

ratepayers' money when it is ripping off the taxpayers to the tune of thousands of million of dollars? I cannot understand that.

In the time between now and the next State election I shall be concentrating in particular on transport.

Mr Gavin—For three years!

Mr BROWN—The honourable member for Coburg says the next State election will be in three years: honourable members are supposed to have four-year terms now! The present Minister for Transport had a dream run in another place. He got away with so much when he should have been pulled up time and again. My colleagues in another place warned me to watch the Minister while he is in this place because I was told he would misrepresent and distort facts and would not be truthful. The Opposition discovered exactly that on his first day in this place.

I put the House on notice that those days are over. I did not have the good fortune of having a Scotch College education, which was afforded the present Minister for Transport, who lives in Ivanhoe while manipulating the system to represent the electorate of Broadmeadows. In the school that I attended, one played the ball and not the man but, if one was hit, one hit back ten times as hard! If at any time the Minister lies in Parliament the Opposition will pick it up on the spot—if he ever does. In many respects the Minister misrepresented Liberal Party policy at the last State election.

Mr Jolly—How were you going to remove the guards?

Mr BROWN—The Treasurer is doing that now! The Opposition would have removed the guards in the same way as the government; by natural attrition and by offering redundancy packages. It would have been done in exactly the same way as this government has removed 4000 employees in the past 24 months! The lies and blatant distortions by this government were evident prior to the last State election. It ran scare campaigns Statewide.

I am so pleased that the Minister for Transport now sits in this Chamber and will now be held accountable. My only regret is that he continues to be subservient to left-wing militant unions which dominate his decision-making process and which will push him harder to stab the Premier in the back. As I said, that is the only reason the Minister for Transport is in this House. The unions will push him in the same way as the 400 guards that the Minister intended removing. During the strike prior to Christmas, which was the second-longest public transport strike, the Minister for Transport said that he would not capitulate or cave-in—he said he would remove those guards. Yet every one of the guards has retained his job! The police should secure the safety of train travellers; it is not a job for guards. How can guards adequately protect the patrons on the trains? Only the police can do so. The former Liberal government intended employing 2000 police and the Treasurer knows that.

The DEPUTY SPEAKER (Mr Norris)—Order! The honourable member's time has expired.

The sitting was suspended at 6.18 p.m. until 8.4 p.m.

Mr SERCOMBE (Niddrie)—I am proud to have been elected to represent the Niddrie electorate in this historic third term of the Cain Labor government. Firstly, I pay tribute to my predecessor, Jack Simpson, who became the first member for Niddrie when the seat was created in 1976. Jack Simpson had a distinguished career in Parliament including a period as a Minister in the first Cain government. His contribution to public life will be acknowledged by all, and his sense of humour in particular will be missed, probably most by the members of the opposition parties to whom I understand he is particularly endeared!

The Niddrie electorate includes the suburbs of Avondale Heights, East Keilor, Airport West, Keilor Park, and West Essendon as well as Niddrie itself. The electorate is made up largely of family residential areas. It is part of the western region of Melbourne and, together with other western and north-western suburbs, is undergoing enormous economic and social changes.

When Labor was elected to office in 1982, the Victorian economy was in decay. Nowhere was this more evident than in the western region of Melbourne, a region heavily dependent on manufacturing industry where, over the decade up to that time, one-third of all manufacturing industry jobs had been lost.

The Cain government and the Hawke Federal government have transformed the Victorian and Australian economic outlook. We have governments committed to restructuring our economy so that we can meet the challenges of an advanced society which can perform in the trade-exposed sectors of industry, thereby laying the basis for sustained real economic growth and sustained real growth in the incomes of our people.

In Melbourne's western and north-western suburbs our task is to build on the great competitive strengths of the region. To this end, the resources of the State government need to be more fully brought to bear.

The western region has the most diverse and widely skilled manufacturing base in Victoria. It has leadership in a number of industry sectors—for example, metals and engineering, chemicals and plastics, and food processing. It has excellent access to the central business district, the port, and the Melbourne Airport at Tullamarine. The region has new educational and research facilities and a rapidly expanding population.

Renewed investment and employment activity has been very noticeable over recent years resulting in substantial upgrading of existing plant and equipment and new constructions. Our task in government is to consolidate this industrial reinvigoration by encouraging newer industries with a high value-added component and new technologies. In this vital role of promoting the economic reinvigoration of the north-western and western suburbs, a number of tasks are pressing for the State government.

Internal access in the region is limited by the absence of effective north-south links. Prompt completion of the R3 and R5 outer ring road is absolutely essential for both economic and social reasons. This road will link the radial road network across the western and northern suburbs. It is the single most important project for the region and possibly for the State.

In addition, the outstanding and innovative Western Institute has laid a magnificent basis for the post-secondary education and training expansion required in the region. The institute requires rapid development.

We need to ensure that the progress achieved in enhancing the environmental and recreational values of the Maribyrnong River valley and other parts of the region is consolidated. We need also to recognise the great strength the region derives from its multicultural character with the range of language and cultural skills that are present. In discussing the life of the community, a great many issues could be raised. I intend to be a relentless advocate for my part of town, and I shall fight for its fair share of resources.

Aged care has been one of the great positive initiatives of the Cain government. Of course, more needs to be done. When one examines the ageing population trend in the Niddrie electorate, it is clear that a great deal of further work is required to ensure the provision of an adequate network of services.

I shall be pressing for prompt funding for a community health centre. The City of Keilor and the City of Essendon do not have one at present. It will provide a base for preventative programs and home-based care.

There is already a shortage of nursing homes and hostel facilities in the City of Keilor. Government guidelines show a need for 40 nursing home beds for every 1000 persons aged 70 years or more, and 60 hostel beds per 1000 are needed for the same group. On this basis, and taking into account the 1986 census figure of a projected 2600 people aged above 70 years in the region, there is now a need for at least 104 nursing home beds and 144 hostel beds. In fact, there are only 60 nursing home beds and 36 hostel beds, with another 30 hostel beds approved in principle.

It has been estimated that by the year 1996 there may be 5500 people aged more than 70 years in the city. They will require 220 nursing beds and 330 hostel beds. A concerted effort will be required to meet this demand to allow aged people the opportunity of remaining in the City of Keilor.

I reiterate that I intend to actively work within Parliament for the people of Niddrie and the people of the region. I look forward to a productive four years building on the already great achievements of the Cain government, as reflected in this year's Budget.

Mr I. W. SMITH (Polwarth)—Mr Speaker, I congratulate you on your election to the Chair and the impartial manner in which you have conducted yourself over the past two days. I congratulate the Premier on his re-election, the Ministry, and the new members in the House, particularly those who have already made impressive inaugural speeches.

The community is now well aware of the reasons for the early election. Day after day new revelations are brought forward that demonstrate the economic vandalism of the Deputy Premier when he was the Minister for Industry, Technology and Resources, responsible for the administration of the Victorian Economic Development Corporation.

It is increasingly clear to the Opposition that the Premier and Deputy Premier decided that an early election was necessary when the House last sat because of the revelations that now confront Victorians and which would have greatly detracted from the government's chances of re-election.

During the election campaign the Premier, to gain re-election, made promises which he has no hope of keeping. The main pledge he made on behalf of the government was that the average Victorian family would not pay \$1 more for the basket of government services that they are called on to pay. That pledge is already broken, and if it ever were to exist at all it would exist only in the metropolitan area of Melbourne and would clearly discriminate against country people.

The pledge did not cover some of the basic services provided by government instrumentalities and water authorities for country people. Not only that, minor items such as the promise of abolishing motor vehicle registrations greatly advantage city people, who use on average half as much petrol in their motor vehicles than country people. It is clear that the financing of the pledge to abolish motor vehicle registrations comes from the huge percentage increase in the petroleum franchise taxation. Because country people use twice as much fuel as city people in their motor vehicles, they would be paying, in effect, twice as much for their motor vehicle registrations.

I pioneered program budgeting in this State and most likely in Australia when I was Minister for Agriculture. In speeches I made at that time I stated the system needed updating so that decision-makers had the advantage of dividing programs into