

freshwater animals. You have to understand this.

Certainly, I believe we should try to find some sort of biological control over the population. Dr Freeland is one of the best people to advise on that. As a matter of interest, his PhD was on developing viral controls against feral pests. That's what attracted him to work for so long on the cane toad. He probably knows as much as, if not more than, most of the experts you've referred to. Yes, we should support work to monitor the ecological effects of the cane toad coming in, but not overstate them. Also, if we can encourage the feds to keep pushing money in to identify a solution, well and good. But I'm sorry, I'm not into running chemical corrals around communities to stop the invasion of cane toads. The ecological logic of that escapes me - an Aboriginal community in the middle of the Barkly having a sort of chemical ring around it to keep the cane toads out of the houses while there's thousands of square kilometres around it covered in cane toads.

Mr Toyne: It's so they don't eat faeces and spread disease around the community.

Mr HATTON: Okay, but I tell you you'll be putting those chemicals out for at least 1000 years. The cane toads will be breeding in their thousands just the other side of the corral, and as soon as there are no chemicals there they'll walk across. Really, let's come down to logic on this. Yes, I personally support the search for biological control, not just on toads but on all sort of feral pests. I support that view being expressed, but let's keep to the realms of logic and reality and rationality.

My personal recommendation is to take the advice of the Parks and Wildlife Commission and its director, Dr Bill Freeland, who probably knows more about cane toads than any person I know of. Many other people in the field go to him for advice. He's done more work on the toad's biology than most of them, and on its practical and environmental effects as well. His understanding of it might give us a better appreciation of the real impact of the cane toad invasion of the Northern Territory.

DISCHARGE OF BUSINESS

Mr PALMER (Leader of Government Business): Mr Speaker, I move that government business order of the day No 5, relating to the draft residential tenancies legislation, be discharged from the Notice Paper forthwith.

Motion agreed to.

MARINE POLLUTION BILL (Serial 167)

Bill presented and read a first time.

Mr PALMER (Territory Ports): Mr Speaker, I move that the bill be now read a second time.

The *Marine Pollution Bill* provides for the control of ship-sourced marine pollutants. The legislation will replace the existing outdated *Northern Territory Prevention of Pollution of Waters by Oil Act, 1962*.

The government is conscious of the importance of protecting and preserving the marine and coastal environment of the Northern Territory. Accordingly, it has adopted an approach which draws on international best practice in establishing a legislative frame-work to minimise deliberate, reckless and negligent pollution of our coastal waters by all classes of ships.

Mr Speaker, the legislation will apply to all international, interstate and Territory ships and boats as well as pleasure craft operating in the Territory's coastal waters which extend out to the three nautical mile limit.

The *Marine Pollution Bill* will, for the first time, provide for Territory control of internationally accepted standards over oil, noxious liquid substances, harmful substances, sewerage and garbage in relation to vessels plying the Territory's coastal waters.

The government will achieve the objectives of the bill through a number of mechanisms, but primarily through giving effect to relevant provisions of an internationally accepted Pollution Prevention Convention, developed by the International Maritime Organisation. This convention, which has been ratified by the Australian government, is the International Convention for the Prevention of Pollution by Ships and is commonly referred to as MARPOL. While the operational technical regulations developed in MARPOL are aimed primarily at regulated pollution control in larger commercial ships, the fundamental principles contained in the convention for preventing pollution will apply to all vessels.

I will now briefly outline the implications of the convention and its effect on Territory coastal waters. MARPOL deals with ship generated pollution and includes specific annexes to deal with each pollutant. These are:

- Oil, which includes all petroleum products,