



VICTORIA UNIVERSITY
MELBOURNE AUSTRALIA

Ecoso exchange no. 5 : incorporating Irregular no. 55

This is the Published version of the following publication

UNSPECIFIED (1974) Ecoso exchange no. 5 : incorporating Irregular no. 55.
Ecoso exchange incorporating Irregular (5). pp. 1-10.

The publisher's official version can be found at

Note that access to this version may require subscription.

Downloaded from VU Research Repository <https://vuir.vu.edu.au/16246/>

incorporating

IRREGULAR NO. 55.

(Other publications are welcome to use articles from "Ecoso Exchange" or material from articles, provided source is acknowledged. Readers contributions invited.)

SPECIAL ENERGY ISSUE

"Ecoso Exchange" has "4 guidelines" which serve to direct its policies. On 14th. November 1973, the Committee of Enquiry into the National Estate was requested to recommend that the Federal Government adopt the 4 Ecoso Guidelines as a basis for a principled policy of protecting the "National Estate".

At the time of writing no decisions had been announced by the Committee. It is hoped that the Committee discloses principles akin to those of Ecoso rather than the patchwork of disjointed recommendations typical of many government-sponsored reports in the past.

On November 14th., the Committee of Enquiry was asked to adopt policies (amongst others in "the guidelines") for "---restricting the use of energy and non-renewable resources per head---", and some detailed proposals as to how this process could be started were advanced (see below)

In the meantime, in December 1973, the Arab oil nations started really putting the screws on world supplies.

The question is: where does Government stand, and where does the conservation movement stand in the oil crisis?

Is the approach to be :-

- (1) "business-as-usual" for growth-as-usual (with oil and petrol as usual---or the next-best fossil-fuel substitute)
- or
- (2) seize the opportunity of the oil shortage to introduce the beginnings of a firm policy of long-term reduction of energy per head?

The material in this issue will be "angled" to suggest some (random) illustrations as to how the business-as-usual approach can be converted to a reduce-energy approach.

This issueEnergy

1. Errata concerning energy in "Ecoso Exchange No. 54."
2. Australia and oil politics.
3. A submission to "National Estate" Enquiry.
 - (a) Energy and urban design
 - (b) Energy and recreation patterns
4. Bringing the bush to the city.

Next issue

5. Geelong-Newport-French Island-Traralgon.
6. A.C.F.U., Federal Government & Tourism

1. ERRATA IN "ECOSO EXCHANGE NO. 54"

In the last issue of "Ecoso Exchange" the vital final line of statistics which concerned energy was accidentally omitted from Table 1. on p.9 ("Approximate Breakdown of Transport Costs" ---i.e. as between public and private system). This despite the editors' introductory promise that "we reproduce here---precious comparative figures of costs for Melbourne (including energy costs be it noted)---" !! Our apologoes. Missing line reads

<u>Item</u>	<u>Public System</u>	<u>Private System</u>
Energy use ration	1.	2.5

2. AUSTRALIA AND OIL POLITICS

"The Age" (Melbourne) newspaper performed a useful service by running a 5-part series of "Insight" articles on the oil crisis (29/12/'73 to 3/1/'74---researched by B.Hills, D.English and L.Arkley).

Material in these articles, coupled with statements more than usually informative from the Minister for Minerals and Energy (Mr Connors) give some basic facts and figures, some of which we reproduce here. We do so not for the purpose of being wiser than the experts in solving the immediate short-term world-wide manufacturing, trading and political difficulties created by the energy crisis, but for the purpose of identifying from amongst the relationships disclosed by the unexpected situation, some of those which seem most fruitful in changing as from now the direction of energy-use in a style that will conserve energy on a long-term basis.

From figures in the "Insight" article, we have constructed a composite table (some components of which seem to be missing from the "Insight" article)

Local and Imported Petroleum Products

Petroleum Products	Million of Gallons per Year			%	Source of Information "Insight" Series
	Total Used in Australia	Produced in Australia	Imported	Imported	
MotorPetrol	2533	2356	177	7%	No 1
Fuel Oil	1100	363	737	67%	"
Bunker Oil	456	-	456	100%	"
Bitumen	102	-	102	100%	"
Lubricants	93	-	93	100%	"
Sub-total	4284	2719	1565	36%	
?					
?					
?					
Grand total	7152	4164	2988	42%	NO 4

Using this table and adducing further facts, certain areas affected by the oil crisis are selected for your consideration :-

Primary and Secondary Industry

We are currently importing over 8 million gallons of oil a day (2988 million gallons a year), and because of Australia's foreign policy there has been no reduction in the total quantity of these imports, (most of them from Arab countries).

The biggest short-term difficulty is shortage of bunkering oil, and its impact on Australia's \$1000 million-a-month export and import trade. As can be seen from the table, all of this oil is imported: Australia has no element of independence here. Yet all of trade depends upon it. Exports of wheat, wool, dairy produce, fruit, iron ore and aluminium depends upon it. Australian secondary industries that depend upon import of raw materials (e.g caustic soda for aluminium or materials for the plastic industry) depend on this oil. So, immediate difficulties range all the way from a threat to the \$600 million wheat export and \$400 iron ore export, to a threat to locally-made gramophone records.

How can trade be affected, it might be asked, if Australia's total bunkering oil supplies from the Arab countries are unaffected? The answer is that Australia is at the mercy of overseas countries not only for heavy oil, but for shipping. 90% of our exports are carried in charter ships (as distinct from passenger liners) and these are owned by overseas shipping companies whose usual bunkering ports for the Australian voyage are in Europe or in America, which normally supply some 90% of the bunkering oil necessary for the trip. These shipping companies in turn have contracts for supply of oil with the international oil companies (whose countries of origin, unlike Australia, are directly affected by the Arab oil cuts.).

So, the international shipping and oil interests, between them, are

refusing to send ships to Australia unless Australia finds bunkering oil for the ships. The Australian government, keeping faith with its "even-handed" middle east policy which exempts it from oil cuts by the Arab countries, has said it will not give bunkering oil to new customers.

Put another way: the international shipping and oil interests and blatantly trying to use the usual 90% earmarked for the Australian trade (less the Arab cuts) for shipping needs other than Australian to try to off-set the losses caused them by their own policy towards the Arab states

Japan is proposing Australia supply 50% of the bunkering oil for all ships for the Japanese trade which previously required no bunkers in Australia at all.

Fuel Minister Connors' reasonable response in this total situation includes:-

1. Australia needs its own nationally-controlled overseas ships.
2. If the Japanese rationalised their trade by buying more from Australia instead of from countries three or four times further away, they would have enough bunkering oil without drawing on us.
3. Australia needs its own government-controlled oil exploration.
4. Take advantage of the fuel crisis by selling more Australian coal to Europe, Asia and America.

All this gives rise to the following ECOSO comments :-

1. Australia cannot have its own independent ecological program, unless it has independence to determine its own trading program, since, on this, depends the pattern of primary and secondary industry.

Therefore, Australia must have its own ships, and its own method of fuelling them, so that it no longer remains at the mercy of overseas shipping and oil corporations.

An illustration of how real this proposition could become has emerged over the energy crisis. According to "Insight", Queensland Alumina Ltd. (Q.A.L.), a \$335m. international consortium has just completed a refinery to process Weipa bauxite at Gladstone. Employing 1200 men it is the world's biggest alumina refinery. It is to export more than 2 million tons a year valued at \$100m. or so.

Q.A.L. is threatened with complete shut-down because the shipping companies have delivered an ultimatum: no bunkering oil, no ships, and it has only a month's supply of oil in reserve.

But imagine the situation reversed. Suppose the Australian government, instead of wanting to see the aluminium exported, wanted to see hardly any of it exported. Overseas interests that wanted our aluminium could then use their influence with overseas shipping and oil corporations to say: we will not supply ships for your wheat and wool and meat exports unless you export your aluminium.

It might be asked why an Australian government might want to reduce rather than increase production or export of aluminium on ecological grounds. First, aluminium uses very great quantities of energy in its manufacture. Secondly and thirdly, in the words of Prof. Victor Papanek of Los Angeles "----the choice of aluminium as a better material for beer cans has been inaugurated by the merchandising staff of Alcoa. The fact remains that designers created the cans and the new 'zip-openings' on them, which make them so attractive to the public-----, What's wrong with that?"

"For one thing, the process wastes millions of tons of precious raw materials that can never be replaced. But more importantly, aluminium is a material that breaks down very slowly. For nearly a thousand years we will have to live with beer cans thrown into the garbage today, or tossed casually out of an automobile last night",

Papanek then recalls a Swedish experiment mentioned earlier in his book "----a new disposable self-destructive beer bottle called "rigello" is already on the market" ("Design for the Real World" at p222 and p.78).

Thus the use of aluminium for disposable articles, or for purposes where substitute materials would serve nearly as well is ecologically unacceptable, and Australian governments should legislate to stop these unacceptable uses for products using aluminium in Australia, and try to put strings on exported aluminium, tying up its use for acceptable products only, where these are manufactured overseas.

The case of Australian-made gramophone records might well be argued as an example calling for the opposite kind of treatment to that deserved by aluminium. "Insight" reports: "Some Australian record companies have stopped signing up new artists because they have been

warned of chronic shortages of plastic". Maybe here the Government should use its influence to ensure that we import enough plastic to continue the unrestricted production of records.

One form of participatory enjoyment which uses minimal energy is people making music, some of which is communicated more widely through records and/or radio to many larger groups of people, who, whilst listening can also be using minimal amounts of energy. The relatively small amounts of plastic required for records, to the extent that it encourages participatory and cultural activities rather than energy-consuming recreational pursuits, should be supported.

2. Another facet of great ecological significance emerging from the energy crisis arises from Connors' counter-proposal to Japan's demands for 50% of bunkering oil for ships plying the Australian-Japanese trade.

"In reply", said Connors, "I stressed to Japan that over 30% of their iron ore imports and a substantial percentage of their coal, came from countries which were from twice to four times the voyage distance of Australia from Japan."

"By rationalising and rerouting their vessels to purchase more Australian iron ore and coal Japan could, in fact, comfortably ensure the full intake of iron-ore and coal for its vital steel industries within the limits of the" (oil) "cuts imposed" ("Age" 31/12/1973).

If it is possible in the climate of short-term energy crisis situations to re-route international shipping and to rationalise world supplies in order to save energy, it is possible and desirable ecologically that this approach become a long-term one and be applied systematically to all bulk items of world trade that are not specialties and for all countries; and the Australian government should consider this, not only for Australia, but, through the United Nations, for all other countries,

Petrol for Motor Vehicles.

Reference to the table above shows that Australia appears to be in a strong position in regard to supply of petrol for cars, quite apart from supplies from the Arab countries. Short-term, this quite so. The 7% imported last year can possibly be more than compensated by the decision of Esso-B.H.P to increase production from its 4 Bass Strait oil wells from 9m. to 10 m. gallons a day.

But according to Connors and "Insight", the middle-term prospects for Australia's self-sufficiency in petrol are very uncertain. Bass Strait Oil may only last 8 years or so, at existing consumption growth rates.

"Insight" quotes industrial economists who predict a need for a 4-fold increase in petrol by 1985 (from 12 million gallons a day to 46.4 million gallons), and hence only a 15% self-sufficiency unless more oil is found in Australia.

Ecoco does not accept figures of needed increases of energy of this magnitude based on steeply increasing uses of energy per head, and comments as follows:-

The following principles should now be adopted by all governments to force a switch from private to public transport systems :

- (a) Drastically taper off construction of new trunk roads in the countryside, and roads of increased capacity in present urban areas, except in new urban areas (but even here, as to access roads, see below), and switch funds so saved to public transport which in this way would receive massive support.
- (b) Direct all future Melbourne growth into a Melbourne-Gippsland or a Geelong-Melbourne-Gippsland corridor growth with all freight and commuter traffic handled by a rapid-transit rail and a complementary electric rail system with shuttle service by mini-bus, or mini-A.P.T systems from home to station. Apply similar principles to big urban centres in all states.
- (c) Avoid all decentralisation proposals that cannot be more efficiently served by existing rail transport than by road, in terms of energy.
- (d) Adopt a recreation and tourist policy that relies very much less on petrol (see item /"Energy and Recreation Patterns" 3(b) below).

These measures could pan out the Bass Strait and W.A and Queensland oil supplies much longer than 8 years, by reducing instead of increasing the petrol consumption per head.

It would also give more time to explore for more oil in Australia which is also needed, not for the sake of inviting still more use of

energy per head, but to be kept in reserve so that Australia can be economically and ecologically independent at least as far as internal land transport is concerned.

So far from talking of decreasing energy per head, he is still talking about "meeting the needs of the growing nation" which involves, in his view, blocking in the Senate, the government's plan to switch oil-exploration subsidies into a Government-controlled Petroleum and Minerals Authority which would both explore and control the priorities of any oil discovered ("Age 5/1/74). Snedden's excuse for blocking this urgently needed legislation is that private enterprise is the only source that can be trusted to succeed in exploring for oil. Unfortunately this argument overlooks that it is precisely the private enterprise international shipping and oil interests which are quite unscrupulously trying to filch Australia's usual share of bunker oil which has created our energy difficulties and along with them our need for exploration !!

Bitumen and Access Roads

Reference to the above table shows that we import all of our bitumen requirements of 102 million gallons per year. According to "Insight", this was "enough to seal about 40,000 miles of suburban roads".

An idea: if, as from now, all new residential areas were compulsorily designed according to "environmental area" principles, all homes in such an area could be within walking distance from the local school/child centre/shops, and all traffic carried around the area concerned. With such design, one-way access roads to houses within such an area need need be only as wide as a front drive thus simultaneously making life more pleasant, safer and quieter, and using about a half of the bitumen, thus also reducing the price of housing

Putrefaction Power, Solar Power, Coal Power

Reference to the table above shows that heavy ones are the ones that Australia has to import. Industry used, last year 1100 million gallons of furnace oil, of which only 33% was from Australian-mined crude oil. If the pinch came, what alternative sources of power could industry use?

(The table, incidentally, does not seem to include aviation oil or kerosene domestic oil or various raw materials for the plastic industry)

"Insight" has a final article on the development of alternate sources of power to oil. Brown coal will not be dealt with here (because it is to be in the next issue of Ecoso Exchange), except to say that the Federal Minister for Science, Mr Morrison has said that about 60% of the energy content of coal was wasted by burning and that a fair amount of research had been done into methods of deriving liquid fuel from coal, and that this "seems to be the most immediate prospect of an alternative"

The Academy of Science estimates that 25% of Australia's energy could be provided by solar power by the year 2000. If this percentage is based on consumption in 2000 being estimated (as is usual) on increased energy per head, the percentage possible from solar power could be considerably higher.

What about "putrefaction power" (or pig power as Insight calls it)? Two quotations are offered:

"I am suggesting that the entire field of anaerobic and aerobic digestion has been completely neglected. At the time of writing (Dec. 1970) only three major scientists are involved in studying the entire methane-generating process. Aside from occasional paragraphs in The Whole Earth Catalog about solitary British eccentrics who manage to power their automobiles from chicken droppings, the public is largely unaware of the gigantic energy sources that can be mined from our bodily processes of putrefaction, digestion and wastemaking. Yet the recycling of this energy, it seems to me, would be the first logical step in establishing a new life style".

"It is within the ability of contemporary research technology to develop a prime energy converter which, by using anaerobic digestion systems, would make a house truly independent of all external connections---the use of biological recycling of energy would not only make true independence possible, but also bring about a breakthrough in ecology" (V. Papanek "Design for The Real World" at p.142).

And for the other quotation: "Insight" cites how Mr Mike Lovett expects to run a bus in the southeastern suburbs of Melbourne on methane from human and chicken manure; and how Capt. Bert Duncan of the Ingleburne Army camp runs his car on pig manure, thanks to official research known as "Project Pig Power". "Insight" then quotes:

"The C.S.I.R.O ---is studying uses for methane gas extracted from sewage----.About 3% of Australia's total energy capacity is wasted by throwing away sewage and domestic waste,according to the C.S.I.R.O"

Once again,it is impossible to estimate just how much more than 3% such"putrefaction power" could represent in the total power that urban society would really require to live if "consumerism" as defined by the Ecoso guidelines were abolished. Even under such conditions,however, although it may be sufficient for domestic power purposes (lighting, heating,cooking,power etc.),this amount of power could still constitute only an insignificant fraction of power required for basic foodstuff and consumer-goods production.

We invite readers to submit further facts or opinions on this.

A SUBMISSION TO THE "NATIONAL ESTATE" ENQUIRY

In November 1973 the Federal Government's inquiry into the National Estate held its sittings in Melbourne.

Ruth and Maurie Crow gave a submission to the inquiry in which they invited the government to subscribe to a set of basic value judgments in terms similar to those known as "Ecoso Guidelines".

Mr Crow explained that the "Ecoso Guidelines" are the policy of a Melbourne organization calling itself "Ecoso Exchange", whose membership consists of anyone subscribing to the guidelines.

TheCrows' personal submission (within the framework of these guidelines) was divided into two sections:

- (a) Energy and Urban Design (presented by M. Crow)
- (b) Energy and Recreation Patterns (presented by R. Crow).

(a) Energy and Urban Design

Mr Crow drew attention to the need for the Federal Government to be concerned about the reduction of the expenditure of fossil fuel energy per head of population. He submitted that it was possible to minimize oil and petrol consumption used in transport by minimizing the need to use cars and trucks and at the same time creating more people-intensive and attractive centres or areas.

He strongly criticised the Melbourne and Metropolitan Board of Works' seven-spoke plan for the growth of Melbourne.

"This plan will quite inevitably maximize car and truck use," he said. "Because of the low residential densities, attenuated still further by the increasing cross-wedge travel required, public transport will be near impossible.

"The increasing proportion of car and truck use will lead to even more scattering of people-intensive activities," he said.

As to different methods of cutting energy per head, Mr Crow conceded that there may be a good case both for rationing energy for certain industries that were heavy energy consumers (e.g., the aluminium industry) and for reducing "consumerism" by direct campaigning. He suggested, however, that these were both negative approaches less likely to be effective than cutting energy for transport. Since it was within the power now of all public authorities combined to pre-plan future urban growth and transport in a way that could sharply reduce energy for transport and maximize opportunities for participatory activities in place of energy-consuming recreation, this was a positive and more far-reaching measure.

By way of example, he proceeded to describe the Gippsland Corridor plan as a positive alternative to take up all future growth of Melbourne. The essential feature of the Gippsland Corridor scheme would be that it could be served by rapid transit rail, with speeds of 150 to 200 miles an hour. "The rapid transit would connect up the towns on the corridor with the city. Each station would be surrounded by a pedestrian-scale, very compact, car-free centre containing a mixture of light industry, educational institutions, indoor recreational facilities, and high-density residences for those who choose to so live," he continued.

The submission emphasized that an essential feature of each such centre would be the compulsory provision of spaces which could be hired for nominal charges and used for participatory activities of any description.

Thus spaces for participatory activity would not be thrust on to leftover sites, but interspersed at the most convenient and busiest places.

Mr Crow called on the National Estate Committee to recommend that the total transport energy for the two alternative designs for Melbourne be investigated by an appropriate team of scientists; also that the opportunities for participatory satisfaction between the two systems be investigated.

(b) Energy and Recreation Patterns

Mrs Crow pointed out that the flood of picnickers and holiday makers had given rise to two problems:

- i) There is not enough room for them all at the "pick" spots and this becomes aggravated as more sub-divisions for holiday shacks are permitted along the beach fronts, the mountain ridges, and the river valleys.
- ii) The conservation of our bush and shore-line in their natural state is becoming increasingly important not only to avoid the erosion of our natural resources but also because the bush, the birds, and the animals are the very reason any people are attracted back to nature.

"It is urgent that these two problems be tackled simultaneously through the establishment of a Conservation and Holiday Resort Authority. Such an authority should have powers to control hundreds and thousands of acres of suitable bush and seacoast as conservation areas and be empowered to control land-use in these areas," she said.

She outlined these powers under the following headings:

- 1) Compact Resorts ... planning of accommodation so that much larger areas of unspoiled countryside is left.
- 2) Controlled Access ... for example, limit car parking space, as is done in many British parks.
- 3) Access to former public reserves... In particular, the return of land for public use that has recently been acquired for private use by the Land (Unused Roads and Waterfrontages) Act of 1961.
- 4) Reclaiming Areas from Private Sector (e.g., the 40 miles of glorious coast between Portland and Port Fairy).
- 5) Conservation of Recreational Areas near cities... for example, the Dandenongs, Yarra Valley and Mornington Peninsula.
- 6) Pedestrian Trails ... to encourage travel by foot rather than car. For example, the bridle tracks at Wilson's Promontory.
- 7) Scientific and Education Centres. Field stations which provide education material about the surrounding area as is already beginning to be done by the National Parks Authority.
- 8) Cultural Entertainment... The need for circuits of top performers for holiday centres.
- 9) People to Serve Others... More officers at all major holiday resorts such as caretakers, park rangers, lifesavers, bush walk organizers, not to impose or urge people to do something they are not inclined to do but to be on hand to assist if a need for some particular type of participation by holiday-makers becomes apparent.
- 10) Public Transport Access... both for day-picnic excursions and for holiday excursions.
- 11) Supply of holiday equipment formerly brought by car. Bulky heavy equipment: caravans, tents, boats, barbecues, picnic tables.... to be on hire at very cheap prices.

Ruth Crow criticized the term "Minister for Tourism". "The word 'tourism' has a two-fold implication, first, that the association with one place is only for a brief time, during a 'tour', and, second, that the 'tourist' comes from another State or country. The words conjure up for most people the overtone of 'overseas tourist'."

Her submission was directed at emphasizing the need for holiday resorts where the main attractions encourage people to stay in one place.

"This is not only necessary socially for the benefit of the person," she pointed out, "but could have ecological advantages as well. Holiday places where the main attractions are accessible through the self-locomotion of man as a pedestrian could make a considerable contribution to the saving of fossil fuel resources."

Her proposals for immediate positive action were to recommend:

- i) The establishment of a Conservation and Holiday Resort Authority empowered with interim development orders to prevent all further recreational resorts or facilities in the bush or on the sea-coast unless they comply with the type of standards and policies set out above, such Authority to have acknowledged conservationists as their key personnel and to absorb all ministries and agencies of tourism under their control.
- ii) The charging of all Transport authorities to plan closely in conjunction with the Conservation and Holiday Resort Authority the gradual replacement of private transport by the competition of all the main existing resorts with the provision of access only by public transport to any big selected holiday or picnic resort.

BRINGING THE BUSH TO THE CITY

The week-end and holiday exodus by car from the city of tens of thousands of Melbourne citizens consumes great quantities of energy, but it is understandable because so many find so little to do around Melbourne itself at such times.

Unfortunately, private peaceful bush and seaside picnic places become more and more inaccessible. A strong trend is needed to "bring the bush to Melbourne" (and to make it more attractive than the green fields far away).

The trend has begun! The neglected western and northern sectors of our metropolis have nothing equivalent to the Bay beaches, the blue Dandenongs, or the Yarra Valley, but

Changes are taking place

A new park has been opened at Bundoora on the Darebin Creek in the northern suburbs, and plans are being discussed for the development of the Maribyrnong River as a recreational area.

Bundoora Park on the Darebin

The 251-acre Bundoora Park was officially opened by the Premier of Victoria on 7 December 1973.

This area was originally bought by the State Government in 1920 as a stud farm for horses of the Victoria Police Force.

In the 1929 Metropolitan Town Planning Commission's Report, it was recommended that a strip of land along the Darebin Creek should be acquired as park land, but it was not until the early 1950s that the police stud farm was vacated. From then until 1969 there were many different plans for the site ... proposals for subdivision had considerable support from ^{some} local Councillors. Other proposals were for the site to be used for the third university.

The grass roots campaign for a people's park gradually gained support of both the Preston City Council and the Shire of Diamond Valley, and in 1969 the State Government granted the 251 acres as a park for the northern suburbs.

A Committee of Management was formed in 1970. This consists of 12 members: three Councillors from Preston, three from Diamond Valley, and six Government nominees.

At the opening of Bundoora Park, the Chairman of the Park Committee (Cr K. Hardiman) said ... "It can be said that we are trying to bring to the urban scene the essence of the country, as far as possible in its natural vigor and simplicity and with its fragrance and restfulness..." He pointed out that part of the park along the Darebin Creek would be left virtually as it is now, and that the car is to be excluded.

"We recognize that a public park is much more than a place for organized recreational purposes. Therefore we are planning our virgin land area on the creek and our flora reserve in the north-east."

The Bundoora Park has the advantage of including land that is probably on one of the highest points in the metropolitan area, and from the main hill there is a magnificent view of the city.

In February 1973, during the preparation of the park site, an unexpected asset was discovered when the excavations unearthed artifacts from an aboriginal camp site. In all, 125 stone-cutting and scraping implements used by aborigines were collected and classified by Mr Alan West, Curator of Anthropology, National Museum of Victoria. Following this discovery, a more intensive examination of the area resulted in a canoe tree being discovered. This is a very important discovery, for there are now very few such trees remaining in the metropolitan area.

The Park Committee is considering establishing an aboriginal and camp and folk art museum, and are working with the Preston Historical Society and the National Trust on this project.

The social aims of those who are responsible for the development of the park were expressed by Cr Hardiman in the following words:

"To create human purpose, direct interaction between people, individually and in community, as well as concern for the wellbeing of all things in the environment is required.

"Ideas cannot be obtained from books, TV, press and other media. They are generated and fortified from people coming together... the Committee desires to obtain a maximization of human contact at the human goal level, to provide face-to-face leisurely intercourse to complement communication."

Speaking of the role of the Committee of Management, Cr Hardiman made two main points:

"In their own small way, the Committee of Management, our friends in the Preston Historical Society, and others, have visualized the future, and as planning and only planning makes things come true, have drawn plans for the future of Bundoora Park."

But then he added, "In conclusion, I wish to express a view that this is a mechanical age, human progress should allow for people singing in the streets or whistling in the fields rather than progress being regarded as a matter of motor cars and electric devices. Progress should be seen more as a matter of flowers and trees, recreational facilities rather than a preserve for the creations of men of genius.

"Progress should be more a matter of judgment of the people rather than the decisions of statesmen."

THE RIVER IN THE WEST

The future of the Maribyrnong River was the main subject of a submission to the National Estate Committee of Inquiry by the Sunshine City Council.

They submitted proposals for the river frontage to be developed as a scenic parkland.

The State Government has already set up a committee to report on proposals for the development of the Maribyrnong Valley.

This committee, which was appointed in September 1973 consists of representatives of the municipalities through which the river flows, and will include representatives of the Maribyrnong Valley Committee, as well as representatives of the Melbourne Metropolitan Board of Works.

The Maribyrnong Valley Committee is a sub-group of the National Parks Association.

Late in 1972, when the M. M.B.W. heard objections to the planning scheme for Melbourne, the Maribyrnong River Valley Committee was one of the organizations to object to some points in the Board of Works' plan.

In their submission they made a plea for more public, open space, and for tighter controls over whether public open space was to be used for active or passive recreation.

They pointed out the need for more effective conservation policies in the river valley, and especially the need for protection of the swamp lands so that the habitat of birds and fish are preserved.

On 1st November this year a ferry trip along the Maribyrnong River was attended by Mr Tom Uren (Federal Minister for Urban and Regional Development), Dr Moss Cass (Minister for Conservation and Environment), Mr J.J. Ginifer (M.L.A. for Deer Park), Councillors from the five municipalities through which the river passes, and representatives of the Maribyrnong Valley Committee, and Mr A. Croxford from M.M.B.W.

The Convener of the Maribyrnong Valley Committee has prepared a plan for the Maribyrnong Valley in which the three tiers of government are each requested to attend to specific matters.

Some of the main points from this programme are :

A) The Commonwealth Government

- 1) Release available Commonwealth land in the valley for conservation and public open space.
- 2) Channel Federal funds towards buying more open space and rehabilitating and landscaping Commonwealth land.
- 3) Bring Commonwealth works (which now pollute the river) into line with Environmental Protection Authority waste discharge standards.
- 4) Finance the M.M.B.W. in the provision of sewerage in the catchment area.

B) The State Government

- 1) Co-ordinating conservation and environmental action.
- 2) Preparing a planning scheme for the area.
- 3) Creating a Marybirnong Valley Authority.

C) The Municipal Councils

- 1) Planning and managing the local and often unique areas in the Valley.
- 2) Planning and buying public open space with State and Federal assistance.
- 3) Enforcing environmental protection standards for waste discharge.

(Note: In March this year a Japanese textile firm (Marrabeni..Nankai) bought out Austral Wool and adjoining land in Kensington Road, Kensington. This site is on the lower reaches of the Maribyrnong. This textile firm will be processing the wool to top-making stage. Previously, Japanese manufacturers have scoured our wool in Japan, but to avoid pollution in Japan they are now processing it in Australia.)

ECOSO GUIDELINES

(Without the introduction—reproduced for new readers)

1. A value-judgement in favour of regeneration and promotion of community participation, meaning that it is humanising and enriching for people to relate to each other through one form or another of voluntary participatory activity both on the job and off the job, exercising a measure of control in the course of such activity
2. A consequent recognition of necessity for change in life-style and behaviour patterns that sees the quality of life as an alternative to consumerism understood as mass production and consumption of wasteful and unsatisfying consumer goods and services based on compulsion or manipulation.
3. Accordingly, a policy of restricting the use of energy and non-renewable resources per head and hence a planned design of community including population size where man can better relate to man and nature in order to reduce wasteful goods and services at the same time guaranteeing an adequate minimum subsistence to all, and using modern technology to this end.
4. The recognition that such objectives cannot be achieved either on the basis of partial linear one-level ecological remedies or with authoritarian or manipulative control of production or affairs, but require a comprehensive multi-directional all-level and participatory effort to achieve global ecological equilibrium.