

**Mr WILLIAMS**—I appreciate the error of my ways. It was something I did not foresee. However, the Hamer Government has gone out of its way to spend \$10 million in buying land for the eastern railway. The 1975 Public Works Committee report recommended the extension of the eastern railway to East Doncaster, about 17 kilometres. The first 10 kilometres will be in the median strip of the Eastern Freeway from Clifton Hill to Bulleen. After leaving the freeway at Bulleen, the line is to proceed through a tunnel to a junction station at the corner of King Street and Blackburn Road, East Doncaster.

A station is proposed at Balwyn Road, with additional stations at Williamsons Road and Blackburn Road. Each station will have a modal interchange comprising car park, bus bays, set-down and pick-up lanes, and a taxi stand. Altogether there should be sufficient parking for at least 3000 cars. The railway will be designed for train speeds up to 120 kilometres an hour. It is important to emphasize the great savings in energy consumption by the proposed railway. According to statistics given to the Public Works Committee, the consumption of energy will be less than one quarter of that which would have been consumed by motorists travelling in private cars. All honorable members will be familiar with the shortage of parking space in the central business district of Melbourne. In a short time people will be faced with an astronomical increase in the price of petrol and a savage increase in parking fees.

I look forward in the years ahead, or perhaps in the decades ahead, to most electors in the Doncaster electorate travelling to their local railway station and proceeding by fast electric train into their city offices. I am aware from the Public Works Committee reports that the proposed trains will be virtually noiseless as a result of the use of resilient pads between continuously welded rails. There will be modern noiseless carriages and appropriate landscaping on the side of the railway tracks.

The citizens in my electorate are concerned that a noisy railway will disturb their peace and quiet. I am confident that they will not have to suffer the noise that affects those who live in the older suburbs presently served by a railway. Further, electric trains have no gaseous emissions. They reduce substantially harmful air pollution. For every 1000 persons travelling to the city by rail instead of by private car, there will be some 700 fewer motor car journeys to the city.

The railway should result in up to a million fewer private car trips annually between the City of Melbourne and East Doncaster during the morning and other peak periods. This increase in railway patronage will decrease the problems now facing my electorate, virtually the whole of the City of Doncaster and Templestowe, as a result of the gravely deficient road system that has resulted from insufficient Federal funding. The City of Doncaster and Templestowe has some 100 kilometres of unclassified roads. Many years will elapse before those places have a completely satisfactory road service. If we can encourage motorists to park at local railway stations and travel by train into the City of Melbourne, we shall eliminate the appalling problems that confront us.

His Excellency the Governor mentioned many matters to which I look forward. Some reference was made to the Building and Development Approvals Committee, which is the body established to cut development and building costs. Every honorable member would wish citizens to own their own homes. We cannot allow the continual escalation in housing and land prices. As a member of the Public Accounts Committee, I look forward to the work of the Expenditure Review Committee. I hope it will be one of the most important committees in the Parliament. I am sure that, by the conclusion of the next three years in office of this Government, it will have demonstrated clearly to the people of Victoria that it is worthy to govern Victoria.

**Mr WALSH** (Albert Park)—I wish to thank the electors of Albert Park for showing their confidence in me by

electing me as their representative in this Parliament. Unfortunately the electorate has suffered dramatically from the unco-ordinated planning and broken promises of the Government, to which I shall refer later in my speech. I remind the House that the electorate of Albert Park was represented well for some nine years by Mr Doube. For some eleven years he represented the electorate of Oakleigh. During his term in this Parliament he held many offices. In 1955 he was Minister of Health in a Labor Government. He also occupied many committee positions. He won the respect of the constituents of Albert Park and I hope I can work as efficiently for the people of Albert Park as he did. I referred to the Government's unco-ordinated planning and deliberately broken promises. It would appear that it is in cohorts with the Federal Government, which has the same policies and history of broken promises.

The electorate of Albert Park has many problems, including the West Gate Bridge, the Johnson Street Bridge, and the Webb Dock area. There was no co-ordinated planning; they were planned in isolation. We all know about the great money-draining white elephant that policy has created, particularly the West Gate Bridge. There was no liaison between the planning authorities responsible for all those projects. Vast sums of public money were spent. It has been estimated that the West Gate Bridge will lose something like \$16 million in its first year of operation.

I note that the West Gate Bridge Authority is providing a 5-cent concession for travel across the bridge, providing that those using the bridge have the \$12 required to buy the tickets. There are not many workers in the Albert Park area who can afford to outlay this sum of money to save something like 10 cents a day. This is a further burden on the citizens of Albert Park. I am sure they would like to see the toll increased three-fold so that there would be little traffic crossing the bridge and thus interfering with them.

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I hope something can be done in the near future to prevent the interference by transport with the rights of the people of the Albert Park electorate. The Government is committed to the motor car and the industries that thrive on it. The motor, oil, rubber and finance industries are full of praise for the Government's policies. However, the working people are paying for those policies, including those in the Albert Park electorate who are suffering the inconvenience and pollution created by a car-oriented society.

I refer next to the St Kilda Road area in my electorate, which is a main thoroughfare. Planning has gone in all directions, including office development displacing residents and threatening historic buildings in the east of the electorate. The Historic Buildings Preservation Council has no powers whatever, notwithstanding that some five years ago the Government promised to give it power to restore some of these historic buildings. Unfortunately, offices have taken the place of these historic buildings and the council has had no power to do anything about it. Other areas have been similarly ruined. On the west side of my electorate the bay is filthy, despite the numerous broken promises by the Government to fight bay pollution. A potentially great recreational resource for Melbourne goes to waste simply because the Government does not care.

Another matter for concern is the Cowderoy Street drain, about which the people in the area have received promises on numerous occasions. Nothing has been done about that drain. The St Kilda beach area is further polluted because of the Government's broken promises. The railways have entered into the field of planning. Its contribution to the Sandridge beach area is unbelievable. The railways plan to run a railway line along the Sandridge beachfront and in the centre of the recreation area and residential area. It is bad planning. It is catering only for overseas shipowners so that they can get their containers away from this area more efficiently and quickly and thus reap the profit to take overseas.

If proper planning had taken place no one would ever have dreamt of putting a railway line there. It should have been planned for the Lorimer Street, South Melbourne, area, where it would be ideally situated to cater for the southern wharves, at which numerous container vessels are berthed. In that area it would have been able to provide a service for General Motors-Holden's Ltd and Kraft Foods Ltd.

The Government did not take that course of action. It decided that the cheapest way out of the problem would be to put the railway line along Sandridge beach. That was approximately \$3 million cheaper than building the line in Lorimer Street, but the building of the line in Lorimer Street would have produced revenue and the Government would have been in a much better position in paying for the line.

No other Government in this country, probably not even the Queensland Government, would contemplate building such a monstrosity in a major recreational area. The Port of Melbourne Authority has neglected the beach and the foreshore. It is barren and has no grass, no appeal and no future.

People who live in the Port Melbourne area are worried that they will have to sell their houses at cheap prices and move to other localities because of the traffic that will be carried on the line. If anyone believes that there will be only one or two trains moving along the track, they are mistaken, because the size of container ships entering this area is increasing all the time. Some of them carry as many as 700 or 800 containers. In future I believe they will carry up to 10 000 containers, and the time when that will occur is not far away. I have seen the ships and I know what I am talking about, because I have spent something like 25 years on the waterfront.

Educational facilities in Albert Park fall far short of acceptable standards. One of the schools in the area, the Albert Park High School, provides a unique example. It is the only school in the country that was planned around a full-sized basketball court. The only problem is that the court is never used as

a full-sized basketball court, because there is insufficient room around it, and the staff and students have to spend hours tracking around draughty corridors in order to get to class-rooms. I have inspected the school and I know that some students are playing football in the middle of the road because there is virtually no playing space for them to use during the breaks in their school day.

Some years ago the gasworks site, which is opposite the school, became available. The school was promised that it would be given some of the land, but that is another promise that has not been kept. The constructions on the site should be pulled down and community groups should be called together to determine the best use the community could make of the area. It is a large area, approximately 9 hectares, and it could be used for community benefit.

The Albert Park electorate has a higher than average migrant population but throughout the electorate there is a shortage of migrant English teachers. As from last Tuesday night the situation for working-class children will deteriorate even further. It will be all right for the children of the rich friends of members of the Government party because they will receive an even better and more elitist education in private schools. This will mean that the gap between the classes will widen and working-class children will be worse off.

Approximately 50 per cent of the people in the electorate are tenants but there is a serious shortage of low-cost rental housing. The Port Melbourne council has only one house available for emergency accommodation. That is ludicrous. The Government should be providing emergency housing because we are now in the latter part of the twentieth century, but it does not fulfil its obligations to provide emergency housing in working-class areas. The allocation that has been made to the Port Melbourne council is for one miserable house to cater for all the people who are awaiting Housing Commission accommodation. This means that families in need of emergency housing cannot be accommodated.

In an area such as Port Melbourne the Housing Commission should be actively involved with local councils in providing adequate emergency accommodation. This was pointed out in the interim report of the inquiry into local government. It will be interesting to see whether the Government provides the funds for the implementation of that recommendation.

The need for emergency housing is increasing as unemployment increases, and families without regular incomes cannot meet the high rentals being charged on the open market. At present one has to pay \$55 or \$60 a week to rent a broken down house that needs extensive repairs. That situation should not exist in a modern society. The Government should provide funds for the councils or the Housing Commission to buy houses to provide emergency accommodation in areas where it is required.

Last year, in the last sessional period of Parliament, the Government introduced a residential tenancy Bill, but rather than strengthening the position of tenants I predict that the Bill will be altered so as to serve the interests of developers and real estate agents.

Almost one-third of the Albert Park work force—31·3 per cent—are employed as production workers, process workers and labourers, and 23 per cent are employed in manufacturing industry. These are the areas where, according to the Australian Bureau of Statistics, the levels of unemployment are highest and where the duration of unemployment is the longest. Despite that, nothing has been done about it by the Government. I heard the last speaker say that this Government has done something about unemployment. It seems to me that an increase of 58 per cent in the level of unemployment in three years indicates that the Government has done very little. Every worker should have the right to work but in this State and this country that right does not exist.

Something must be done about the situation by this and every other Government in Australia. Governments

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must make employment available and must create new jobs. The only contribution to this problem made by this Government has been talk and a stage-managed conference that was designed to boost the Premier's disastrous image. That conference resulted in a banquet for the rich and arrests and police harassment for the unemployed who staged a protest outside. That is, to say the least, not an enviable record.

Despite all the talk, despite all the promises—broken, as usual—the real training programmes have been cut back. The Government ought to be ashamed, but it is not because, while unemployment is increasing tragically, private profits are soaring to record levels. That is all the Government cares about.

Everything the Government has done wrongly has affected the electorate of Albert Park. There has been no consistent planning policy. Residents and councils spend hours battling the Government and Government authorities over developments that threaten the area. The councils and residents want developments that will enhance the area but the Government just bores along building bridges and other unwanted monstrosities. Million of dollars have been spent on bridges and docks that threaten the area with traffic, yet mere thousands of dollars cannot be found for urgent maintenance tasks in local schools. I do not have to go into this subject in any depth because it exists in almost all Labor electorates.

Despite years of Government neglect in Labor electorates, I will fight to achieve justice and equality for the people who have shown their faith in me. I will try to ensure that the whims of this Government are not imposed on the people in the electorate of Albert Park. Too many of my electors remember the suffering and hardships, the evictions, the repossession and the poverty of the depression, and under this Government, they can see a similar period threatening.

I will fight to ensure that this Government does not grind those people into the dust. I will fight to ensure that tenants, the elderly, the unemployed,

the exploited and the working people receive a better deal and that the economy of this State and country is used for the benefit of all people, not only for a select few. If the Albert Park electorate had as many cows and sheep as it has people, the Government might do something to help it.

Finally, I should like to say—and I make no apologies for saying it—that I am a proud member of the Victorian branch of the Australian Labor Party. I have attended its conferences and participated in the making of its decisions. I believe in its decisions, and so long as I am a member of this House I will adhere to those decisions and policies. I thank the Australian Labor Party for giving me a second opportunity of becoming a Parliamentarian.

**Mr GAVIN (Coburg)**—Mr Speaker, I congratulate you on your election to the office of Speaker. I also congratulate all new honorable members on their successful election to Parliament. I thank the Clerks, the Serjeant-at-Arms and the attendants of this House who have been helpful to the new members.

I pay tribute to the three former members for Coburg, who served that electorate to the best of their abilities. I recently became aware that the three former members began their Parliamentary careers when they were in their fifties. I am sure honorable members are aware that I am not of that age group.

I turn to that section of the Governor's Speech dealing with unemployment. I am a former public servant of the Federal Public Service and I worked in a department that for many years was known as the labour department—the Department of Labour and National Service.

Unemployment in Victoria is increased when Federal public servants are transferred to Canberra from offices in Melbourne. Currently, three Federal Public Service departments are being press-ganged into transferring major functions of their central administrations to Canberra. The Department of Transport, which has been almost cut in two between Melbourne and Canberra, soon

will be based wholly in Canberra. The Department of Employment and Industrial Relations has some offices in Canberra, and soon 20 per cent of its head office staff, including the whole of the management services branch, will move to Canberra. The Department of Youth and Community Services will soon have only three Commonwealth Employment Service divisions left in Melbourne; the rest of its head office will be based in Canberra.

These proposed moves will hinder an integrated approach to the labour market, to manpower and to industrial relations matters, by restricting contact between those officers who are sent to Canberra and those who remain in Melbourne. The transfer of functions to Canberra will make many departmental elements more remote from the valuable contacts that have been enjoyed between employers, trade union organizations and other organizations such as the Conciliation and Arbitration Commission, the Institute of Applied Economic and Social Research and the Brotherhood of St Laurence.

The location of the central office of the Department of Youth and Community Services and the Department of Employment and Industrial Relations in Melbourne has given the Federal Government access to a range of policy advice based on close contact with industry, the labour market and users of departmental services. None of this will be available from Canberra. The location of these departments in Melbourne has meant that advice has been provided promptly to the State Government when it has been required.

It is worth comparing the accuracy of forecasts by the Department of Employment and Industrial Relations on unemployment levels with Treasury forecasts. Compulsory transfers of large organizational elements will inevitably mean a loss of skilled and experienced staff which can be ill afforded in these times of record unemployment levels. The Victorian Government should launch a campaign to stop the proposed transfers and save jobs in Victoria. If the State Government is not prepared