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should ensure that adequate measures are being taken in respect of risks akin to both suffocation and the effects of excessive temperatures which might arise from lack of ventilation in stationary vehicles. I understand that the question of injury to children by potentially harmful objects left in vehicles by adults is also under notice.

The Department of Motor Transport will, of course, examine all the facts of any cases in which children left alone in stationary vehicles have died or been seriously injured as a result of some feature of the vehicle's construction or its controls—such as release of a hand-brake—to assess whether any appreciable risks arise from such causes which could be reduced by attention to the vehicle design. However, *prima facie*, there is little prospect of such a conclusion. With regard to animals it would seem that the best legal means of ensuring that controls are exercised over cruelty is the Prevention of Cruelty to Animals Act which, of course, does not come within my administration.

TRAVELLING STOCK ROUTE

The Hon. Sir JOHN FULLER: On 17th September the Hon. W. G. Keighley asked a question concerning the movement of travelling stock owned by Mr Alan S. Boyd of "Scotdale", Young, from New South Wales through the Australian Capital Territory. I have received from the Minister for Agriculture a lengthy answer to this question in these terms:

Information as to the cattle movement referred to has been obtained from the Braidwood Pastures Protection Board related to the movements in New South Wales and to some extent in the Australian Capital Territory. The A.C.T. is a Commonwealth responsibility and any information obtained about this part of the country is of course somewhat provisional.

It appears that Mr Boyd moved 500 drought affected cattle from his property at Young to agistment at Uriala in New South Wales, about 18 miles south of Queanbeyan. He was prevented from travelling the logical route for travelling stock by heavy rain and flooding of the Queanbeyan River and sought a route through the A.C.T.

Apparently there was discussions with A.C.T. officers and they agreed to the stock being moved on foot to the Canberra-Queanbeyan saleyards, beyond which Mr Boyd planned to

transport them by motor truck. However, Mr Boyd decided to move them on foot, a substantial part of the journey being made on the Monaro Highway leading to Cooma. By all accounts, this road has a very busy vehicle traffic flow.

I am informed that the A.C.T. officials objected to this route but that Mr Boyd later obtained a permit to travel along this route from a permit officer at Queanbeyan and the journey proceeded. The movement in the A.C.T. was completed with the supervision and assistance of two A.C.T. police and an A.C.T. ranger. I am informed that the police were engaged for two days on this task.

I can see the difficulty in which Mr Boyd was placed in trying to move 500 drought affected cattle to agistment, restricted as he was for choice of route by flooding. At the same time, one can readily understand the reluctance of A.C.T. officials responsible for the movement of travelling stock to allow a large mob of cattle, probably not in very good condition, to traverse a substantial section of a busy highway. The risk of accident to life and limb as well as to the safety of the stock seems obvious.

The position in New South Wales is that travelling stock reserves and routes are gazetted as such and their reservation for travelling stock is obvious and on a sound and workable basis. I am informed that the ordinances of the A.C.T. permit stock to be travelled on "roads ordinarily used by travelling stock". There are of course many busy roads in the country which were once ordinarily used by travelling stock but are now busy highways and quite unsuitable for this purpose.

It will be appreciated that New South Wales is only responsible for and has jurisdiction over gazetted T.S.R.'s in this State and that the regulation of the movement of travelling stock in the A.C.T. is a matter for A.C.T. authorities. If the volume of walking stock traffic using this or similar roads in the A.C.T. is such that alternative routes should be provided, representations to this effect could well be made to the Commonwealth authorities.

As far as can be seen in the light of the information I have been able to glean, the stock movement was a difficult one over an unusual route due to a combination of drought and flood and hopefully the combination would not readily recur.

APPROPRIATION BILL
SECOND READING

The Hon. Sir JOHN FULLER (Minister for Planning and Environment and Vice-President of the Executive Council) [5.5]: I move:

That this bill be now read a second time.

The primary purpose of this bill is to confer parliamentary authority for the appropriation from the principal State of sums required to meet the costs of services to be provided by the Government in 1975-76. The necessary appropriation expenditures during 1974-75 of an unforeseen nature are also covered by the bill. The requests for appropriation are based on the estimated financial requirements for the year ending 30th June, as detailed in the 1975-76 budget papers. In round figures the amount applicable to each of the several funds is: Consolidated Revenue Fund, \$2,339 million; Government Railways Fund, \$481.7 million; Government Railways Renewals Fund, \$25 million; Metropolitan Transport Trust General Fund, \$74.1 million; Newcastle and District Transport Trust General Fund, \$7.8 million; Maritime Services Board Fund, \$37 million and Maritime Services Board Renewals Fund, \$11.5 million.

The Budget has been drawn up on the basis of a deficit overall of \$590,000. It represents the aggregate position after taking into account a surplus of \$754,000 in the consolidated revenue fund, losses of over \$204 million on rail services and more than \$38 million on bus services, and a surplus of \$51,000 on the results of the Maritime Services Board. Honourable members will be aware that in aggregating results on the individual funds it is necessary to make an adjustment to allow for the debt charges of the transport undertakings which will not be recouped to the consolidated revenue fund, and also for contributions from that fund to restore the losses of those undertakings. It is expected that the total sum involved this year will be \$241.6 million.

Through its budget sector the State is engaged in a huge business. Some of the problems involved in deciding the expenditure allocations, and the means of financing them, will be gained when I state that the aggregate expenditure budgeted for this year is over \$3,064 million. This is 10 per cent more than last year's figure. The Government was faced with almost unprecedented difficulties in framing the Budget.