

Mr ERNST (Geelong East)—I commence by offering my congratulations to you, Mr Speaker, on your elevation to your post. I also congratulate those other new members who have already made their maiden speeches, and I thank the staff of Parliament House for the courtesy, support and patience they have extended to me.

I also take this opportunity of thanking the people of Geelong East for giving me the honour of representing them in this Parliament, and I assure them that I will represent them to the best of my ability.

Geelong East is an electorate that has within its boundaries a wide cross-section, ranging from commercial ventures, large and small industry, rural interests and in its coastal areas tourism is a growing and important industry.

The Port of Geelong, under the administration of the Geelong Harbor Trust, is currently going through substantial changes, which it is hoped will improve port handling facilities and thus benefit Geelong and its people.

The Bellarine Peninsula is one of the fastest growing areas in Victoria, and has many beautiful towns which attract thousands of people during the summer and holiday periods. This brings with it associated problems and a requirement for good roads, water supply and sewerage facilities. On the question of water supply, I am concerned at the never-ending delays in updating and bringing adequate water supplies to this area. When comparing the action taken by this Government across the bay, it is obvious that that area has been given priority in water supply at the expense of the Bellarine Peninsula. While a start has been made, I am concerned at the lack of progress, and it is my intention to push strongly for an increase in Government funds to allow for a speeding up of the works in this area.

The lack of importance given to water supply and its planning is evident when the Government fails to either endorse or reject a realistic plan

spanning a ten-year period put forward by the Geelong Waterworks and Sewerage Trust to allow for growth in water usage and expansion of its facilities over that period. Instead, the Government prefers to conduct its programme on a year-to-year basis and to wait for water shortages to occur before taking any positive action.

The question of handling the increased flow of road traffic through the city of Geelong and South Barwon has caused great concern to the city fathers, and the bottleneck at the Barwon bridge is causing delays and accidents that worsen week by week. The obvious need for a second outlet over the Barwon River and an alternative highway bypassing the city is exposed daily, when industries disgorge employees and the existing roadways cannot adequately handle this traffic.

On the Bellarine Peninsula the duplication of the Queenscliff Road is progressing favourably, and I would like to compliment not only the organizers and planners but also the workers, who have done an excellent job. The completion of the Queenscliff Road duplication will, I am sure, see the introduction of passenger and car ferries travelling between Portsea-Sorrento and Queenscliff, making an alternative thoroughfare that will be a distinct advantage to travellers.

I view with concern the other roads on the peninsula that have not been classified as highways and, therefore, do not receive subsidies or the attention they warrant. The traffic flow on the Geelong-Portarlington road can be equal to that of any Melbourne highway at certain times and the risk of serious accidents increases as the narrowness of the road creates driving nightmares. I strongly believe the Government should seriously consider the upgrading of this road in the immediate future.

Encouragement to light industry to move to the Bellarine Peninsula would allow work to be made available to residents of the area and would help to alleviate unemployment. While



I am discussing light industry, it appears that long-term finance with extended repayment periods would be greatly appreciated by existing and prospective business speculators who are considering setting up in the many areas available in the Geelong region.

It would not be unreasonable to expect to see such a scheme set up along lines similar to the existing rural finance scheme.

The present unemployment situation in Geelong is indeed serious. The number of unemployed, nearly 4500, represents approximately 9 per cent of the work force. The need for industry to be encouraged into the area has been highlighted for many years by all who understand the acute problem.

Companies such as Shell and Alcoa continue to invest in growth in the area and the now factual Commonwealth animal health laboratories will doubtless take up some of the available labour, but this is not enough to solve the growing problem.

The loss of the Jacksons meatworks and the jobs of their 500 employees was a tragic blow to Geelong. There was a moment of joy a few days before the election when the Premier announced that the plant would reopen, but, unfortunately, it has not turned out that way, and we now have in Geelong a skeleton of a viable meat industry outlet lying virtually useless.

The Government must closely examine its policies and extend its operations into country areas where jobs allowing white collar employment will then follow. I also see the need for Government departments to justify any movement to the central business area. Contracts for Government needs should, where possible, flow to the worst affected areas so that the unemployed blue collar workers can be utilized and become productive.

We have in Geelong a large textile industry, yet hundreds of textile workers are idle. I suspect there would be orders for clothing, bedding, carpets and so on that could well have been

channelled into Geelong industries, and I intend to investigate the details of such orders. There is a daily outflow of Geelong people to Melbourne to work in industries and the clerical field. One only has to stand at the Geelong railway station each day to see the large numbers and, if all of those who travel daily by car were added, their numbers would amount to thousands.

The railway track between Melbourne and Geelong is an antiquated line, which is probably more out of date than the line in any country in the world where two cities of such size are only 75 kilometres apart.

The dire need for duplication was expressed 25 years ago and little or nothing has been done. Just prior to the election before last some work was started in an endeavour to show the people of Geelong that Hamer made it happen, but again the effort died away and there is still a single track over one section of the line.

The obvious solution is to electrify the whole distance and to encourage all car users to travel by train in speed and comfort. It would possibly pay, but surely could be no worse financially than the existing set-up. With the many industries having available railway tracks right to their respective production areas, the whole North Geelong system could be revised, brought up to date, and rolling-stock increased and updated to give more efficient service. Such ridiculous rail crossings as are currently in existence across the Princes Highway at North Geelong and North Shore only add to the confusion of travellers, and cause hostility against the railways. The whole railway situation tends to make one think that those in control are not seriously moving towards updating the current systems, and to ask just how much interest they have in road transport.

The issue of planning in residential areas and the influx of shopping complexes has caused considerable disharmony in Geelong over the past few months. The availability of jobs brought about by large supermarkets and the



circulation of finance tends to help the areas. However, I am very concerned that the general public is not consulted in these areas where large complexes and car parks are proposed before final plans are signed. The increased traffic hazards are detrimental to the pre-school and school children if located nearby, and this should be seriously considered by the responsible authority drawing the early plans. Property devaluation will also occur.

People who build houses in or move to a residential area do so with a knowledge of planning up to a point. If there are major changes, it is my firm opinion that all those to be residentially affected should be given the right to object by a referendum.

It is my firm belief that open spaces held for recreation in built-up residential areas should never be encroached upon but should be beautified by local councils and maintained for the pleasure of those who live nearby. Finance for maintenance of all parks should be readily available from a special fund set up for this purpose.

In his Speech, the Governor, Sir Henry Winneke, mentioned the expansion of the Government's activities in the area of youth, sport and recreation. He added that sports centres and swimming pools in country towns would be included in the programme. I hope to put this to the test very shortly when the proposal for a new swimming pool complex gets under way in the Bellarine shire.

I want now to quote from Sir Henry Winneke's address where he said—

Concern over industrial accidents and their high cost in human suffering, as well as the financial burden the whole community bears, has persuaded the Government to go ahead with legislation to modify and bring together aspects of the law relating to the building and construction industry contained in the Labour and Industry Act 1958 and the Scaffolding Act 1971.

My experience in this field has possibly been the most disturbing of any since I became active in the trade union movement. I have witnessed the suffering of families when the breadwinner has been completely immobilized by a

Mr Ernst

back injury, and because of the extreme nature of the investigation by the insurance company involved, liability has been denied, and a long frustrating period of waiting takes place, until maybe two or three years later the unfortunate worker receives a settlement, often with further liability not being accepted, despite the fact that he may carry the injury for the rest of his life.

The use by insurance companies of private investigators and the blatant misuse of the "authorization to seek medical history" by the insurance companies runs perilously close to an infringement of civil rights. Of all the Acts in Victoria today the most unjust is that concerning the rights of the injured worker, and I listened with great interest when the Governor spoke of the proposed revision of this Act.

Briefly touching on the question of industrial disputes, I cannot see the value of secret ballots in the calling of or settlement of strikes. History has proven that the experiences in England weighed heavily against the secret ballot. It was time-consuming to operate and sometimes took days to get a decision to return to work.

The election of full-time union officials has always been carried out by secret ballot and the industrial registrar insists that the legislation dealing with this be upheld. The settling of disputes will always be done more effectively when the parties concerned can sit down and hammer out their problems in conference. This has been proven to be the most satisfactory method. One instance of the complete failure of the secret ballot method would be the non-acceptance by the Melbourne City Council in the Kane dispute of the decision taken by the rank and file members who held a secret ballot at Mr. Kane's request. A similar situation could occur at any time, and it exposes the secret ballot as useless.

I would like to say how proud I am to take part in the debates of the House, and I will be seeking, wherever



possible, to have implemented and advanced those proposals and policies which I believe are for the betterment of the Victorian people.

On the motion of Mr McARTHUR (Ringwood), the debate was adjourned.

It was ordered that the debate be adjourned until next day.

### ADJOURNMENT

**Liquor Control Act—Echuca Technical School—Use of service roads by cyclists—North Deborah Mining and Industrial Ltd and LeFroy Minerals Ltd—Preference for Victorian contractors—Primary school at Chalcot Lodge—Limited driver's licence—Geelong meatworks—Melbourne City Mission—Gippsland specialized bus service—Windsor Primary School**

**Mr MACLELLAN** (Minister of Transport)—I move:

That the House, at its rising, adjourn until tomorrow, at half-past one o'clock.

The motion was agreed to.

**Mr MACLELLAN** (Minister of Transport)—I move:

That the House do now adjourn.

**Mr AMOS** (Morwell)—I draw to the attention of the Chief Secretary a matter concerning the administration of the Liquor Control Act. I refer to section 110 (1) (g) of the Act, which provides:

... subject to the provisions of sub-section (4) suffers prostitutes or thieves to be on any part of his licensed premises or on the appurtenances thereof;

This refers to the licensee of a hotel who allows a known prostitute or thief to remain on the premises without partaking of food or drink.

It has been brought to my attention that members of the Police Force have used this section of the Liquor Control Act to secure the dismissal of people working in hotels who have had criminal records. Recently in the Morwell district three different occasions concerning three different people have been directed to my attention where the licensee of a hotel has been advised by members of the Police Force that he

had to dismiss such employees because they had convictions from past years. In one case in which I had personal discussions with the local police licensing inspector it appeared that the person concerned had not been in trouble with the police and had had no conviction for five or six years. In fact it was a successful case of rehabilitation. The man had been working at a local hotel as a part-time barman. That was his sole employment, but that was put to one side and he lost the job simply because a police officer had made it known to the licensee of the hotel that he could not be employed because of that section of the Liquor Control Act.

Whatever the original reason was for that section having been written into the Act, the passage of time has now made it redundant, because the accent today is on rehabilitation. Surely in a time of high unemployment Parliament ought not to put up with a section of the Act that can throw people out of work simply because they have had a past conviction for which they have already paid the penalty to society. I ask the Chief Secretary to have the section of the Act examined with a view to drafting amending legislation.

**Mr HANN** (Rodney)—I refer to the Assistant Minister of Education a matter concerning the right of entry of children to post-primary education and I refer particularly to the Echuca Technical School. Some four to six weeks ago the Regional Director of Education issued a directive and also inserted advertisements in the local newspapers, advising parents that in 1980 restrictions would be placed on the entry of children from grade 6 to secondary schools.

In the past the procedure has been for children living within a radius extending from Echuca to Kyabram, Rochester, Lockington, Cohuna and including Gunbower and Nathalia, to have the right of choosing between high school education or technical school education. The technical school education was undertaken at the Echuca Technical School.