not think I would be exaggerating if I said it was further implied that the action taken by my union was the action of irresponsible trade union secretaries. Nothing could be further from the truth, as the action taken at that time was introduced only after pressure from the rank and file unionists after the Senate rejected the Bill and referred it to a Senate Committee. The Senate's action was taken simply because the private employer could see that any improvements to public servants' rates of workmen's compensation would soon flow to other Commonwealth awards, thereby reducing his profit margin.

It would be well for members to know that the Commonwealth Employees Compensation Act does not provide for the payment to a widow whose husband dies of an industrial disease, no lump sum payment to an employee who suffers facial disfigurement, and no lump sum payment to an employee for the loss of genital organs. What comparison may be made between curtailing mail as a protest and the action of some Parliamentarians with refusing a widow compensation? Too much criticism is levelled at trade union officials as being irresponsible whenever industrial action is taken and too often is the trade union secretary blamed for being the instigator of industrial stoppages. The sooner the Opposition accepts that the trade union secretary is only implementing the wishes of his membership, the sooner industrial relations between management and the trade union movement will improve.

In my 15 years as a full-time trade union official my organization had many industrial disputes involving, on one occasion, a general strike. Our record of industrial disputes was not embarked on until every avenue of conciliation with the employer had been negotiated, and the union was forced to arbitration, either before the Public Service Arbitrator or the Full Bench of the arbitration commission, and on every occasion that the union appeared in court its claims were awarded in full. This is justification, in itself, that trade union secretaries are responsible and dedicated men who fully appreciate that strikes are used only as a last resort, to differentiate between a free man and a slave, to see, in other words, that human dignity is protected. I trust that the information I have given will, to the Opposition, be like a peephole in a door from which they will obtain broader vision.

I conclude by pledging to work to achieve what is required by the Semaphore District and to help my Government and the Australian Labor Party, which I represent, to implement our programmes and policies.

Dr. EASTICK secured the adjournment of the debate.

ADJOURNMENT

At 5.6 p.m. the House adjourned until Tuesday, July 31, at 2 p.m.