



Archived at the Flinders Academic Commons:
<http://hdl.handle.net/2328/27231>

This is a scan of a document number DUN/Speeches/3379
in the Dunstan Collection, Special Collections, Flinders University Library.
<http://www.flinders.edu.au/library/info/collections/special/dunstan/>

Title:
Address to the Delphin Club

Please acknowledge the source as:
Dunstan Collection, Flinders University Library.
Identifier: DUN/Speeches/3379

© Copyright Estate Donald Allan Dunstan

ADDRESS TO THE DELPHIN CLUB

SYDNEY, 21/11/69.

BY HON. DUNSTAN, Q.C., M.P.

BEFORE I START, I FEEL THAT I NEED TO CLEAR THE GROUND FOR THE BASIC ASSUMPTION UPON WHICH THIS ADDRESS IS BASED.

IT HAS BECOME VERY FASHIONABLE RECENTLY FOR PEOPLE OF ALL POLITICAL PERSUASIONS - PLANNERS, ECONOMISTS, INDUSTRIALISTS AND CONSERVATIONISTS - TO TALK ABOUT THE NEED FOR MAINTAINING THE "QUALITY OF LIFE" OF CITIZENS. THIS IS A VERY CONVENIENT CLICHÉ WHICH CAN MEAN ALL THINGS TO ALL PEOPLE - IT COULD MEAN ANYTHING OR NOTHING. BUT SOME OF THOSE WHO TALK ABOUT THE NEED TO MAINTAIN "QUALITY OF LIFE" THEN GO ON TO SAY THAT BECAUSE THE WORLD IS HAVING A GRAVE POPULATION EXPLOSION WHICH IS NOW MAKING PEOPLE ACCEPT THAT MALTHUS HAD A GOOD DEAL MORE TO SAY THAT IS RELEVANT TODAY THAN WAS THOUGHT TWENTY YEARS AGO, AND BECAUSE UNPLANNED URBAN ENVIRONMENT IS LEADING TO UNPLEASANT LIVING CONDITIONS, THAT WE OUGHT TO LIMIT GROWTH AND DEVELOPMENT IN AUSTRALIA; THAT WE SHOULD CALL HALT AND SAY "THIS FAR IS FINE; BEYOND THIS, WE ARE CONTRIBUTING TO A DECLINE IN CONDITIONS IN AUSTRALIA." BY PRESSING FOR AN EXPANDING POPULATION AS A CONDITION OF GROWTH, THEY SAY, WE ARE REALLY MOVING FAST TO A SITUATION WHICH WILL BE IMPOSSIBLE WITHIN THE LIVES OF THOSE NOW BEING BORN. I THINK THAT CONTENTION IS QUITE WRONG. BY LIMITING POPULATION GROWTH IN AUSTRALIA, PUTTING AN END TO THE KIND OF GROWTH WHICH WE HAVE SEEN POST WAR, WE WOULD NOT BE CONTRIBUTING SIGNIFICANTLY TO SOLVING THE OVERALL WORLD POPULATION GROWTH PROBLEM. IT WOULD BE IMPOSSIBLE FOR AUSTRALIA TO PROVIDE LIVING ROOM FOR THE PROJECTED EXPANSION IN THE WORLD'S POPULATION EVEN IF WE STOPPED PRESENT POPULA-

TION GROWTH DEAD NOW. IT WOULD BE ABSURD TO SUGGEST THAT BY ANY POLICY TO BE ADOPTED IN THE FUTURE WE COULD COPE WITH THE ENORMOUS EXPANSION IN POPULATION ANTICIPATED IN INDIA AND CHINA. WHAT WE DO NEED TO DO IN AUSTRALIA IS TO CREATE AN ENVIRONMENT WHICH CAN BE A PATTERN FOR OTHER DEVELOPMENT AND WHICH CAN PROVIDE THE NECESSARY LESSONS AND TECHNOLOGICAL BASE FOR CONTROLLED EXPANSION, NOT ONLY IN OUR PART OF THE WORLD BUT ELSEWHERE. AN INCREASED GROWTH RATE IN THE AUSTRALIAN ECONOMY IS, I BELIEVE, AN ESSENTIAL BASIS FOR OUR CONTRIBUTING EFFECTIVELY TO PROBLEMS OF LIVING CONDITIONS NOT ONLY IN AUSTRALIA BUT IN THE WHOLE OF THE REST OF OUR REGION LATER IN THE CENTURY. THEREFORE, THE ASSUMPTION FROM WHICH ONE STARTS, IF ONE IS INTERESTED IN WHATEVER IS IMPLIED BY "THE QUALITY OF LIFE" FOR CITIZENS, IS THAT WE SHOULD HAVE AS GOOD AN ECONOMIC GROWTH RATE, PROVIDING INDUSTRIAL EXPANSION, DEPLOYED IN A PLANNED ENVIRONMENT, AS WE CAN HAVE. I DON'T NEED TO TELL YOU THAT THE RATE OF OUR ECONOMIC GROWTH IN AUSTRALIA IS NOT PARTICULARLY EXCITING. WITH GREAT MINERAL RESOURCES, OUR INDUSTRIAL, TECHNICAL GROWTH RATE IS POORER BY FAR THAN THAT OF COMPARABLE COUNTRIES WITH FAR FEWER RESOURCES.

NOW, TO TALK ABOUT THE POLICIES WHICH I SHALL TONIGHT, I THINK ALSO I MAY NEED TO CLEAR THE AIR OF WHAT ARE POSSIBLY A FEW MISCONCEPTIONS ABOUT MY SIDE OF POLITICS. THE LABOR PARTY IS NOT A PARTY BELIEVING THAT THE PROBLEMS OF EXPANSION AND DEVELOPMENT (OR INDEED THAT ANY OTHER PROBLEMS AT ALL) ARE TO BE SOLVED BY A WHOLESALE TRANSFER OF THE INDICIA OF TITLE OF THE MEANS OF PRODUCTION, DISTRIBUTION AND EXCHANGE, TO THE STATE. THIS 19TH CENTURY VIEW PROPOUNDED BY UTOPIAN SOCIALISTS IS NOT HELD BY THE LABOR PARTY AND IS AS

RELEVANT TO TODAY'S SOCIAL AND POLITICAL QUESTIONS AS THE CRY OF PRIVATE ENTERPRISE AND RUGGED INDIVIDUALISM WHICH IS EQUALLY MEANINGLESS. IN DEVELOPMENT TODAY, ONE HAS TO OBTAIN AN ALLOCATION OF RESOURCES FOR THAT DEVELOPMENT. THE RESOURCES ARE VERY LARGELY IN THE HANDS OF PRIVATE INDIVIDUALS AND THEY WILL CONTRIBUTE TO THE STATE THROUGH LOAN FUNDS OR TAXATION AND TO NON-STATE ORGANIZATIONS AND SEMI-GOVERNMENTAL AUTHORITIES BY INVESTMENT. THE ALLOCATION OF RESOURCES BY EITHER THE STATE OR BY NON-GOVERNMENTAL INSTRUMENTALITIES IS ACCOMPLISHED BY PEOPLE WHO ARE LARGELY TECHNOCRATS. THERE IS VERY LITTLE SOCIAL DIFFERENCE AT ALL BETWEEN PUBLIC BONDHOLDERS AND PRIVATE INVESTORS IN ACTUAL FUNCTION. WHAT NEEDS TO BE DONE IN THE PRESENT COMMUNITY IS TO ENSURE THAT THE DIRECTION OF INVESTMENT OF OUR RESOURCES IS EFFECTIVE TO OBTAIN THE RATE AND PATTERN OF GROWTH WHICH IS THE OPTIMUM. THERE NEED BE NO COMPETITION BETWEEN PUBLIC SOURCES OF INVESTMENT CAPACITY AND PRIVATE ONES FOR THERE IS NO ESSENTIAL COMPETITION. THE CONVENTIONAL WISDOM OF THE LAST CENTURY HAS UNFORTUNATELY TIED ITSELF TO A VIEW THAT THERE WAS AN ESSENTIAL AND BASIC DIFFERENCE - A VIEW WHICH IS ABSURD AND LIMITING.

IN ORDER TO OBTAIN THE GROWTH RATE WE WANT, THERE MUST BE EFFECTIVE CO-OPERATION IN PLANNING FOR INVESTMENT AND EXPANSION BETWEEN ALL THOSE INVOLVED IN THE MAJOR DECISIONS WHICH WILL AFFECT DEVELOPMENT AND EXPANSION. THIS DOES NOT MEAN THAT WE MUST HAVE SOME MONOLITHIC STATE STRUCTURE PRODUCING EITHER THE RUSSIAN TYPE OR INDIAN TYPE FIVE-YEAR PLAN, BUT EQUALLY AUSTRALIA CANNOT DO WITHOUT AN EFFECTIVE PLANNING STRUCTURE AND GET THE KIND OF GROWTH RATE AND EXPANSION IT REQUIRES. I DO NOT NEED TO TELL YOU THAT AUSTRALIA HAS NO EFFECTIVE PLANNING STRUCTURE FOR YOU ARE

AT TIMES PAINFULLY AWARE OF THIS. THERE ARE DECISIONS MADE NATIONALLY ON SOME BASIC RESOURCE DEVELOPMENT. THE LARGER ENTERPRISES IN AUSTRALIA HAVE NATIONAL PLANS FOR EXPANSION BUT THERE IS LITTLE EFFECTIVE CONSULTATION AND CO-ORDINATION AND THERE IS NO GOVERNMENTAL ACTION WHICH ALLOWS OF THE KIND OF PLANNING STRUCTURE WHICH HAS PRODUCED FOR INSTANCE IN NORTHERN ITALY THE ASTONISHING GROWTH RATE AND THE VERY GREAT REWARDS FOR INDUSTRIAL ACTIVITY WHICH WE NOW SEE THERE. AS YOU WILL KNOW, IN ITALY, THROUGH THE MINISTRY OF ECONOMIC PARTICIPATION, IN THE MAJOR AREAS OF INDUSTRIAL EMPLOYMENT THERE ARE PUBLIC CORPORATIONS WHICH TAKE ECONOMIC RESOURCE SURVEYS, ESTABLISH THE GAPS IN THEIR EXISTING INDUSTRIAL STRUCTURE AND FILL THE GAPS IN TO ENSURE THAT THERE IS A COHERENT AND CO-ORDINATED INDUSTRIAL COMPLEX WITH EACH PART ADEQUATELY COMPLEMENTING AND STIMULATING THE OTHER. I HAVE HERE FOR YOU, FOR THOSE WHO HAVE NOT SEEN IT, THE STRUCTURE OF THE BREDI CORPORATION IN E.F.I.M. AND OF E.N.I. AND IT IS THROUGH THIS ELABORATE PLANNING OF A CO-ORDINATED INDUSTRIAL GROWTH THAT ITALY HAS BEEN ABLE TO PRODUCE SUCH AN EXTRAORDINARY GROWTH RATE WITH RESOURCES WHICH, APART FROM NATURAL GAS, DO NOT COMPARE WITH OURS.

WHAT IS THE PRESENT POSITION IN AUSTRALIA? WE ARE OPERATING UNDER A CONSTITUTION DEVISED FOR A HORSE AND BUGGY ERA AND NOT EVEN ADEQUATE TO THAT. THIS CONSISTS OF TWO GROUPS OF SOVEREIGN PARLIAMENTS - THE FEDERAL PARLIAMENT SOVEREIGN IN ITS SPHERE, THE STATES IN THEIRS, EACH SEPARATELY SETTING THE PRIORITIES IN EXPENDITURE. THIS VIEW OF THE STATES AND THE COMMONWEALTH WAS, OF COURSE, PROPOUNDED AT A TIME WHEN THE STATE WAS

REGARDED AS LITTLE MORE THAN A CONVENIENT POLICE FORCE
AND AS HAVING NO PLACE IN INDUSTRIAL GROWTH AND DEVELOPMENT,
AND WHEN IT WAS CONSIDERED THAT THE MARKET RATHER THAN
FISCAL POLICY AND CENTRAL BANK OPERATION SHOULD BE THE
EFFECTIVE REGULATOR OF THE ECONOMY. NOBODY TODAY WOULD
CONTEND THAT THAT VIEW OF THE STATE'S ACTIVITIES WAS IN ANY
WAY SENSIBLE BUT THAT IS THE BASIS UPON WHICH THE CONSTITUTION
OPERATES AND WE HAVE NOT MOVED SUFFICIENTLY TO DISPOSE OF
THE ASSUMPTIONS OF THE FOUNDING FATHERS WHICH HAVE BEEN
INSTITUTIONALISED FOR US IN OUR PRESENT FEDERAL/STATE
RELATIONSHIPS. IN CONSEQUENCE, WE HAVE THE CONSTANT WRANGLE
BETWEEN THE COMMONWEALTH AND STATE PARLIAMENTS AS TO WHO IS
TO CONTROL WHAT SHARE OF MONEY, EACH WANTING TO DETERMINE THE
PRIORITIES IN THEIR OWN SPHERES. NOWHERE IS THE ABSURDITY
MORE EVIDENT THAN IN THE DEVELOPMENT FIELD. THE STATES ARE
RESPONSIBLE FOR THE DEVELOPMENT OF THEIR AREAS AND FOR
INDUSTRIAL GROWTH AND PROMOTION. THEY HAVE NEITHER THE MONEY
NOR THE BANKING STRUCTURE NEEDED TO UNDERTAKE THE KIND OF
ACTIVITY WHICH I HAVE MENTIONED AS BEING CURRENT IN ITALY.
IN CONSEQUENCE, WE SEE EVERY YEAR THE EXODUS OF STATE PREMIERS
TO AREAS OVERSEAS WHERE THEY THINK THAT DEVELOPMENT CAPITAL
MAY BE AVAILABLE,

TAKING WITH THEM IN THEIR BRIEF CASES INVITATIONS FOR INDUSTRIALISTS TO COME TO THE NEW FRONTIER IN AUSTRALIA, EVEN 'THOUGH THESE INDUSTRIALISTS ARE ALREADY COMMITTED TO A PARTICULAR FORM OF INDUSTRIAL ACTIVITY IN THEIR OWN COUNTRIES. IT IS TRUE THAT THERE ARE TIMES WHEN A STATE PREMIER MAY BE ABLE TO PRODUCE A PARTICULAR DEVELOPMENT, BUT FOR THE MOST PART OWING TO THE LIMITATIONS OF THE FINANCIAL AGREEMENT AND THE NON-PARTICIPATION OF THE COMMONWEALTH IN THE WHOLE PROCESS, THEY ARE REALLY UNABLE IN PLANNING AND PROMOTION TO FILL IN THE GAPS IN THEIR INDUSTRIAL STRUCTURE. SOMEBODY IN A PARTICULAR INDUSTRIAL AREA MIGHT BE INTERESTED IN INVESTMENT IN AUSTRALIA, BUT AS OFTEN AS NOT THIS IS BECAUSE, SAY, TARIFF POLICY IN AUSTRALIA MAKES IT A BIT CHEAPER FOR THEM TO MANUFACTURE HERE. SOME AT LEAST OF YOU WILL KNOW THE CRITERIA UPON WHICH FIAT HAS JUDGED ITS FUTURE ACTIVITIES IN THIS COUNTRY.

WHEN ONE LOOKS AT WHAT DELIBERATE PLANNING IS ACHIEVING ON OUR VERY DOORSTEP IN A COUNTRY WITH VIRTUALLY NO RESOURCES AT ALL EXCEPT POSITION - SINGAPORE - THE SITUATION IN AUSTRALIA MAKES ONE WEEP. WHILE SINGAPORE HAS BEEN ABLE TO OFFER SPECIAL CONCESSIONS TO IMPORTING AND DEVELOPMENT CAPITAL AND SO HAS ATTRACTED INDUSTRIES WHICH THE AUSTRALIAN STATES CANNOT ATTRACT SINCE THEY CANNOT OFFER COMPARABLE GRANTS AND TAX HOLIDAYS, SINGAPORE HAS ALSO DELIBERATELY PLANNED LABOUR-INTENSIVE INDUSTRIES IN THE DEVELOPMENT OF THE JURONG TOWN AND HAS SUPPORTED THIS DEVELOPMENT WITH DIRECT INVESTMENT FROM GOVERNMENT BANKING SOURCES. SINGAPORE HAS SET OUT TO MAXIMIZE THE ADVANTAGES WHICH IT HAS BY PROVIDING STATE ASSISTANCE TO MAKE SINGAPORE A DISTRIBUTION CENTRE FOR INDONESIA.

WHAT IS TO BE DONE HERE?

LET ME OUTLINE TO YOU WHAT THE LABOR PARTY'S PROPOSALS ARE BECAUSE ALTHOUGH THESE WERE MENTIONED AT THE LAST FEDERAL

ELECTIONS, I THINK THAT THEY WERE NOT SPELT OUT AS FULLY AS THEY NEED TO BE TO GIVE AN ACCURATE PICTURE TO YOU WHOSE PARTICIPATION IN THE PROCESS IS ESSENTIAL. A COMMONWEALTH LABOR GOVERNMENT WOULD BE PREPARED TO WORK IN CONJUNCTION WITH THE STATES, USING THE STATES' CONSTITUTIONAL POWER AND COMMONWEALTH'S FINANCIAL POWERS, TO OBTAIN A SIMILAR GROWTH RATE TO ITALY'S THROUGH A COMBINING OF PUBLIC AND PRIVATE INVESTMENT. WHAT THE COMMONWEALTH GOVERNMENT WOULD SEEK FROM THE STATES AND WOULD CARRY OUT IN CO-OPERATION WITH THEM IS AN ADEQUATE ECONOMIC RESOURCE SURVEY TO SHOW THE GAPS IN EXISTING INDUSTRY AND IN THE VARIOUS STATE INDUSTRIAL STRUCTURES. IT WOULD THEN TAKE ACTION IN CONJUNCTION WITH THE STATES TO SEE THAT THE GAPS WERE FILLED IN AND THAT THE TECHNOLOGICAL IMPROVEMENTS WHICH WE COULD PROVIDE IN AUSTRALIA FROM OUR OWN RESOURCES WERE FULLY DEVELOPED AND USED. WHAT IS MORE, THE COMMONWEALTH WOULD COMBINE WITH THE STATES NOT ONLY THROUGH THE C.S.I.R.O. BUT THROUGH STATE INDUSTRIAL RESEARCH INSTITUTES (AS IS ALREADY HAPPENING IN SOUTH AUSTRALIA IN THE AUSTRALIAN MINERAL DEVELOPMENT LABORATORIES) TO PROVIDE A BASIS FOR RESEARCH IN INDUSTRY IN AUSTRALIA. (THE LACK OF RESEARCH HAS BEEN ONE OF THE GROSS DEFICIENCIES IN THIS COUNTRY'S INDUSTRIAL DEVELOPMENT.) IN DOING THIS THE PRIORITIES WOULD BE SET NOT BY THE STATE OR FEDERAL GOVERNMENTS SEPARATELY BUT BY BOTH GOVERNMENTS ACTING IN CO-OPERATION AND IN CONJUNCTION WITH PRIVATE INDUSTRY. THE PLANNING STRUCTURES THUS ESTABLISHED WOULD, IN CLOSE CONSULTATION WITH INDUSTRY, PROJECT TARGETS AND PROVIDE INFORMATION AND OPPORTUNITIES FOR GROWTH AND PUBLIC-PRIVATE PARTICIPATION THAT WOULD ACHIEVE OUR OVERALL AIM OF RATIONAL RESOURCE - USE AND EXPANSION.

NOW THAT SOUNDS VERY NICE. LET ME ILLUSTRATE WITH SOME BASIC FACTS ABOUT SOUTH AUSTRALIA. I TALK TO YOU ABOUT

SOUTH AUSTRALIA NOT ONLY BECAUSE I HOPE TO BE THE MINISTER INVOLVED IN CARRYING OUT THIS ESSENTIAL PROCESS IN THAT STATE (AND I HAVE SOME REASONABLY CONFIDENT ANTICIPATION THAT MY HOPES WILL BE REALISED) BUT ALSO BECAUSE FOR A VARIETY OF REASONS IT IS LIKELY THAT SOUTH AUSTRALIA WILL BE THE PILOT AREA FOR THIS DEVELOPMENT. A FEDERAL LABOR GOVERNMENT IN THE NOT TOO DISTANT FUTURE IS NOT ONLY A POSSIBILITY - IT IS A VERY CONSIDERABLE POSSIBILITY. THE FIRST STATE GOVERNMENT LIKELY WITH THE PRESENT TIMING OF ELECTIONS TO BE A LABOR GOVERNMENT WITH A POLICY OF THE KIND I HAVE OUTLINED TO YOU, IS SOUTH AUSTRALIA, WHERE THE NEXT ELECTIONS WILL BE NOT LATER THAN MARCH, 1971.

SOUTH AUSTRALIA HAS REASONABLE NATURAL RESOURCES.

IT CAN PROVIDE THROUGH A VERY EFFICIENT ELECTRICITY OPERATION, CHEAP ELECTRICITY TO BULK CONSUMERS, AND THE CHEAPEST NATURAL GAS FOR INDUSTRIAL USE ANYWHERE IN AUSTRALIA. APART FROM SHIPBUILDING AND STEEL-MAKING AT WHYALLA, THE PROCESSING OF THE BROKEN HILL ORES AT PORT PIRIE, AND FORESTRY IN THE SOUTH-EAST, ITS INDUSTRIES ARE ALMOST ENTIRELY CENTRED IN THE MANUFACTURE OF MOTOR CARS, HOME APPLIANCES, AGRICULTURAL IMPLEMENTS AND A CERTAIN AMOUNT OF BUILDERS HARDWARE, AND THE SUPPLY INDUSTRIES TO THESE. IT HAS VERY GOOD RESEARCH FACILITIES FROM WHICH THE BASIS OF AN ADEQUATE INDUSTRIAL RESEARCH INSTITUTE COULD DEVELOP. AND IT HAS ARTISANS WITH A HIGH DEGREE OF SKILL. IT HAS LAND AND HOUSING COSTS WHICH ARE SIGNIFICANTLY LOWER THAN THOSE OF ANY OTHER PART OF AUSTRALIA, AND IT HAS A LOW-COST STRUCTURE FOR INDUSTRY COMPETITIVE WITH THAT OF ANY OTHER STATE.

NOW I'D LIKE TO GIVE YOU TWO EXAMPLES OF POSSIBLE DEVELOPMENT IN SOUTH AUSTRALIA THAT WILL ILLUSTRATE THE KIND OF THING WHICH WILL BE GOING FOR US THERE. THE FIRST OF THESE ARISES FROM A PROBLEM WHICH IS WORLDWIDE, THE PROBLEM OF URBAN TRANSPORTATION. DESPITE THE THINGS THAT CONSERVATION-

ISTS AND PLANNERS SAY, I BELIEVE THERE IS NO WAY OF AVOIDING HAVING IN AUSTRALIA IN TWENTY YEARS TIME NEARLY 90% OF OUR POPULATION LIVING IN SPRAWLING, LOW DENSITY, CAPITAL CITIES. SO FAR, OF COURSE, TRANSPORT IN THESE CAPITAL CITIES HAS LARGELY BEEN BY PRIVATE MOTOR CAR. THE PRESENT FORMS OF PUBLIC TRANSPORT, LARGELY DEVELOPED IN THE LAST CENTURY AND THE EARLY YEARS OF THIS ONE, HAVE BEEN ALLOWED TO DECLINE AND ALTERNATE MEANS OF URBAN TRANSPORT HAVE NOT BEEN DEVELOPED. IT IS A SITUATION WHICH CANNOT CONTINUE. IT WILL BE AN IMPOSSIBLE SITUATION IN THE FORESEEABLE FUTURE. ALREADY, MELBOURNE AND SYDNEY ARE PLACES IN WHICH IT IS VERY DIFFICULT TO MOVE ABOUT EASILY AND THE DIFFICULTIES AND INEFFICIENCIES WILL CONTINUE TO GROW. THE UNITED STATES, OF COURSE, HAS BEEN WELL AWARE OF THIS FOR SOME TIME, AS HAVE ALL THE MAJOR MOTOR CAR MANUFACTURERS. IN THE RESEARCH LABORATORIES OF GENERAL-MOTORS AND ASSOCIATED COMPANIES, EXPERIMENTS IN NEW FORMS OF URBAN TRANSIT HAVE LONG BEEN TAKING PLACE. MANY OF YOU WILL KNOW JUST HOW DRASTIC THE SITUATION IN URBAN TRANSPORT IS IN THE UNITED STATES FROM HAVING VISITED THERE. THE UNITED STATES CONGRESS SOUGHT AND HAS RECEIVED A REPORT UPON THIS MATTER WHICH PRESIDENT JOHNSON GOT FROM THE HOUSING URBAN DEVELOPMENT DEPARTMENT. THE REPORT WAS PUBLISHED IN APRIL OF THIS YEAR AND IT SAID:-

"MOST LARGE URBAN AREAS EXPERIENCE MASSIVE CONGESTION DURING PEAK HOURS, YET THE NUMBER OF AUTOMOBILE REGISTRATIONS CONTINUES TO EXPAND RAPIDLY. BY 1975, THE UNITED STATES WILL HAVE WELL OVER 120M. VEHICLES FOR A POPULATION OF 220M. PEOPLE. IS THE ONLY ANSWER TO TRAFFIC CONGESTION MORE AND WIDER ROADS? CLEARLY IN MANY LOCALITIES IT IS NOT. THE DISLOCATION OF PEOPLE AND BUSINESSES, THE DISTORTION OF LAND USE, THE EROSION OF THE REAL

PROPERTY TAX BASE, AND THE DOLLARS AND CENTS COST, MAKE THIS AN INCREASINGLY UNACCEPTABLE SOLUTION. IF CARRIED TO ITS LOGICAL CONCLUSION, AN EVER-INCREASING POPULATION, BUILDING MORE AND BIGGER HIGHWAYS, MIGHT PRODUCE A CITY OF FREEWAYS WITH HARDLY ANY ROOM FOR PEOPLE OR BUILDINGS."

THAT FORECAST IS NOT AS STRANGE AS IT MIGHT SOUND. FOR THE PLANNED POPULATION AND AREA OF METROPOLITAN ADELAIDE IN 1986, THE ROADS RESEARCH LABORATORIES IN BRITAIN FORECAST THAT TO HAVE AN ADEQUATE TRANSPORT SYSTEM RELYING ON PRIVATE MOTOR VEHICLES, 40% OF THE AREA WOULD HAVE TO BE ROADS. THE CONSTRUCTION OF FREEWAYS WHICH BECOME AS HEAVILY JAMMED AS EXISTING ROADS BY THE TIME THEY ARE COMPLETED HAS BEEN THE SAD EXPERIENCE OF NUMBERS OF AMERICAN LOW-DENSITY CITIES. THE TANGLED DESTRUCTIVE TRAFFIC MOVEMENT IN LOS ANGELES HAS BY THIS TIME BECOME FABLED. BUT IN AUSTRALIA WE SHOULD NOT COMDEMN OURSELVES TO THIS SITUATION, AND WHILE SYDNEY AND MELBOURNE ARE ALREADY FACING GRAVE DIFFICULTIES FROM WHICH IT WILL COST BILLIONS TO EXTRICATE THEM, ADELAIDE IS NOT YET IN SUCH A POSITION. BUT IT IS AT THE CROSSROADS. IT CAN GO ON AS HAS BEEN RECOMMENDED, IN FACT, WITH A MASSIVE FREEWAY DEVELOPMENT WHICH WILL CRISS-CROSS THE METROPOLITAN AREA WITH ELEVATED FREEWAYS, UTTERLY CHANGING THE CHARACTER OF THAT BEAUTIFUL CITY AND PROVIDING US WITH THE TRAFFIC JAMS IN 1986 WHICH WE ARE ENDEAVOURING TO AVOID NOW, OR IT CAN SEEK THE ALTERNATIVES BOTH PRESIDENTS JOHNSON AND NIXON ARGUE FOR. THE FACT IS, AS HAS BEEN PROVEN CONSTANTLY, THAT THE MOTOR CAR POPULATION GROWS BY WHAT IT FEEDS ON, AND WE NEED TO DEVELOP NEW SYSTEMS OF URBAN TRANSIT. THE REPORT OF THE HOUSING URBAN DEVELOPMENT AUTHORITY POINTED TO SEVEN NEW SYSTEMS OF MOVEMENT OF GOODS AND PEOPLE WHICH ARE BEING DEVELOPED, AND DEVELOPING TECHNOLOGIES SHOW THAT, EITHER SINGLY OR IN COMBINATION, THESE WOULD BE USEFUL DEVELOPMENTS IN URBAN TRANSIT. SOME OF THESE HAVE ALREADY BEEN RECOMMENDED

FOR URBAN AREAS IN THE UNITED STATES AND SOME OF THE MOST SOPHISTICATED OF THEM ARE UNDER CONSIDERATION FOR THE NEW CITY OF COLUMBIA, OUTSIDE WASHINGTON. THE NEW SYSTEMS ARE:-

- DIAL-A-BUS: A BUS TYPE OF SYSTEM ACTIVATED ON DEMAND OF THE POTENTIAL PASSENGERS, PERHAPS BY TELEPHONE, AFTER WHICH A COMPUTER LOGS THE CALLS, ORIGINS, DESTINATIONS, LOCATION OF VEHICLES AND NUMBER OF PASSENGERS, AND THEN SELECTS THE VEHICLE AND DISPATCHES IT.
- PERSONAL RAPID TRANSIT: SMALL VEHICLES, TRAVELLING OVER EXCLUSIVE RIGHTS-OF-WAY, AUTOMATICALLY ROUTED FROM ORIGIN TO DESTINATION OVER A NETWORK GUIDEWAY SYSTEM, PRIMARILY TO SERVE LOW-TO MEDIUM- POPULATION DENSITY AREAS OF A METROPOLIS.
- DUAL MODE VEHICLE SYSTEMS: SMALL VEHICLES WHICH CAN BE INDIVIDUALLY DRIVEN AND CONVERTED FROM STREET TRAVEL TO TRAVEL ON AUTOMATIC GUIDEWAY NETWORKS.
- AUTOMATED DUAL MODE BUS: A LARGE VEHICLE SYSTEM WHICH WOULD COMBINE THE HIGH-SPEED CAPACITY OF A RAIL SYSTEM OPERATING ON ITS PRIVATE RIGHT-OF-WAY WITH THE FLEXIBILITY AND ADAPTABILITY OF A CITY BUS.
- PALLET OR FERRY SYSTEMS: AN ALTERNATIVE TO DUAL MODE VEHICLE SYSTEMS IS THE USE OF PALLETS TO CARRY (OR FERRY) CONVENTIONAL AUTOMOBILES, MINIBUSES, OR FREIGHT AUTOMATICALLY ON HIGH-SPEED GUIDEWAYS.
- FAST INTRAURBAN TRANSIT LINKS: AUTOMATICALLY CONTROLLED VEHICLES CAPABLE OF OPERATING EITHER INDEPENDENTLY OR COUPLING INTO TRAINS, SERVING METROPOLITAN AREA TRAVEL NEEDS BETWEEN MAJOR URBAN NODES.
- NEW SYSTEMS FOR MAJOR ACTIVITY CENTRES:
CONTINUOUSLY MOVING BELTS: CAPSULE TRANSIT SYSTEMS, SOME ON GUIDEWAYS, PERHAPS SUSPENDED ABOVE CITY STREETS.

THE AUTHORITIES RECOMMENDED THE DEVELOPMENT OF THESE SYSTEMS AND POINTED TO THE FACT THAT IN MANY CASES, ACTUAL COST OF EXPERIMENT AND DEVELOPMENT WILL BE SMALL FOR INSTANCE IN ONE OF THE MOST IMPORTANT OF THESE, THE "DIAL A 'BUS" SYSTEM. THE REPORT SUGGESTS THAT A LIMITED DEMONSTRATION USING EXISTING EQUIPMENT COULD BE ACHIEVED WITHIN THREE YEARS AT A COST OF LESS THAN \$1M. THE LOW DENSITY CITIES OF THE WORLD WILL NEED NEW SYSTEMS OF THE KIND OUTLINED BY THE REPORT. WHAT INDUSTRY NEEDS, IN DEVELOPING THESE SYSTEMS, IS AN AREA IN WHICH EXPERIMENT AND DEMONSTRATION IS POSSIBLE, AND IN TALKING TO PEOPLE INVOLVED IN SUCH RESEARCH IN THE UNITED STATES, IT IS QUITE CLEAR THAT ADELAIDE IS AN IDEAL AREA. THERE IS NO CITY ANYWHERE ELSE WITH ITS ADVANTAGES FOR THE PURPOSE. IT CAN PROVIDE SPACE IN WHICH ALMOST EVERY ONE OF THE PROJECTED SYSTEMS COULD BE USEFULLY TRIED AT A LOWER COST THAN ELSEWHERE. WHAT IS MORE, SOUTH AUSTRALIA HAS OF COURSE THE NECESSARY INDUSTRIAL BASE FOR THE DEVELOPMENT OF EACH ONE OF THESE SYSTEMS BY ITS SKILLED ARTISANS AND THE TECHNOLOGISTS, THE MOTOR INDUSTRY AND RAIL WORKSHOPS, ITS PROVEN CAPACITY TO DESIGN AND FABRICATE NEW MACHINES. SOUTH AUSTRALIA COULD BECOME, THROUGH A JOINT OPERATION BETWEEN THE COMMONWEALTH AND STATE GOVERNMENTS AND PRIVATE INDUSTRY, THE PLACE WHERE NEW FORMS OF URBAN TRANSIT ARE DEVELOPED NOT JUST FOR AUSTRALIA, BUT FOR THE WORLD. IT COULD BECOME THE MANUFACTURING BASE FOR THESE NEW SYSTEMS, AND IT IS, OF COURSE, VITAL FOR SOUTH AUSTRALIA THAT SUCH SPECIALIST DEVELOPMENT BE ENCOURAGED. IT IS A FRUITLESS, WEARYING TASK TO APPROACH INDUSTRIES WHICH HAVE NO PARTICULAR REASON FOR ESTABLISHING IN SOUTH AUSTRALIA, AND ASK THEM TO HEED ARTIFICIAL ARGUMENTS FOR THEIR INVESTMENT IN THAT STATE.

OUR SURVEYS MUST SHOW WHERE ACTUAL DEMAND GAPS ARE AND

AND WHERE THE POTENTIALITIES ARE IN OUR EXISTING INDUSTRIAL STRUCTURE.

OF COURSE, IN ORDER TO MAINTAIN AN ADEQUATE DOMESTIC MARKET IN SOUTH AUSTRALIA (ALTHOUGH THIS IS AT THE MOMENT ONLY 10 TO 15 PER CENT OF THE NATIONAL INDUSTRIAL MARKET), WE NEED TO DIVERSIFY EMPLOYMENT AS MUCH AS WE CAN. OTHERWISE, SOUTH AUSTRALIA REMAINS VULNERABLE TO NATIONAL MARKET FLUCTUATIONS MORE THAN ANY OTHER STATE, SINCE SO LARGE A PROPORTION OF ITS INDUSTRY IS IN CONSUMER DURABLES.

NOW, A SECOND DEVELOPMENTAL POSSIBILITY OF A CONTRASTING KIND LIES IN THE TOURIST INDUSTRY. SOUTH AUSTRALIA HAS BEEN REGARDED LONG AS A SOMEWHAT ARID AREA AND IT HAS A QUIET CAPITAL WHICH PEOPLE KINDLY DESCRIBE AS "GRACIOUS" AND UNKINDLY DESCRIBE AS "DEAD". SOME PEOPLE HAVE HEARD OF THE DELIGHTS OF VINTAGE IN THE BAROSSA VALLEY, BUT FOR A VERY LONG TIME SOUTH AUSTRALIA HAS UNDERSPENT EVERY STATE ON TOURIST DEVELOPMENT AND PROMOTION. THE VERY GREAT ATTRACTIONS AVAILABLE IN SOUTH AUSTRALIA FOR TOURISTS - ATTRACTIONS QUITE UNIQUE TO OUR STATE - ARE VIRTUALLY UNKNOWN ELSEWHERE. LET ME THEN TURN TO THIS PARTICULAR POTENTIAL. THERE IS AN ARC RUNNING FROM KINGSTON IN THE SOUTH EAST OF SOUTH AUSTRALIA AROUND THE COAST TO KANGAROO ISLAND. IT IS AN AREA THROUGH WHICH COMMUNICATION IS EASY AND WHICH CAN PROVIDE AN ENORMOUS VARIETY OF ATTRACTIONS SO THAT PEOPLE NEED NOT MERELY GO TO ONE HOLIDAY AREA BUT COULD PLAN A HOLIDAY MOVING FROM ONE PART OF THE AREA TO ANOTHER. SUCH VARIETY IS NOT READILY AVAILABLE ELSEWHERE.

THE TOURISTS WILL BE LOOKING FOR SOMETHING WHICH IS ORIGINAL, SCENIC, IF POSSIBLE WITH HISTORIC INTEREST OR POSSESSING A UNIQUE FACILITY, RELAXING, AND WHICH CAN PROVIDE THEM WITH A VARIETY OF SPORT AND ENTERTAINMENT IN A PLEASANT CLIMATE.

OF ALL AUSTRALIAN STATES, SOUTH AUSTRALIA'S CLIMATE IS THE NEAREST TO THAT OF SOUTHERN CALIFORNIA, WHICH AMERICANS REGARD AS IDEAL.

THE COORONG IS A NARROW LAGOON 90 MILES LONG STARTING NEAR KINGSTON, AND RUNNING ALONG THE COAST TO THE MOUTH OF THE RIVER MURRAY. IT IS SEPARATED FROM THE SOUTHERN OCEAN BY THE YOUNGHUSBAND PENINSULA, A STRIP OF TOWERING SANDHILLS BETWEEN ONE AND TWO MILES WIDE. THE COORONG WHICH INCLUDES THIS PENINSULA, AND THE MANY SMALL ISLANDS THAT DOT THE COORONG, IS A NATIONAL PARK OWNED BY THE GOVERNMENT. THERE IS NOT ANOTHER BIRD SANCTUARY LIKE IT ANYWHERE. RUSSELL DRYSDALE HAS PRAISED ITS UNIQUE BEAUTY. THE COORONG IS THE AUSTRALIAN BREEDING GROUND OF THE PELICAN, SWAN AND CORMORANT, AND THE AREA IS OFTEN USED AS A GUIDE TO ESTIMATING THE NUMBER OF THESE BIRDS IN AUSTRALIA. HOWEVER, BECAUSE OF ITS LENGTH, THE COORONG HAS PLENTY OF ROOM FOR BOTH THE BIRDS AND TOURISTS.

THE YOUNGHUSBAND PENINSULA HAS ON ITS SEAWARD SIDE MAGNIFICENT SURFING BEACHES, COMPLETELY UNSPOILED AND HAS THE WHOLE PENINSULA AS A WILD LIFE RESERVE, UNSPOILABLE, ITSELF ABLAZE WITH WILD FLOWERS. ON THE LANDWARD SIDE OF THE PENINSULA, THE LAGOON PROVIDES SAFE SWIMMING, EXCELLENT FISHING, DUCK SHOOTING AREAS AND LARGE LAKES FOR EVERY FORM OF BOATING AND WATER SKIING IN PROTECTED WATERS. LAND ADJOINING THE COORONG IS STILL CHEAP AND THERE IS LITTLE BUILDING IN THE AREA.

ONE OF THE THINGS THAT TOURISTS COMING TO THIS COUNTRY CONSTANTLY LOOK FOR AND CANNOT FIND IS A PLACE WHERE THEY CAN SEE ABORIGINAL PEOPLE AND LEARN SOMETHING OF ABORIGINES' HISTORY AND CULTURE. AT THE MOMENT THERE IS NOWHERE, NOT EVEN IN THE NORTHERN TERRITORY, WHERE THIS CAN BE DONE. IN SOUTH AUSTRALIA, WE HAVE A UNIQUE INSTITUTION - THE ABORIGINAL LANDS TRUST.

WE ARE THE ONLY PART OF AUSTRALIA WHICH HAS GIVEN LAND RIGHTS TO ITS INDIGENOUS PEOPLE. THE ABORIGINAL LANDS TRUST BOARD HOLDS IN THE COORONG AREA TWO ISLANDS AND AN AREA ON THE EDGE OF WHAT IS AN IDEAL WATER SKIING AND BOATING LAKE. THE ABORIGINAL LANDS TRUST COULD ENTER INTO AN AGREEMENT WITH DEVELOPERS FOR THE DEVELOPMENT OF THIS AREA AS A DELIGHTFUL CULTURAL CENTRE WITH FIRST-CLASS HOLIDAY FACILITIES AVAILABLE SO THAT WE COULD HAVE A MUSEUM OF ABORIGINAL ARTS AND CRAFTS, AND A PLACE FOR THE SALE OF AUTHENTIC ABORIGINAL ARTEFACTS AND OF THE PRODUCTS OF THE NEW CRAFT SKILLS WHICH ARE NOW DEVELOPING ON ABORIGINAL RESERVES. THERE COULD EVEN BE GENUINE PERFORMANCES OF SUCH ABORIGINE DANCES AS THEY ARE PREPARED TO MAKE AVAILABLE TO NON-MEMBERS OF THEIR TRIBES. THIS, OF COURSE, WOULD BE THE DELIBERATELY ARTIFICIAL CREATION OF SOPHISTICATED ABORIGINES, BUT I AM SURE IT WOULD HAVE THEIR WHOLEHEARTED SUPPORT SINCE THEY ARE SEEKING TO HAVE A PLACE WHERE THEY CAN TAKE PRIDE IN SHOWING THE VALUE OF THEIR OWN HISTORY AND CULTURE. THE FEASIBILITY STUDIES WHICH HAVE BEEN DONE FOR THE DEVELOPMENT OF TOURIST INDUSTRIES CENTREING ON GALLUP IN NEW MEXICO AND THE DEVELOPMENT OF WHITE APACHE INDUSTRIES HAVE, IN THE UNITED STATES, LED TO AN ENORMOUS INFLUX OF TOURISTS IN PREVIOUSLY DEPRESSED RESERVATIONS AND WHICH IS EXPECTED TO EXPAND ENORMOUSLY. THE FEASIBILITY STUDIES FOR DEVELOPMENT OF AN INDIAN CULTURAL CENTRE WITH APPROPRIATE TOURIST FACILITIES CAN GUIDE US AS TO WHAT WOULD BE ACCOMPLISHED HERE.

THE COORONG IS ONLY A SHORT MOTOR BOAT TRIP FROM AN AREA IN WHICH D.F.C., THROUGH REALTY DEVELOPMENT CORPORATION, HAS ALREADY COMMENCED HOLIDAY DEVELOPMENT AT GOOLWA. IT IS AN EXCELLENT, IMAGINATIVE, AND WELL CONTROLLED SCHEME WHERE BOATING, FISHING AND SURFING FACILITIES, ALSO AN EXCELLENT GOLF COURSE, ARE ALREADY AVAILABLE, AND HAS ALREADY SOUTH AUSTRALIA'S

BEST HOLIDAY HOME AREA. TO THE NORTH OF GOOLWA IS WHAT IS THE LARGEST AND MOST POPULAR SEASIDE RESORT IN SOUTH AUSTRALIA FROM PORT ELLIOT TO ENCOUNTER BAY WHICH, WITH KANGAROO ISLAND, WAS THE EARLIEST AREA OF SETTLEMENT IN SOUTH AUSTRALIA BEFORE THE FOUNDING OF THE PROVINCE. A SHORT MOTOR TRIP FROM THIS AREA IS CAPE JERVIS AND, OFF IT, KANGAROO ISLAND, THE SECOND LARGEST ISLAND IN THE COMMONWEALTH. IT IS PICTURESQUE AND UNSPOILED. AT THE MOMENT ITS VERY GREAT ATTRACTIONS ARE NOT TAKEN SUFFICIENT ADVANTAGE OF BECAUSE ALTHOUGH THERE IS A REGULAR AIR SERVICE, ONE NEEDS TRANSPORT TO GET ABOUT THE ISLAND AND THE ROLL-ON ROLL-OFF FERRY "TROUBRIDGE" WHICH CALLS WEEKLY, ARRIVES AT EXTREMELY INCONVENIENT HOURS. A GROUP OF ISLANDERS HAVE A FEASIBILITY STUDY UNDER WAY TO PROVIDE A REGULAR SERVICE FROM CAPE JERVIS TO PENNESHAW, THE BEAUTIFUL LITTLE CORNISH FISHING VILLAGE AT THE NORTHERN END OF THE ISLAND. WITH A REGULAR 25-MINUTE CROSSING AT CAPE JERVIS AND IMPROVED AIR SERVICES, THE POTENTIAL OF KANGAROO ISLAND TO FIT INTO AN OVERALL TOURIST DEVELOPMENT ALONG SOUTH AUSTRALIA'S SOUTHERN COAST IS VIRTUALLY UNLIMITED. THE SOUTHERN PART OF THE ISLAND HAS ONE OF AUSTRALIA'S LARGEST GAME RESERVES, FLINDERS CHASE, WHERE MOST FORMS OF AUSTRALIAN FAUNA AND A GREAT DEAL OF BIRDLIFE CAN BE FOUND. IT IS AT THE MOMENT NOT EASY FOR OVERSEAS TOURISTS COMING TO AUSTRALIA TO SEE SUCH A LARGE CONCENTRATION OF OUR FAMED NATURAL FAUNA IN A COMPLETELY NATURAL SETTING.

THE WATERS AROUND KANGAROO ISLAND PROVIDE AUSTRALIA'S BEST BIG GAME FISHING PRAISED BY BIG GAME FISHERS LIKE ZANE GREY AND BOB DYER - IN FACT IT IS ONLY SURPRISING, I SUPPOSE, THAT ERNEST HEMINGWAY DIDN'T TURN UP THERE AT SOME STAGE. FISH ABOUND IN THE WATERS AROUND KANGAROO ISLAND. THERE IS MUCH ON THE ISLAND WHICH IS QUAIN'T AND HISTORIC. A GREAT MANY WRECKS DATING FROM THE LAST CENTURY. RELICS OF WHALERS LONG PRE-DATING SETTLEMENT OF SOUTH AUSTRALIA, AND EVERY VARIETY OF BEACH AND SCENERY ONE

COULD WISH - AGAIN COMPLETELY UNSPOILED. LAND ON THE ISLAND IS CHEAP AND THERE ARE GREAT OPPORTUNITIES FOR FIRST-RATE RESORT HOTELS WHICH PROVIDE JUST THE SORT OF FACILITIES NOW REAPING THE REWARDS OF A TOURIST BOOM IN FIJI.

I BELIEVE IT IS TIME FOR AUSTRALIA TO LEARN FROM WHAT HAS ALREADY BEEN PROVEN ELSEWHERE. IN JUST TWO INSTANCES AMONG MANY, URBAN TRANSPORT AND NEW TOURIST INDUSTRIES, SOUTH AUSTRALIA CAN POTENTIALLY LEAD THE WAY FOR AUSTRALIA AS A WHOLE. I HAVE PICKED TWO VERY DIFFERENT EXAMPLES. THE LIKELY FORM OF ACTIVITY BY COMMONWEALTH, STATE AND PRIVATE INVESTORS DIFFERS MARKEDLY IN EACH. I DO NOT BELIEVE A SET FORMULA IS DESIRABLE OR NECESSARY. IF WE ARE IMAGINATIVE, DETERMINED, FLEXIBLE AND PRAGMATIC, DEVELOPMENTS SUCH AS I HAVE SUGGESTED WILL BE A SMALL PART OF A TOTAL OVERALL GROWTH WHICH WILL BE FOR ALL AUSTRALIANS BOTH REWARDING AND EXCITING.
