

common law action. I should not like that to happen. I believe we are moving towards a situation which may see contracts on employment and industrial agreements enforceable by law on application of either party. I should not like to see that happen either.

In this most complex area of industrial relations every relevant social and economic factor is changing at an ever-increasing rate. The insularity of the areas traditionally comprehended by industrial relations may be about to be destroyed. The lines demarking the employer, the employee and the community are becoming increasingly blurred. That is a very sombre note on which to finish. However, may I conclude by saying that I suggest the solution will only be found if we look at everything, as does His Excellency in his Speech—in the public interest.

Mr. SIMPSON (Niddrie) : I support the amendment moved by the honorable member for Melbourne. However, at the outset I offer my congratulations to the mover of the motion for the adoption of an Address-in-Reply to the Speech of His Excellency the Governor, the honorable member for Burwood, and the seconder of the motion, the honorable member for Noble Park. Their contributions were excellent ; clearly they had spent a considerable time in preparation. I have also been impressed with the contributions which followed.

Honorable members are aware that as a result of the redistribution of electoral boundaries certain Ministers and certain honorable members have retired. There has been possibly the biggest influx of new members at any one time in the history of this House. If the contributions that honorable members have heard so far are any indication of what is to come, it augers well for the 47th State Parliament.

Whenever I am delivering a public address, it is my custom to endeavour to make some obser-

vations other than my prepared speech. As I have sat in this House for several days, I have been wondering what particular observations to make as a gem for honorable members. It occurred today. After 20th March, whilst I was delighted to have won the seat of Niddrie, I was particularly disappointed that the Labor Party had not done as well as I had hoped. However, today I was involved in 3 divisions—1 I lost and 2 I won. If that ratio continues for the rest of my years here, I shall be more than happy.

I suspect that new members tend to be rather parochial and in my case I have no intention of changing the format. I could talk about the two aerodromes, and their associated problems, that are not in my electorate but in fact make the situation in my electorate worse because they are adjacent to it. I refer to the Essendon Aerodrome with its north-south runway which dispatches planes over the centre of the West Essendon subdivision of my electorate and the Melbourne Airport at Tullamarine where the flight path of the north-south runway goes above the subdivisions of Avondale Heights and East Keilor. The proposed increase of some 25 per cent in the number of aircraft using Essendon Aerodrome and the fact that these craft will almost certainly be jets does not give any great joy to the residents of that section of my electorate. The decision by the Premier and the Victorian Government to recommend to the Federal Government that Concorde aircraft be given a 24-month trial brings no joy or gratitude to the people living at Avondale Heights, East Keilor and Keilor Park. I do not intend to talk on that aspect during this debate.

Another matter that does not bring joy is the presence of two quarries in the electorate and a third adjacent to it. When the wind blows in a particular direction, the dust, dirt and grime blows over the Avondale

Heights area. However, again I do not intend to talk about the problems of quarries.

What is amazing and unbelievable in 1976 is that, with all the advanced technology that we enjoy, people are transporting drinking water into the electorate. In fact, the problem extends beyond the electorate. I have received complaints concerning the unpalatable water coming from the Greenvale reservoir. The people of Kealba, which is in fact in the electorate of Keilor, residents of my electorate and also residents of Strathmore, which is in the electorate represented by you, Mr. Speaker, have been concerned with this problem.

You, Mr. Speaker, will be aware that the Greenvale reservoir has some problems. I spent two hours with the Chief Engineer of the Board of Works and today I received further correspondence from that gentleman. I will convey the information to people within by electorate. The problem is that algae growth is occurring in the Greenvale reservoir to such an extent that the use of chlorine is the only way to overcome the bacteria occurring from that growth. This is making the water completely unpalatable, which means that people are transporting drinking water into the area. Again, I do not intend making that a major part of my contribution to the debate.

What I want to make my main thrust is public transport in the western suburbs or, perhaps more to the point, the lack of it. The Labor Party has argued for many years about the division of the metropolis of Melbourne into "transport rich" areas and "transport poor" areas. I do not intend to be flamboyant or to use excessive language when I suggest that the electorate of Niddrie and the City of Keilor are in fact a "transport slum". I use the phrase advisedly because this part of the electorate embraces about 100,000 people. There are no trains

Mr. Simpson.

and practically no trams. Trams serve only one corner of the electorate and you, Mr. Speaker, will know the area to which I refer because our electorates abut in that area. We have a situation with about 100,000 people in an area less than 10 miles from the General Post Office having no trains, no trams and a rather inadequate private bus service for public transport.

This is not unknown to the Government. In May, 1975, a western suburbs transport study was prepared for the Minister of Transport. I am disappointed that the Minister of Transport is not now present. The survey was excellent and contained some 96 pages. Obviously, the Minister has been able to familiarize himself with the findings of that study. Although eleven months have passed, nothing has happened.

However, that is not the only study that has been made in the area. The people of Keilor, who are the main sufferers from the lack of public transport, decided to organize a survey. They set up the City of Keilor Public Transport Committee. Some 75 local residents, in a most expert manner, conducted a survey and compiled an excellent report. It was a real community effort involving 75 local people, a major company and inmates at Pentridge Prison. The computerising of the survey was done by the Caterpillar company and the typing of the document was done by the inmates at Pentridge Prison. Therefore, we have local people involved, big business involved, and the unhappy inmates at Pentridge who were happy to assist the people of Keilor to obtain some public transport.

The report is extensive and contains ten recommendations. I do not intend to detail them. However, I wish to indicate the sort of response that the people got when they went about getting the survey presented to the people who really counted. The chairman of the City of Keilor

Public Transport Committee, Mr. Terence Catton, on 11th November, 1975, formally requested the Premier to receive a deputation of five members of the committee to discuss the survey and ways in which the Government could implement the findings.

A plus goes to the Premier because the honorable gentleman sent back a letter saying that he would refer the matter to the Minister of Transport and request that honorable gentleman to receive a deputation. Then there was another plus for the Minister of Transport, who replied on 19th November and agreed to meet a deputation on 5th December. Elated, the five members of the deputation met with the then Minister of Transport, Mr. Meagher. The Minister listened to their submission and said he would take action immediately. December went, January came and went, February likewise, and then in March there was a State election and a new Minister of Transport was elected.

Then the committee had to start the whole process again. On 5th April, they telephoned the private secretary to the new Minister of Transport and on 6th April they were advised to forward their submissions once again. By this time, nothing has happened, not even an acknowledgment to their letter.

The Labor Party is concerned, as I think all honorable members are concerned, at the lack of public transport facilities throughout the State. Many years ago, Melbourne had a particularly good transport system which was called the radial system. There was a central business hub and the trams and trains radiated out to what were then virtually the inner industrial suburbs. The system worked very effectively.

However, with the population burst and the growth of suburban areas this radial system no longer works satisfactorily. If a person living in Mitcham wants to go to Moorabbin, he has to come in towards Melbourne

to Richmond and go out again to Moorabbin. If a person living at Footscray wants to go to Pascoe Vale he has to come in towards the city to North Melbourne and then out again to Pascoe Vale. If there were a grid system to complement the radial system commuters would have a tremendous range of routes, their conveyance would be speeded up, and traffic would be kept out of the central business district. Having a radial system, it makes a lot of sense to introduce a grid system as well.

I have said that there are no trains in the electorate of Niddrie. That is not 100 per cent correct. A train route runs right through the centre of the Niddrie electorate. Unfortunately, there is a standard gauge line and a broad gauge line which carries the *Southern Aurora*, the *Spirit of Progress*, and goods trains. But they do not take local passenger trains. To accommodate local passenger trains and to demonstrate what could be done with the grid system, all that is needed is one more line to be added to the broad gauge line. There would then be two standard gauge lines. The line would not need to be electrified. Rail motors or diesel locomotives could be used. There is an enormous development in the western suburbs of Melbourne—this is something that Jennings has not got hold of; the Bond Corporation has this. It is called the Taylors Lakes estate. There would be feeder services to the grid system and commuters could travel from the west to the east, to Broadmeadows or Albion, or could link up with the radial system to the central business district.

It might be wondered why this has not been thought of before. I am not a genius who has suddenly worked out this scheme. I have found that questions were asked of the relevant Ministers some time earlier on whether it would be possible to institute a 10-mile passenger rail service from Albion to Broadmeadows. The first question was asked on 16th December, 1927. That was almost 50

years ago. Here I am today, making my maiden speech, advocating something which was presented to a Minister almost 50 years ago. I was not even born then. With great respect, Mr. Speaker, you were probably in knickerbockers. So it goes on. The matter was raised twice in 1930 and again in 1935. It was raised twice in 1954, in 1955, and 3 times in 1956. In fact, it was raised 19 times up to the 22nd October, 1975, and the Keilor people have now made it 20 times that this scheme has been mooted.

Honorable members are all aware of the problems of public transport and I have stated that there are some areas richer than others and some poorer and I have spoken about the Niddrie transport slum. This is a wonderful opportunity for the Minister to examine the problems in the Niddrie electorate. The railway line is there and development will continue in the area. I make a plea to the Minister to act on this. Everything is ready for the introduction of a grid system to complement the radial system of transport. All, I ask, on behalf of the electors of Niddrie, is that the Minister bite the bullet.

On the motion of Mr. LACY (Warrandyte), the debate was adjourned.

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

ADJOURNMENT.

MAIDEN SPEECHES—N.E.A.T. SYSTEM — GOVERNMENT BANKING — RICHMOND WEST PRIMARY SCHOOL — POUNDS ACT—TREATMENT OF MEDIBANK PATIENTS — PAYMENTS TO PRE-SCHOOL CENTRES — RAIL SERVICE TO MACEDON AREA—MELBOURNE CITY ABATTOIRS AND SALEYARDS COMPLEX—RAILWAY TRACTION MOTORS—SOCIAL WELFARE EXPENDITURE IN CITY OF SPRINGVALE.

Mr. THOMPSON (Minister of Education) : Before I move the formal adjournment motion, perhaps by leave of the House I may be permitted to congratulate the new members

who have spoken in the Address-in-Reply debate for the excellent contributions they have made. I move—

That the House, at its rising, adjourn until tomorrow, at two o'clock.

The motion was agreed to.

Mr. THOMPSON (Minister of Education) : I move—

That the House do now adjourn.

Mr. FORDHAM (Footscray) : I raise a matter for the attention of the Minister of Education. One of the great initiatives of the Australian Labor Party Government in Canberra gave a real second chance for many people to further their education. I am referring to the National Employment and Training System scheme. Hundreds of people were given an opportunity to undertake courses of study to assist themselves and the community generally to fully use their talents. However a decision has recently been taken to cut back on the allowances of many students under the scheme. During the State election campaign, and since, I was approached by individuals attending various tertiary institutions. I have also been approached by the administration of a number of tertiary institutions which have expressed their concern at the grave impact on a number of families following the cut-back by the present Australian Government of assistance to students training under the N.E.A.T. scheme.

It was reasonable for students who undertook these programmes to expect that they would continue to receive assistance during the periods of their courses, whatever they may be. But that was not to be so. I believe the Minister of Education is quite rightly concerned by the plight of many of these students. Many are undertaking courses in social work and physical education. These are areas of significant shortages in our schools and in the community at large. For that reason it is additionally important for the community that these people be allowed to complete their courses.