



New South Wales

Legislative Assembly

PARLIAMENTARY DEBATES (HANSARD)

**Fifty-Sixth Parliament
First Session**

Tuesday, 22 May 2018

Authorised by the Parliament of New South Wales

TABLE OF CONTENTS

Presiding Officers	1
Absence of the Speaker.....	1
Visitors.....	1
Visitors.....	1
Private Members' Statements.....	1
St George Police Area Command Superintendent Julian Griffiths	1
Voice, Interests and Education of Women Volunteer Organisation.....	2
Oxley Electorate Events.....	2
Tribute to Jeannette York, OAM	3
Mount Druitt Reconciliation Walk	4
Drought Assistance	4
Aboriginal Reconciliation	5
Swansea Channel Dredging	6
Support Group.....	7
White Bay Development.....	8
National Volunteering Week	9
Fairfield Electorate Preselection Process.....	10
Community Recognition Statements	10
Burwood and District Historical Society Fortieth Anniversary.....	10
Casula Rural Fire Brigade.....	11
St Peters Public School	11
Taree Exchange Hotel Publican Gary Rollings Retirement	11
Islamic Charity Projects Association Ramadan Dinner.....	11
Hastings Relay for Life.....	11
National Service Re-Enactment Unit.....	12
Tribute to May Chester.....	12
Kotara High School Fiftieth Anniversary	12
Baulkham Hills Electorate Events	12
Pendragons Abreast Boat Racing Team	12
Guyra Polocrosse Player Sam Finlayson	13
Soul Cafe.....	13
Central Coast Fire and Rescue NSW Open Day.....	13
Great Lakes Agency for Peace and Development Harmony Event.....	13
National Palliative Care Week.....	14
Kembla Grange Prison Proposal.....	14
Philippine Australian Society for Senior Citizens	14
Queen's Scout Award Recipient Alyssa Collins	14
Manning Valley Volunteer Expo	14
Tribute to Helen Keevers	14
NSW Training Awards Finalist Jack Bligh-Jones	15

TABLE OF CONTENTS—*continuing*

Bush Search and Rescue Unit	15
Harden Evening View Club	15
Tribute to David Isaacs	15
Ettalong Channel Dredging.....	16
Newcastle Flower Market Owner Jessica Eckford-Aguilera.....	16
North Shore Cultural Institutions	16
Anti-Bullying Poster Competition Winner Kate Whitby.....	16
National Palliative Care Week.....	16
Rural Fire Service Volunteer Appreciation Day Award Recipients	17
June Community Energy Efficiency Project.....	17
National Palliative Care Week.....	17
Balmoral Sailing Club.....	17
Gwandalan Lions Club	17
Niagara Park Five Star Swim School.....	18
Announcements.....	18
National Palliative Care Week.....	18
Wear Orange Wednesday	18
Australia's Biggest Morning Tea	18
Visitors.....	18
Visitors.....	18
Commemorations.....	18
Centenary of First World War	18
Announcements.....	19
Death of the Hon. Ernest Thomas Page, A Former Minister of the Crown and Member for the Electoralates of Waverley and Coogee	19
Question Time.....	19
Government Contract and Project Management.....	19
Sydney Metro West.....	20
Government Contract and Project Management.....	21
TAFE NSW Vocational Education and Training	22
Allianz Stadium Security Upgrades.....	24
Domestic and Family Violence.....	25
Sydney Stadiums.....	26
Drought Assistance	26
Short-Term Holiday Letting	27
Sydney Metro Infrastructure.....	28
Committees	30
Joint Standing Committee on Electoral Matters	30
Government Response: Inquiry into Preference Counting in Local Government Elections in New South Wales	30
Committee on Transport and Infrastructure.....	30
Reports	30
Legislation Review Committee.....	30

TABLE OF CONTENTS—*continuing*

Report: Legislation Review Digest No. 55/56	30
Petitions	31
Petitions Received	31
Business of the House	31
Business Lapsed	31
Motions Accorded Priority	31
Kosciuszko National Park Wild Horse Management Plan	31
Consideration	31
Government Contract and Project Management	32
Consideration	32
Kosciuszko National Park Wild Horse Management Plan	34
Priority	34
Visitors	38
Visitors	38
Bills	38
Road Transport Legislation Miscellaneous Amendments Bill 2018	38
First Reading	38
Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018	38
Second Reading Debate	38
Third Reading	55
Health Legislation Amendment Bill (No 2) 2018	55
First Reading	55
Road Transport Legislation Miscellaneous Amendments Bill 2018	55
Second Reading Speech	55
Second Reading Debate	55
Third Reading	61
Health Legislation Amendment Bill (No 2) 2018	61
Second Reading Speech	61
Second Reading Debate	64
Third Reading	69
Private Members' Statements	69
Amateur Beekeepers Association Inaugural Conference	69
Camden Men's Shed	70
Kosciuszko National Park Wild Horse Management Plan	70
Newcastle Electorate TAFE Services	71
Ballina Electorate Schools	72
Tribute to David Shakespeare, OAM	73
Drought Assistance	73
National Walk Safely to School Day	74

LEGISLATIVE ASSEMBLY

Tuesday, 22 May 2018

Presiding Officers

ABSENCE OF THE SPEAKER

The Clerk announced the absence of the Speaker.

The Deputy Speaker (The Hon. Thomas George) took the chair at 12:00.

The Deputy Speaker read the Prayer and acknowledgement of country.

Visitors

VISITORS

The DEPUTY SPEAKER: I extend a warm welcome to my guests Uday Huja, Jason Alcock, Dany Karam, Christopher Smith and Buddika Gunawardana, who are chefs from The Star visiting the Parliament today.

[Notices of motions given.]

Private Members' Statements

ST GEORGE POLICE AREA COMMAND SUPERINTENDENT JULIAN GRIFFITHS

Ms ELENi PETINOS (Miranda) (12:13): I take this opportunity to discuss and to farewell the outgoing commander from the Sutherland Shire Police Area Command, Superintendent Julian Griffiths. Our local media has publicised that Superintendent Griffiths has been moved from the Sutherland Shire Police Area Command into the St George Police Area Command. Those of us who have had the opportunity to work with the superintendent, and to know him well, are going to miss him dearly. Media reports have not captured that Superintendent Griffiths is a capable and competent commander who has always been dedicated to serving the local community. He has done that in his capacity as a superintendent of both the Sutherland Shire Local Area Command and the merged Sutherland Shire Police Area Command over the past six years.

I was recently told a story about Superintendent Griffiths which highlights the depth of his care and the lengths that he has gone to for the community. It is about the recent fires in the western part of the shire, in Menai, Alford's Point and Barden Ridge. Superintendent Griffiths was essential in organising much-needed reinforcement from the NSW Police Force through the Aviation Support Branch, or PolAir. This story has not been told previously, but PolAir provided situational awareness and enabled decisions to be made based on live aerial footage that was broadcast directly from the chopper to headquarters for the viewing of Superintendent Griffiths, Superintendent Andrew Pinfold from the NSW Rural Fire Service [RFS] and anyone else involved in operational command. I am told that this was the first time that PolAir has been used for this purpose in the Sutherland Shire Local Government Area.

Superintendent Griffiths was instrumental in arranging that resource. I am told that, if we had not had this intelligence platform during the fires, property would have been destroyed—that is, people's homes. That might seem like a stretch for some, but that level of intelligence was vital to pinpoint such information as the width of the head of the fire, the time to impact and the exact street the fire was approaching. I understand that Superintendent Griffiths and Superintendent Pinfold had the ability to talk directly to the pilot and to ask him to point the cameras in specific directions to relay the information that they required. Without that, I cannot say how devastating it would have been for the community. I have spoken locally about how amazing it was that no homes were lost during the fires. Not much thought has been given to what separated that fire from some others.

We have some amazing local emergency services in the form of the police, the State Emergency Service, the RFS and Fire and Rescue NSW—they were incredible—but PolAir provided the missing piece of the puzzle. PolAir was in the air with state-of-the-art technology, relaying information to those on the ground who were making decisions. That explains why we had such a fantastic outcome. I thank Superintendent Griffiths not only for his insight and drive to bring about the joining of PolAir with the RFS on the ground but also for all of the times he has made himself available both to members of Parliament, including me, and members of the community who want to discuss things with the police—he has always gone above and beyond.

The Sutherland Shire is rare in that it can regularly be affected by both fire and flood, along with other devastation that police encounter regularly. Superintendent Griffiths has had his hands full for many years. I thank him for his commitment to the community. Our loss will be St George's gain, and I know that he will succeed and flourish there. I also welcome incoming Superintendent Jason Box, whom I and other members will have a wonderful time working with. I wish Superintendent Julian Griffiths all the best for the future.

VOICE, INTERESTS AND EDUCATION OF WOMEN VOLUNTEER ORGANISATION

Ms JODIE HARRISON (Charlestown) (12:19): Today I bring to the House's attention the women's volunteer organisation, VIEW. VIEW is an acronym for the voice, interests and education of women. This is an organisation with an all-women membership base, raising awareness about and advocating for the education of children. I speak about VIEW today because it is an organisation effecting significant positive change within the Charlestown community. Helping disadvantaged children to succeed at school will have a lasting impact on their lives and for generations to come. VIEW has more than 15,000 members across Australia, supporting the Smith Family's work to improve educational outcomes for underprivileged children and young people, mainly through their flagship program, Learning for Life. VIEW clubs that have members in my electorate include Belair, Belmont, Hunter and Redhead.

Recently in my office in Charlestown I met with Ms Anne-Louise O'Connor, the Nationals councillor for the Hunter and Central Coast councils. Anne is committed to spreading the word of VIEW and the relationship it has with the Smith Family. VIEW members dedicate more than 50,000 volunteer hours each year. They generously give their time to community and national activities organised by VIEW Clubs. They raise vital funds for the Smith Family and contribute more than \$1 million every year to the Smith Family's programs for young people in need. VIEW women assist with life-changing mentor programs for children by helping parents to develop the numeracy skills of their children aged three to five years and pairing children with reading buddies who can provide advice and encouragement as they read together. VIEW women also help to run art workshops and creative courses that unleash potential and build confidence, and match students with positive role models to help to realise their aspirations for the future.

Nationally, VIEW members sponsor more than 1,100 disadvantaged students, enabling them to get the most from their education through assistance and support from the Smith Family's Learning for Life program. Through its supportive network, VIEW women also build lasting friendships, empowered and connected by the common purpose to make a difference to Australian children in need. VIEW is always looking for women of all backgrounds and ages to join. I particularly encourage young women who are looking for volunteer work and who want to make a positive change to consider joining VIEW. VIEW Club members across Australia come together as friends to hear from guest speakers, exchange interesting ideas and socialise with like-minded women, while also raising important funds. VIEW women benefit from taking part in regular events, including galas, theatre nights, travel tours, social gatherings, conferences and the biennial VIEW National Convention, where members hear inspiring guest speakers, learn more about the changing world and network with other members. VIEW women benefit from the satisfaction that comes through providing essential support to disadvantaged children, so they can make the most of their educational and learning opportunities. They also benefit from developing leadership, public speaking, digital literacy and event management skills.

I believe that the best satisfaction and friendship comes through helping others, and that is an objective that is shared by this organisation. When I met with Anne-Louise, I was incredibly impressed by her passion to improve the lives of disadvantaged children. While VIEW members might not know who exactly they are supporting and exactly where the other student is from, they know they are contributing towards the Learning for Life program. They participate because they genuinely want to improve someone else's life, whether or not they know that young person. Children from my electorate of Charlestown and in other places across New South Wales are benefiting from the work done by VIEW women. I commend all VIEW members, particularly those VIEW members in my electorate of Charlestown, for creating better futures for children through education. We know that education is the great equaliser in our society. Anything that that groups such as VIEW can do to support that equalisation is to be absolutely commended. I commend the work of VIEW to the House.

OXLEY ELECTORATE EVENTS

Mrs MELINDA PAVEY (Oxley—Minister for Roads, Maritime and Freight) (12:23): It is with great pleasure that I congratulate a wonderful woman, Bellingen Shire resident Heather Connell, who has just received a Distinguished Service Medal for her work as a Red Cross volunteer. Heather has been a member of the Bellingen Red Cross for 33 years, joining in 1984 and serving as president from 1996 to 2002. Youthful 82-year-old Heather is recognised for her decades of work as a Red Cross volunteer and her tireless and loyal dedication—from selling merchandise to taking part in Red Cross Calling, donating generous prizes, working on street stalls and helping people through the personal support team. Two Saturdays ago I was with Heather. She was so proud of her award and so excited to have been recognised. Local Red Cross members tell of Heather's excellence in a

crisis, noting her assistance during numerous floods in Bellingen. Given our location close to the Great Dividing Range and the ocean, our area has high rainfall and we often experience intense weather events.

Heather's father was a policeman in Campbelltown at a time when Campbelltown was a dairy farming area. Both of her parents were from dairy farming stock and decided to take up a lease on a farm in Brierfield outside of Bellingen when Heather was 12. She joined another dairying family when she married Maurice Connell. Heather was in the Junior Red Cross as a child and rejoined as an adult after personally experiencing how the organisation could help in difficult circumstances. Her son, Paul, who was in the Royal Australian Navy, suffered an accident in Sydney. When she came to visit him, it was the Red Cross that housed her. After the kindness and help offered to her and her lovely son, Heather rejoined her local Red Cross branch. As well as being a Red Cross member, Heather is also involved with the RSL, VIEW and the Anglican Church. After the recent Anzac Day service I was pleased to see Heather serving the beautiful mince on toast for breakfast, which the Bellingen ladies do perfectly.

I am proud to be part of The Nationals team, which places regional communities front and centre. This week we showed another example of how effective we are at taking the local as the focal. The contract for milk and dairy supplies for hospitals on the northern and mid North Coast has been handed back to Norco Co-operative, overturning the previous decision that gave foreign-owned Dairy Farmers the contract to supply the hospitals. The decision to support the local community and local dairy industry is a win for our region. I thank my colleague in The Nationals Thomas George in particular for leading on the issue.

Everyone understands that the Ministry of Health has a general duty to provide the best products for patients at the best possible price for taxpayers. But as The Nationals, we want to ensure that local jobs are a priority. Norco represents 211 North Coast dairy farmers, including those based in the Macleay and Hastings region. It employs 830 staff and has factories in Raleigh in my electorate and in Labrador. Norco is a farmer-owned cooperative that supplies quality products to consumers and financial wealth to our valleys. It is the last large dairy cooperative remaining in Australia and has a local history spanning 110 years. On average Norco pays the highest farm-gate prices so that our farmers can make a decent living while reinvesting in their farms.

Dairy farmers are tough, hardworking and self-sufficient. They are programmed to get up at dawn day in and day out. For those in the industry it is more than a job; it is a lifestyle in which they must at times eke out an existence to make an essential product. It can be a labour of sheer love. While I understand that in government there is always the bottom line to consider—after all, these are taxpayer dollars—I will always support locals and our farmers first and foremost. This is a win for our region and for our hospitals, which can continue to provide patients with quality milk and dairy products.

Finally, I give a big shout-out to the Macleay Valley, which is known for its incredible generosity, for the Kempsey Cancerian Committee ball on Saturday night at which more than \$32,000 was raised. It was an incredible effort. Secretary Samantha Dyet told the *Macleay Argus* that the night ran smoothly and everything was positive. On Facebook I saw amazing photos of the Mad Hatters Cocktail Party. I thank everybody who made a huge effort to look great and dig deep into their pockets to support an important organisation. I acknowledge and thank event emcee Mark Morrison, who does a wonderful job in the community, and auctioneer Ken Tassell for helping to make the night an incredible success. I also thank major sponsors Jabiru Printing and the Kempsey Macleay RSL Club. The Macleay Valley has a generous heart and soul that could be no better evidenced than by last weekend's event in Kempsey.

TRIBUTE TO JEANNETTE YORK, OAM

Mr JOHN SIDOTI (Drummoyne) (12:28): Vale, Jeanette York, OAM. It is with a heavy heart that I speak about a remarkable woman, Jeannette York, who sadly passed away on 3 May 2018. Jeannette is survived by her husband, Michael, children Andrew, Belinda and Philip, grandchildren Harrison, Mason, Elliot, Grace and Gabrielle, and her great-grandson, Halen. More than 60 years ago, Michael and Jeannette built their family home in Drummoyne. They believed it was a great place to live and to raise a family. Jeannette always had a strong affiliation with her community, having grown up in Chiswick with her parents, Mervyn and Dorothy Davey, and sister, Morna. Jeannette humbly served on Drummoyne Council from 1989 to 2001 and was deputy mayor from 1995-96.

She was a strong supporter of her community and was instrumental in facilitating the use of Drummoyne Community Centre for various community groups and constituents. She would open it up for events and lock it up after the events. She was also the tour guide on a new resident bus tour and only recently handed in her keys. She always enjoyed helping people and meeting locals. Jeannette believed the community should always be involved in every council decision. She had many talents and interests and she was the champion of many causes. Her father was a founding member of the Cruising Yacht Club of Australia [CYCA]. Jeannette was passionate about the CYCA; her school Presbyterian Ladies' College, Croydon; her suburb of Drummoyne, where she lived

for nearly 70 years; the Liberal Party; her Mercedes; researching her family history, preserving pictures and memorabilia and tracing her ancestry. Jeanette was an accomplished seamstress and would often make clothes for herself and her family. With a lifetime involvement in activities on the water, Jeannette was also passionate about the environment.

She was Vice-Chair of the Sydney Harbour National Park Advisory Committee from 1994 to 1999 and a member of the Lower Parramatta River Catchment Management Committee. Jeannette honourably served her beloved Liberal Party. Up until a few months ago she was President of the Drummoyne Central Branch and previously served as Vice-President of the Reid Federal Electorate Conference. Throughout the years she dedicated her time to volunteering for the Liberal cause. She believed faithfully in the Liberal Party. She mentored many local Liberal party members and she will be sorely missed. Jeanette was a loyal and hardworking party member—she was one of a kind—and she was respected by many.

In 2015 Jeannette was proudly awarded the Medal of the Order of Australia [OAM] in recognition of the work she had done for her community and friends for nearly 60 years. While she received the OAM for services to the community of Drummoyne and to local government, it was really in recognition of her lifetime of tireless effort to every community and to the causes she supported. All those causes are better off for the time she dedicated to them over the past 60 years. Above all, Jeannette was more than any title she was given; she was passionate about all the causes and issues that were important to her. The community of Drummoyne lost a passionate and hardworking advocate. Jeanette's family and friends farewelled her on Monday 14 May 2018 at the Macquarie Park crematorium. Vale, Jeannette York. May she rest in peace.

MOUNT DRUITT RECONCILIATION WALK

Mr EDMOND ATALLA (Mount Druitt) (12:33): On Saturday 19 May I participated in the annual Mount Druitt Reconciliation Walk. The reconciliation walk is organised by the Mount Druitt and District Reconciliation Group. This year is the twenty-first year since the walk was first organised in 1997. The reconciliation walk brings the Mount Druitt community together to acknowledge the meaning of reconciliation and builds mutual and respectful relationships between Indigenous and non-Indigenous people. The Mount Druitt and District Reconciliation Group was founded by two of our elders, Uncle Wes Marne and Aunty Rita Tobin, who are still members of the group today. I acknowledge the traditional owners of the land in my electorate, the Dharug people, and pay my respects to their elders past and present, including elders like Uncle Greg Simms and Aunty Jenny Ebsworth.

The reconciliation walk is a big event that occurs every May and spreads a message of reconciliation. The walk gives Indigenous and non-Indigenous community members an opportunity to gather together. It provides a stage for young local artists to display the many talents that exist in the Mount Druitt community. Ten years ago, the national apology by former Prime Minister Kevin Rudd was a healing moment for many in my electorate. However, this is only the beginning of reconciliation. We still have a long way to go before we can truly say that reconciliation is fully achieved.

While the reconciliation walk is a great initiative, we cannot ignore the large gap that still exists between Aboriginal and non-Aboriginal communities. As reported by the Australian Human Rights Commission, the average life expectancy of an Aboriginal and Torres Strait Islander is 10 years less than that of non-Indigenous Australians. Indigenous people are twice as likely as non-Indigenous people to be affected by heart disease. It is important for us to work together to close the health gap between Aboriginal and non-Aboriginal people. Indigenous Australians are also overrepresented in our prison systems. The rate of incarceration is 15 times higher for Indigenous Australians compared with non-Indigenous Australians.

Mount Druitt has the largest urban Aboriginal population in the country. I am proud of the exemplary leadership of the elders in my electorate who strive each day to close the gap. This year the walk's theme was "Don't keep history a mystery." It serves as a reminder to us all not only to remind ourselves of our past but also to continue to educate future generations of the importance of reconciliation and respect. We are so lucky that Australia's Indigenous ancestors have such a rich history and culture. We should make every effort to share their understanding and contribute to our national story.

DROUGHT ASSISTANCE

Mr ADAM MARSHALL (Northern Tablelands—Minister for Tourism and Major Events, and Assistant Minister for Skills) (12:36): Farmers in my electorate are facing increasingly dry conditions. The Northern Tablelands extends from the Queensland border at Mungindi north to Boggabilla, south past Uralla and in the east beyond Armidale to Ebor and the beautiful national parks on the eastern escarpment. It is diverse area which includes the high-altitude upper New England grazing country, the plains of Moree and the irrigation belt in the north-west.

My constituents know that they have been fairly lucky; the Northern Tablelands region usually has a decent amount of rainfall. The farmers in my area are resilient and innovative. They know that seasonal patterns can change and they are often at the forefront of measures that diversify their income, expand their breeding programs to include hardier genetics, and improve their infrastructure. They use science and technology to inform their decisions. We are lucky to have University of New England and Department of Primary Industries research facilities in our region, leading the country with on-farm innovation. Many farmers in my electorate are returning to the sector after honing their skills off-farm. They are bringing a raft of new ideas and new thinking to traditional family businesses. That is why the Northern Tablelands is and always will be the mixed agricultural heartland of this State.

But no matter how skilled the farmers in the Northern Tablelands are, they simply cannot make it rain. There is no wealth of experience, new ideas, innovative crop rotation or hardier breeding they can run on their farms to trigger rain to fall from the sky. For there to be farmers and for there to be food on the table in homes across the country, it simply has to rain. Australian farmers, Australian families, and any other Australian who eats all rely on this simple fact: Rain is the genesis of food production. Farmers across the Northern Tablelands have watched on and been horrified by the ongoing dry conditions in the Hunter to their south. I acknowledge the terrible time the primary producers in that region have been experiencing. In my part of the world, we have all hoped for rain to break their suffering and stave off those conditions spreading further across the State. Unfortunately, that rain has not come and there appears to be no sign of it appearing on the horizon.

Our long, hot summer has dragged into autumn—which appears to have delighted city dwellers. Everyone in our part of the world knows that this can precipitate a harsh winter. Winter is now here and last week the frosts hit everyone on the tablelands. Every day more cattle appear on the travelling stock routes, as the last of the grass is burnt off by the dry conditions and cold weather. The Northern Tablelands are not as yet in the onset and drought bracket of the Combined Drought Indicator, but it is only a matter of time—the drought conditions are spreading. I anticipate that within weeks the entire Northern Tablelands will reach soil moisture levels so low as to be officially declared in drought.

I inform the House about these conditions because I hold concerns for the farmers, families and towns in my electorate. Drought is an inevitable part of farming. Indeed, numerous government departments have splashed this across their websites. With the greatest respect to the architects of those websites, every farmer knows that. They and their predecessors have fought off drought after drought; they know the realities of their jobs. There are fantastic packages on the table to help farmers improve on farm infrastructure when times are good. Many farmers in my region have successfully accessed these programs to better droughtproof their properties, but feed reserves can only last so long. The process to access the Drought Transport Fund is a long one. It requires farmers to already be receiving Federal help or to be essentially broke before they can tap into this support.

These people are already stressed. To be bouncing them across numerous websites will only add to their stress. Many of our farmers need help. They are aware of the significant shift in our approach in 2013 when we moved to drought preparedness but, as with all governments, we must be prepared to alter our approach if the system is tested and found wanting. Many farmers in my region know that rain will not come for another six to seven months. It will be a long, cold winter. I want to ensure that as the farmers soldier on in my region we are doing everything that we can to support them.

ABORIGINAL RECONCILIATION

Mr JAI ROWELL (Wollondilly) (12:42): We all come to this place shaped by our experiences—whether they relate to family, community, religions or other considerations. I am proud to be the member for Wollondilly and to represent the most amazing people, who have helped to shape me. I have also been shaped by my most amazing family: my wife, Belinda, my sons Will, Menzies and Chase, my parents, Ted and Eve, and my sister, Ebony. Today I want to share a story that is very personal to me and, in particular, to my mum. It is a story that is both tragic and yet good because the people who have lived through this story and the examples they have set have helped to shape me.

Once a upon a time a white woman fell pregnant with twins to an Aboriginal man. In those times, that was considered to be wrong, so the mother in this story left a rural town and went to Sydney to have the twins. Upon their birth, the twins, a boy and a girl, were taken away and they did not meet their mum again until decades later. The twins were kept together until they were four, when it was decided that they should be split up. The girl was then passed around to various organisations and people and taught domestic duties. She effectively became a slave.

The girl was institutionalised by a government system and suffered badly. So bad was her treatment that she was bashed and had her teeth knocked out and suffered even worse injuries by those tasked to take care of her. In addition, her name was regularly changed as she was passed around, so she did not have one shred of

identity. She remembered she had a twin brother, so when she was about 20 years old she escaped and went to the area where she believed her brother may have been. She spent the next few weeks walking around the town calling out his name. Someone knew her brother and eventually the twins were reunited. Later they found out who their mother was and they reunited with her.

The girl in this story was my grandmother. She died before I was born. She had a baby girl and that baby girl was my mum. My grandmother was scared that her own baby was going to be taken away just as she had been. Thankfully, that was not the case. Throughout my grandmother's life, my mum witnessed the scars that the ordeal had left. To make it worse, my grandmother never learned who her father was, as he was an Aboriginal. Her mother, my great-grandmother, said that on her deathbed she would tell my grandmother who her Aboriginal father was. At the time, society was so ashamed of Aboriginal people that a mother would not tell her daughter who her dad was. When my great-grandmother was on her deathbed, she refused to tell my grandmother the name of her dad. The pain this caused my grandmother was unbearable and is deeply felt by my own mum, who always cries when we talk about it.

My mum is deeply connected with the Aboriginal community, as are my sister and I, and there are some whom I will not mention today who have helped my mum through the painful journey to find out where we are from and our own history. I am so proud of my mum and grandmother for living through the pain and suffering that was caused unnecessarily by previous government policy and backed up by certain institutions. Their resilience, persistence, determination and sense of justice helped shape the person I am today. Their suffering is in part the reason why I was the first Aboriginal elected to Campbelltown City Council, in 2004, and the first Aboriginal Liberal member elected to the New South Wales Legislative Assembly. I say that not as a sense of achievement; rather, the opposite. The fact that I am the first Aboriginal within the communities and political party I represent is an indictment of previous societies and government policy. I look forward to many more Aboriginal men and women being elected to this place, shaping society and representing their communities.

We have come so far from those shameful days, yet there is much more to do. I hear the word "reconciliation" thrown around as if by merely saying the word equality has been achieved. That will not be true until every Aboriginal and every non-Aboriginal Australian is equal in health and education and all the other factors we consider important in modern society. I applaud the current New South Wales Government on recent announcements in this space. But I put all governments on notice, whether they are State or Federal, Liberal or Labor, that we must make sure that the Aboriginal community is part of that journey and that programs not only look good in a glossy brochures but achieve their aims, in consultation with the Aboriginal community, and reach all those for whom they are intended.

Too often good intentions are never realised and money is wasted. We still do not have every aspect right. I condemn the recent actions of the Western Australian Registry of Births, Deaths and Marriages, which is systematically rewriting history by expunging the word "Aboriginal" from birth certificates. It is creating another group of people who do not know their history and family. We must not be afraid of our past; in looking back we can shape the future. I will continue to be an advocate in this House for justice and equality and will have more to say in this space. Again, I recognise my mum and grandmother for their story.

SWANSEA CHANNEL DREDGING

Ms YASMIN CATLEY (Swansea) (12:47): For some time I have been calling on the New South Wales Government to fund a permanent dredging solution for the Swansea channel. Many will be aware that Lake Macquarie is the largest coastal lake in the Southern Hemisphere and the Swansea channel is the only opening between the ocean and Lake Macquarie. In 2012, more than 18,000 vessels used Lake Macquarie, and this number is expected to increase to 25,000 by 2020. For more than half a century, Swansea channel has been the subject of dredging campaigns. In the past, having a navigable channel was vital to enable the transportation of heavy equipment to the power stations that dot the shores of Lake Macquarie. Today the channel is largely used for recreational purposes but the importance of having a navigable channel remains undiminished.

In the three years since I have been the member for Swansea, I have been contacted by members of the boating community up and down the east coast of New South Wales who have travelled to Lake Macquarie on their vessels only to find they could not enter because the channel was too shallow. During the past 10 years, the channel has been dredged on an ad hoc basis at significant cost to the taxpayer. Research suggests that the fixed costs associated with dredging campaigns, particularly the cost of mobilising and demobilising a dredge, can sometimes exceed the component cost of dredging, especially on small projects. This has been demonstrated by dredging campaigns that have taken place over the past few years. In 2015, the New South Wales Government spent \$2.5 million on dredging the Swansea channel, only to have it shoal up again by October of the same year. In November I was informed that Marine Rescue Lake Macquarie was rendering assistance to an average of one vessel per day.

I welcomed the Government's announcement that a small-scale dredging project would be conducted in mid-December 2015. However, since then the Swansea channel has again shoaled up. A new dredging campaign is due to begin this month, though, understandably, the community remains cynical. This latest dredge comes after the Easter long weekend, when 28 vessels became stuck in the channel and required assistance. A few weeks ago I received an email from a man named Peter, who described his experience of trying to exit the channel to sail to Port Stephens to compete in an event.

Despite leaving at 3.00 a.m. to try to catch the high tide, and having two experienced tow boats accompanying him, Peter had to stop the engine because the sail drive came out of the water so frequently that they had to be pulled over. On the return trip, Peter informs me that it took seven hours to sail from Port Stephens and seven hours to navigate Swansea channel because the boat became stuck so many times. The antifouling had been ground off the keel of his yacht. Peter also tells me of his friend Glen, who had used his rigid hulled inflatable boat [RIB] to render assistance to another yacht owner whose vessel had become stuck on a sand island. Peter told me that once it was dragged off the island and righted itself, Glen's RIB flipped and his motor was submerged in salt water.

This is not an isolated incident. I received many more reports over the Easter weekend from people who had similar experiences, or who witnessed similar events. The situation is becoming untenable; Lake Macquarie is missing out on important economic opportunities within the visitor economy. As it stands, tourism in Lake Macquarie provides a substantial economic benefit to the region. Previous research estimated that a channel dredge of 60 metres would increase visitors from outside Lake Macquarie by 150 per cent. This translates to added local economic benefit of between \$3.3 million and \$3.7 million per year. The event held at Port Stephens in April 2018 generated a \$1 million injection into the local economy, with 120 boats travelling from around New South Wales to compete. This is of great importance for the local community, including non-boat users, who have become fed up with seeing vessels stuck in the channel.

A permanent dredge for the Swansea channel would solve this problem. It is apparent to me, my parliamentary colleagues from around the lake, including the member for Lake Macquarie and the member for Charlestown, who I note is in the Chamber, along with the many community organisations surrounding Lake Macquarie that the Swansea channel requires ongoing maintenance dredging to ensure that it remains navigable at all times. For the past few years I have written to the Minister for Lands and Forestry seeking funding for a permanent dredge for the Swansea channel to ensure that Lake Macquarie is open for business all year round. We cannot afford to maintain this reactive approach. I call on the Government to commit funding for this vital project in the upcoming budget.

SUPPORT GROUP

Mr PAUL TOOLE (Bathurst—Minister for Lands and Forestry, and Minister for Racing) (12:52):

I share with members an amazing story, one that shows the true spirit of country people. We all hear clichés about caring, reaching out and being there for your mate, but this is a true reflection of how a community can deal with a crisis, and how it was overcome through a spirit of beating insurmountable odds. From devastation came a glimmer of hope, resilience and a future. This is the story of Glenray Industries, an organisation in my electorate that provides people living with disability the opportunity to access the right help to do a job successfully to be able to live, learn, work and achieve.

One industry Glenray operates is a very successful laundry. In 2002 from its site in Browning Street, Bathurst, the Bathurst Laundry developed a thriving commercial enterprise, servicing customers across regional New South Wales including Dubbo, Orange, Forbes, Mudgee and Lithgow. Over a period of time I have had a close association with the business, and on each and every visit I have seen the dedication and commitment of staff. I am inspired by the workers' enthusiasm, their pride in their achievements and their immeasurable satisfaction in doing a good job. On 5 May 2018 at approximately 12.00 a.m. emergency services were called to the main administration office of Glenray Industries, and to the laundry and dry-cleaning building. The company was changed forever. When crews arrived, the building was found well alight and the blaze was difficult for crews to get under control. NSW Fire & Rescue Duty Commander Steven Evans said:

It was a difficult fire to put out because of the flames and the intense heat. We had to take a defensive stance, which is where we fight it from the outside.

Nearly 12 hours after receiving the phone call, fire crews were still on the scene. At 5:00 p.m. New South Wales police reported that the building had been "totally destroyed" by the fire. It took firefighters 14 hours to extinguish the blaze. There is no measurement of the impact this fire caused—total devastation for not only Glenray, but also its workers. From the ashes came hope: The Catholic Diocese of Bathurst extended a lifeline to Glenray Industries. As Glenray was dealing with the tragic loss of its buildings, the diocese offered it the use of the former St Catherine's nursing home facility. The fire occurred on Saturday. As of first thing Monday morning,

the St Catherine's site, which has a commercial laundry and office facilities, had ensured continuity of employment for the team of 70 people employed by Glenray Industrial Services. The arrangement ensures Glenray Industries can continue to fulfil its service level agreements with its commercial customers with minimal disruption.

Within 48 hours of the fire, Glenray Industries was able to resume its operations from the new location. The organisation has amazed even itself with how quickly it has been able to bounce back from the devastating fire on 5 May. It has made us all work and learn of the resilience and determination of the community. On Tuesday chief executive officer [CEO] Susan Williams said that everything has been running as smoothly as possible and that, "It is an amazing achievement in just seven working days." Glenray's staff, which includes a high number of people in supported employment, are able to sort and pack linen in the new location, with trucks then able to distribute the linen to clients all over the Central West. Ms Williams said, "The guys have had very long days, but we've reached a stage where our clients know they are going to get their laundry." In the first week of working out of the new location, staff processed more than 25 tonnes of linen and are continuing to regrow the business.

Many people have worked tirelessly to take this devastating situation to an outcome of hope and inspiration. There is no doubt that their contribution is so worthy of acknowledgement: the emergency service crews who attended the fire for 14 long hours; Essential Energy, which also assisted; the Catholic Chancery Office; and the board, CEO and staff of Glenray Industries. It has been said that unity is strength; when there is teamwork and collaboration, wonderful things can be achieved. This is the perfect blend: the community coming together to build, restore and achieve. It is a story of the strength of a community—of working together when it seems there is no hope. I am proud to have the opportunity to be part of the great community of Bathurst.

WHITE BAY DEVELOPMENT

Mr JAMIE PARKER (Balmain) (12:57): I bring to the attention of the House and highlight the concerns of many in the community about White Bay. Since the nineteenth century White Bay has been a cradle of Sydney industry and home to a range of businesses, from John Booth's Steam Saw Mills to the Unilever soap factory. In recent years the area has undergone a residential transformation, with apartment buildings lining the north side of the bay and Pyrmont across the water. In response to this transition, successive governments have promised to genuinely consult with the public to deliver a proper plan for the future of White Bay and the Bays Precinct. I remember standing in Balmain Town Hall when Premier Iemma proclaimed to the assembled residents that the Government at that time would be developing a master plan for the site. Today, we still have failed to deliver a plan for this area.

In 2015 the Government released the Transformation Plan: The Bays Precinct through UrbanGrowth NSW. It was a promise to maintain the working harbour in White Bay but to limit industrial activities and focus on future investment in the community, such as a technology hub at White Bay Power Station. Those promises were welcomed by our community, but we are yet to see any of them come to fruition. Instead, over the past few months constituents in my electorate of Balmain have been fed a trickle of information about a laundry list of ad hoc developments that will only intensify industrial activities in the area without any real consideration, strategy or consultation with the local community, and with no regard to their impact.

Most of all, residents are concerned about the Government's plan to turn White Bay into a construction zone and dumping ground for the Western Harbour Tunnel project, which is designed purely to feed the failing WestConnex project and lock Sydney into a coal and private motor vehicle future. The Western Harbour Tunnel project will dredge approximately half a million cubic meters of toxic sediment from the bay to build a trench for a tunnel beneath the harbour from Birchgrove to the Warringah Freeway. That sediment is likely contaminated with pesticides, polychlorinated biphenyls [PCBs] and heavy metals as a result of decades of industrial activities around the harbour. Dredging will create toxic plumes of water, contaminating harbour waters and threatening up to 70 species of sea life, including fragile seagrasses which support more than 20 species of endangered seahorses and sea dragons. This information was obtained from Government documents.

The Government is also proposing a casting plant for White Bay to fabricate the large concrete sections which will be shipped across the harbour for construction of undersea tunnels. That plant will bring construction noise and vibrations for up to 12 hours per day. The Government reports indicate that noise will potentially be so overwhelming that residents will be "bought out" by Government. Two weeks ago I held a public meeting at Balmain Town Hall to inform residents about this plan. More than 350 people came along—a clear sign that the community feels left out of this process and is desperate for information.

What locals find most alarming is that the Western Harbour Tunnel plan being undertaken in White Bay will be alongside a laundry list of other ad hoc construction projects, including a staging site for stage three of WestConnex—next to the White Bay power station—a multi-user facility on Glebe Island, along with the relocation of the Hanson and Hymix concrete batching plant to the same location. The Government seems to be

treating this area like a dumping ground for these projects without any coordination, overall strategy or any approach that recognises the importance of the area for the future of Sydney.

White Bay and Glebe Island are set to become major, long-term construction facilities, leading to serious disruption from noise, particle pollution and traffic chaos. These projects are being pushed and assessed independent of one another, without any consideration of their cumulative impact on the community and wider Sydney. A genuine strategic plan is needed for White Bay and these areas that prioritises public transport, green space and employment, rather than short-sighted schemes that tend to favour the large infrastructure lobby, in particular the Western Harbour Tunnel.

In Sydney, residents who want open space and public transport are being overrun by a system that serves those trying to profit from these massive development projects. Balance needs to be restored. A proper strategic vision for White Bay is needed to focus on the future of the area for all of Sydney. These ad hoc projects being promoted by the Government is an incredible loss to Sydney. The Western Harbour Tunnel should be scrapped. The Greens call on the Government to assess each of these proposals in a cumulative fashion to gain an understanding of the overall impact. The Greens call on the Government to consider again the Western Harbour Tunnel, and if it does proceed, to ensure the people and the marine environment are included.

NATIONAL VOLUNTEERING WEEK

Ms MELANIE GIBBONS (Holsworthy) (13:04): This week is National Volunteering Week, a wonderful time to come together and thank those who give up their time to make our community better. One in seven people in the Holsworthy electorate volunteers their valuable time to ensure that others can be safe, happy and assisted when necessary. I sincerely thank them for all they do. I thank my local volunteer emergency service units—Casula Rural Fire Brigade, Sandy Point Rural Fire Brigade, Menai Rural Fire Brigade, NSW Liverpool SES Unit and NSW Menai SES Unit—for their assistance during the recent fires. I express my appreciation and gratitude to all emergency service workers and volunteers who came together at a time of crisis for the community I represent.

On Saturday 14 April flames erupted at 2.45 p.m. on the eastern side of the Georges River, near Casula train station, then continued on through Wattle Grove up to Barden Ridge. This resulted in almost 4,000 hectares of land being engulfed in flames. The fires were very close to many houses, with some even going up to the backyard fences of people's homes. Local residents stood defending their homes from flames across the street with their hoses and buckets. It must have been an incredibly anxious and fearful time for many residents who were asked to evacuate or shelter in place—residents at Wattle Grove, Barden Ridge and especially those at Voyager Point, Pleasure Point and Sandy Point—because the escape route along Heathcote Road was closed. Although there was a sense of fear, I am proud of how the community acted and responded by staying so calm.

The amazing local Rural Fire Service [RFS] crews, Fire & Rescue NSW, police, the State Emergency Service [SES] and other community volunteers managed to stop the fires from destroying any homes or major structures. This is a monumental achievement, considering the destruction that past fires have caused in this region. They claim 888 homes were saved, but actually these were only the ones that were directly saved—in reality, whole communities could have been destroyed if not for these heroes. It was a massive relief to hear that miraculously there were no fatalities or injuries resulting from the fires and that many local organisations and infrastructure within the local area—including the Holsworthy Barracks, the gun clubs, the Australian Nuclear Science and Technology Organisation [ANSTO], Heathcote Road, the T2 train line, the Ridge Sporting Complex and Jenko Sutherland Shire Pony Club—were protected and able to work with the community to keep them safe. Some of the horses were even moved to a nearby residential street and garbage collections continued, although the tip was along the fire line.

I thank the Community Fire Units that waited on the side of the road, some watching the fires approach their homes, as another line of defence. Many RFS groups were deployed from across the State to these fires, and I am grateful for their assistance. There are no words to explain the tremendous gratitude that I and other members of the community have for their efforts fighting the fires. I would also like to commend Moorebank Sports Club, Tradies Gynea and Club Central Menai for acting as evacuation centres for anyone affected by the fires and for providing meals for the firefighters. It was wonderful to see these community clubs and their staff coming together to give back to the community and assist their members and local residents in their time of need. I particularly thank staff members whose homes were under threat and yet were serving others.

I am proud of our local businesses that also played an important role in providing assistance, with Coles Wattle Grove and McDonalds Casula and Milperra helping to restock supplies for the barbecue at Moorebank Sporties. It was beautiful to see, in the midst of so much chaos, how people through Facebook posts offered affected residents and their pets places to stay. They also organised collections of food and supplies to be delivered to volunteers. As a local member, I met and worked with the acting Minister for Emergency Services, the Premier,

the Commissioner of the RFS, the Commissioner of Fire & Rescue NSW, the Prime Minister and mayors and general managers of local councils.

TEMPORARY SPEAKER (Ms Sonia Hornery): Order! Opposition members will take their seats and remain silent.

Ms MELANIE GIBBONS: I thank all those people for their efforts providing updates to me, so that I was then also able to ensure that my community was kept informed. I would also like to thank the member for East Hills, Glenn Brookes, for providing me with updates on what he could see, as his electorate overlooks mine.

Ms Tania Mihailuk: Wow! I have never heard anyone thank Glenn Brookes.

Ms MELANIE GIBBONS: Is the member for Bankstown seriously bagging a member for updates on the fires? That is pretty low. Recently the community had the chance to thank everyone who assisted in the bushfires, with at least three events taking place. On Sunday 6 May, Liverpool City Council held an event at Casula Powerhouse Arts Centre and Sutherland Shire Council held its event at Parc Menai on the same day. I enjoyed participating in these events to see the volunteers being thanked for all they did during the fires. I thank all of them for their service: They are true heroes and champions within our community.

FAIRFIELD ELECTORATE PRESELECTION PROCESS

Mr GUY ZANGARI (Fairfield) (13:07): In February 2018 the New South Wales Labor Party called for nominations for candidates in the State seat of Fairfield for the March 2019 election. I welcomed the rank-and-file process, and as the incumbent member I was honoured to renominate to represent the people of Fairfield. The preselection was contested. Following my preselection win, unfounded allegations were made against me, which were heard by Labor's internal appeals tribunal. The tribunal made no findings against me, and I was cleared of all allegations. An appeal to this decision was then heard by the review tribunal in front of a judge and senior barristers, which found that the internal appeals tribunal had made no error in its ruling, and the allegations were dismissed once again.

Any party member is entitled to nominate for a rank-and-file preselection. The tactics and the behaviour that clouded this preselection process were unwarranted and reflect poorly on the body politic of the day. I stand here in this Chamber cleared of all allegations and pledge to continue my work as a local member of Parliament and shadow Minister seeking to win government in 2019. I have been formally endorsed as Labor's candidate for the seat of Fairfield in the March 2019 election. As many would be aware, throughout this period, tactics were being used in an attempt to undermine my position and character within the community and in this House.

Parties attempted to disrupt the preselection process using a number of means, which included the circulation of a fraudulent letter using the New South Wales parliamentary logo, letterhead and a falsified signature. This was amongst other malicious correspondence. All events were reported to the New South Wales police and the New South Wales Parliament for investigation. No person, whether a member of Parliament or rank-and-file party member, should be subjected to any such negative action that seeks to impugn their reputation. People who condone such behaviour are merely as callous and cowardly as the perpetrators of these acts. I am deeply disappointed that former and current staff of the Federal member for McMahon, Chris Bowen, MP, were lured into such an exercise. Serious actions must be taken against individuals who subject party members to slanderous and malicious allegations during a preselection process or at any other time.

Throughout the 17 years I spent in Catholic Education and my eight years in this place, I have never taken my obligations lightly. I have always conducted myself with honesty and integrity, putting others before myself. The community in Fairfield have bestowed upon me their trust over the past eight years and this is something that I have never taken for granted. I can proudly say that I have always had, and will always have, the best interests of the Fairfield community at heart. I will continue to advocate and work hard for the people who have elected me to be their voice in this place, the oldest Parliament in the country. I take this opportunity to thank some important people: first, the Australian Labor Party rank and file and members of the local community for their continued support. I acknowledge also the support of my Labor colleagues and colleagues from across this Chamber. I stand here representing, and will continue to represent, the Fairfield electorate to the best of my ability. I thank the House.

Community Recognition Statements

BURWOOD AND DISTRICT HISTORICAL SOCIETY FORTIETH ANNIVERSARY

Ms JODI McKAY (Strathfield) (13:12): I congratulate the Burwood and District Historical Society on its recent celebrations of 40 years as a local, not-for-profit community organisation. The society was formed in 1978, with a vision to preserve the rich history of Burwood. Since then, the society has worked with the local community to carry out research, to educate the broader public, to collect and display important historical

documents and, most importantly, to preserve and enhance Burwood's heritage and environment for future generations. I draw special attention to the amazing efforts of the executive team, specifically President Cecily Gray, John Johnson, Cheryl Kemp, Hilary Morrissey, Ian Hemming, Jon Breen, Gay Simpson and Jeff Walker. I recognise all past and present members of the society over the past 40 years who have contributed to the success of the organisation. Once again, I congratulate the society on its remarkable achievement and thank it for its valuable years of service to the community.

CASULA RURAL FIRE BRIGADE

Ms MELANIE GIBBONS (Holsworthy) (13:13): I thank the Casula Rural Fire Brigade for its extraordinary effort in helping to protect our local community. The Casula Rural Fire Brigade was one of the first responders to the recent Holsworthy bushfire that burned nearly 4,000 hectares of land from the west to the east in my electorate. At the recent thank you event held by Liverpool City Council, Captain David Collins of the Casula brigade told me that the brigade had responded to more than 300 call-outs in this financial year alone. This is a monumental effort that unfortunately has placed some strain on the station, particularly the roller door.

As soon as I heard about this I contacted the Premier to see whether any funding was available to assist with the issue. I am pleased to announce that the Premier has been able to provide the brigade with a \$9,000 grant towards replacement of the roller door—a great win for a wonderful community organisation. The Premier, the community and I are all proud of the work it does and we want to help it do that work. I extend thanks to all the Rural Fire Service volunteers, particularly in National Volunteer Week, and I look forward to seeing the new door installed soon.

ST PETERS PUBLIC SCHOOL

Mr RON HOENIG (Heffron) (13:14): Recently I had the pleasure to visit St Peters Public School to meet with Principal Dr Neil Lavitt and tour the beautiful little school tucked away in Church Street, St Peters. Built in 1881, St Peters Public School is unique amongst the schools in my electorate, and not only for its heritage; it has just 117 students across five classes. When walking around the school on a tour with Dr Lavitt, one immediately gets the sense of how close knit the community is. Despite its small size, every opportunity is afforded to each student, whether it be in languages, music, chess or debating. It is a school that is thriving, even in the long shadow cast by the construction of WestConnex. I commend the staff and the teachers of St Peters Public School and their exceptional principal, Dr Lavitt, for the excellent quality of education provided to the students and families of St Peters Public School.

TAREE EXCHANGE HOTEL PUBLICAN GARY ROLLINGS RETIREMENT

Mr STEPHEN BROMHEAD (Myall Lakes) (13:15): I recognise the publican of Taree's Exchange Hotel, Gary Rollings, who this week poured his last schooner. Gary took over the Exchange Hotel on 9 March 1998 with the intention of staying for a couple of years, which stretched into 20 years. Gary had many years experience prior to taking on the Taree Exchange Hotel, working in Grafton, Maclean, Newcastle and Port Macquarie. Gary has seen the industry undergo enormous change but fondly remembers when hotels were pivotal places in country towns when people came to the pub for a yarn to finish the day. Gary has formed many close friendships over the years and I have no doubt that he will continue to be very involved in the Manning community, and in particular with the Manning River Ratz Rugby Union Club. I wish Gary well and look forward to catching up with him soon for a Saxby's ginger beer.

ISLAMIC CHARITY PROJECTS ASSOCIATION RAMADAN DINNER

Mr GUY ZANGARI (Fairfield) (13:15): Under the patronage of the Darulfatwa-Islamic High Council of Australia, the Islamic Charity Projects Association held its twenty-fifth annual Ramadan dinner at Al Amanah College, Liverpool, on Friday 18 May 2018. The dinner was well attended by members of the Islamic community, leaders from Christian, Buddhist and Hindu faiths, local councillors, State and Federal members of Parliament, and representatives from NSW Ambulance and the NSW Police Force. The event began with the opening prayer and recitation from the *Holy Quran*. Dr Ghayath El Sheleh, OAM, gave the official welcome to guests. The Darulfatwa-Islamic High Council of Australia, through the Islamic Charity Projects Association, seeks to promote community harmony and education through its schools and events. I commend the Islamic Charity Projects Association for its ongoing work in building bridges of understanding in the community.

HASTINGS RELAY FOR LIFE

Mrs LESLIE WILLIAMS (Port Macquarie) (13:16): I recognise the amazing efforts of the Hastings Relay for Life committee, whose efforts helped to raise an outstanding \$80,000 in funding for the Cancer Council at this year's event held at Oxley Oval in Port Macquarie. Oxley Oval was jam-packed with hundreds of superheroes who congregated to raise money for cancer research. The relay also acknowledges those who are

undergoing treatment and remembers friends and family who have tragically been lost to this life-threatening disease. As this event gains momentum each year, organisers Mel Collins, Dione Edwards and ambassador Mike Reid work hard behind the scenes arranging prizes and facilitating fun events that include the five-kilometre Glow Run, the Candlelight Ceremony, and a host of bands and entertainers, along with the arduous Percival Property Challenge that involves manoeuvring a nine-kilogram rope around the course. The Cancer Council funds world-class research thanks to the dedicated and committed volunteer organisations that donate funding to aid in working towards tackling all types of cancers in the community.

NATIONAL SERVICE RE-ENACTMENT UNIT

Ms LIESL TESCH (Gosford) (13:17): It would not be Anzac Day on the Central Coast without the wonderful team from the National Service Re-enactment Unit. Dressed in uniforms of the 1960s and 1970s, the ex-National Servicemen—or Nashos—are dedicated volunteers who train regularly and are a wonderful addition to many of our Anzac services. Led by Company Sergeant Major David Miles, the unit's objectives are to raise, equip and maintain the unit for the enhancement of those who served in the armed forces, Citizen Military Forces [CMF], navy, army, air force reserve or school cadets, or those who are like minded and have the betterment of the unit at heart. Not only do they enjoy giving their time for the old soldiers; the unit has a tight schedule of school visits in the period around Anzac Day. Re-enactment unit flag-bearer Brian Giersch said the demonstrations were often emotional for diggers. "It is not about glorifying war, but about remembering and commemorating all of those who go to war," Mr Giersch said. I sit straight and proud in Parliament today, as I do every time I see their precision and excellence on parade. Respect to them all.

TRIBUTE TO MAY CHESTER

Mr LEE EVANS (Heathcote) (13:18): This time last year I stood in this place to congratulate a constituent of Heathcote, May Chester, on achieving the milestone of turning 106 years old. Over the last 12 months May had a couple of health scares, but, in true May style, she bounced back. She was a candle burning brightly for her family and friends. On the eve of her 107th birthday it is with great regret and sorrow that I inform the House that earlier this month, surrounded peacefully by her loving family, May's candle flickered and blew out. May lived a full and loving life. I grieve with members of her family on the loss of a great New South Welshwoman and a great Australian. Vale May Chester.

KOTARA HIGH SCHOOL FIFTIETH ANNIVERSARY

Ms JODIE HARRISON (Charlestown) (13:19): Last Friday I had the pleasure of joining in the fiftieth anniversary celebrations of Kotara High School. Kotara High School is a comprehensive co-educational high school in my electorate of Charlestown, with just over 1,000 students. I am very proud that both my children have been students at the school. A three-day event was held to celebrate the school's outstanding contribution to education over half a century. On Friday a school-based assembly was held, which included reflections from past and current staff and students. On the Saturday evening a dinner for past students, current and past staff, and associates of the school was held at Wests New Lambton. Then on Sunday morning the school was open for the whole community to visit. Each faculty had memorabilia on display, tours were conducted through the school and commemorative glasses and pavers were sold to support the celebration year. I congratulate the hardworking teachers, students and supportive parents over the past 50 years who have created this wonderful school community in my electorate.

BAULKHAM HILLS ELECTORATE EVENTS

Mr DAVID ELLIOTT (Baulkham Hills—Minister for Counter Terrorism, Minister for Corrections, and Minister for Veterans Affairs) (13:20): It was a very busy weekend in The Hills shire last weekend. We had the opening ceremony for and participation in The Hills Relay for Life in the electorate of Baulkham Hills, which this year raised around \$300,000 and counting. Overall, we have raised \$3.9 million since the annual event started more than 17 years ago. The relay had a record number of 1,300 participants and I congratulate Michelle Sollom on her chairmanship. Saturday was also Fire and Rescue NSW Open Day and I was delighted to join the Baulkham Hills Fire and Rescue team. I understand that it dished up a record 700 sausages. Also on Saturday was the anniversary of the Battle of Crete, and I joined the Greek community to celebrate the valour of participants in the battle, which saw the last drop of German paratroopers. St Paul's Anglican Church also celebrated 15 years and I thank Reverend David Keun, who invited me there as his guest.

PENDRAGONS ABREAST BOAT RACING TEAM

Ms TRISH DOYLE (Blue Mountains) (13:21): Today I acknowledge a group of inspiring women I spent some time with on the weekend—Pendragons Abreast, a dragon boat racing team. The team is travelling to Florence, Italy, in July this year to take part in the International Breast Cancer Survivors Regatta. I attended the official launch lunch on Sunday at the International Regatta Centre in Penrith. The team of 22 breast cancer

survivors and their supporters hail from the Blue Mountains, Penrith and the Hawkesbury, with a small but energetic group joining them from the Central Coast.

It was a huge privilege to participate in thanking the Pendragons for their awareness-raising activities over the last handful of years, their fundraising and their monumental training efforts. Along with Mayor of Penrith John Thain and Federal member for Macquarie Susan Templeman, I was honoured to present the team with their uniforms. I pay special tribute to the organising committee. Everyone plays a role of significance, but especially the spirited and kind-hearted Chairperson Janette Fry. Go well, Pendragons. May your journey be safe and the regatta a wonderful experience. Strength from adversity—New South Wales is proud of you.

GUYRA POLOCROSSE PLAYER SAM FINLAYSON

Mr ADAM MARSHALL (Northern Tablelands—Minister for Tourism and Major Events, and Assistant Minister for Skills) (13:22): I recognise Guyra polocrosse star Sam Finlayson on being included in a group of 14 athletes chosen for the inaugural University of New England Sports Academy. The academy is designed to support adult athletes in their sporting endeavours, helping them to achieve elite level while at the same time allowing them access to flexible tertiary education. I congratulate the university on a wonderful initiative that neatly supports the wonderful work being done for well over 10 years now by the Northern Inland Academy of Sport. I commend Sam for his selection in this elite group of athletes in our region and wish him all the very best for a bright future in his studies and in his polocrosse career.

SOUL CAFE

Mr TIM CRAKANTHORP (Newcastle) (13:23): Today I acknowledge the great work of all those involved with the Soul Cafe in Newcastle. On Monday this National Volunteers Week I was fortunate enough to visit the Soul Cafe and meet the dedicated volunteers without whom this service would not exist. I especially thank volunteers Michael, Kerry, Jan, Helen, Sarah, Chris, Mark, Suellen, Tracey, Maureen, David, Tana, Sarah and Glenn for the countless hours of hard work they have put in over the years.

The Soul Cafe provides hundreds of meals each week to disadvantaged members of our community. The Cafe is an avenue to link guests with other necessary services including drug and alcohol and substance abuse programs, accommodation links, Centrelink referrals, mental health counselling, refuge referrals, haircuts, legal aid, podiatry and a free doctor's clinic. I also thank all the staff who made me so welcome this week, including Rick and Wendy Prosser, Matt Nichols, Tonya Huen and Maria Thomas. Well done to all.

CENTRAL COAST FIRE AND RESCUE NSW OPEN DAY

Mr ADAM CROUCH (Terrigal) (13:24): I commend the fantastic work of the many firefighters across the Central Coast. Local Rural Fire Service [RFS] volunteers as well as Fire and Rescue NSW firefighters do an amazing job of protecting properties and lives in our community. Last weekend I had the pleasure of meeting many Fire and Rescue NSW personnel who are stationed at Terrigal, Kincumber and Saratoga stations in my electorate. On Saturday, Fire and Rescue NSW held its annual open day. This was an opportunity for the community to witness the work of our fireies. It was also a good reminder that Fire and Rescue NSW personnel do much more than put out fires. They also perform rescues at car accidents and respond to spills of hazardous materials. Indeed, just last month, four brigades from the Central Coast joined more than 500 firefighters in Sydney's south-west to battle bushfires in that area. I pay tribute to our local fireies for their service and thank them for working so hard to preserve properties and lives in our local community and across New South Wales.

GREAT LAKES AGENCY FOR PEACE AND DEVELOPMENT HARMONY EVENT

Ms JULIA FINN (Granville) (13:25): On Saturday I was delighted to join the Great Lakes Agency for Peace and Development [GLAPD] for its annual harmony event at Granville Town Hall, along with former Australian ambassador to Zimbabwe and the Democratic Republic of Congo, Matthew Newhaus, and Paul Power from the Refugee Council of Australia. GLAPD supports migrants and refugees from Rwanda, Burundi, the Democratic Republic of Congo, Uganda and, more recently, Kenya.

The agency works closely with agencies such as Service for Treatment and Rehabilitation of Torture and Trauma Survivors and Settlement Services International to support new arrivals, and it was wonderful to hear of the ongoing success of their rural resettlement program in Mingoola, where Congolese refugees originally from rural areas have started farming businesses and are helping to revitalise the small township. Along with inspiring stories about the progress being made by the community here in Australia, we enjoyed great food and musical and dance performances. It was a fantastic event. I congratulate President Emmanuel Musoni and the team for all the great work they do.

NATIONAL PALLIATIVE CARE WEEK

Mr JAMES GRIFFIN (Manly) (13:26): Today I recognise Palliative Care Week and the ongoing work and advocacy of members of my community in Manly, including volunteers and staff at the Cancer Council and Bear Cottage at North Head. The importance of investing in palliative care funding is vitally important in New South Wales. I was glad to join the Minister for Health Brad Hazzard last year in Dee Why to hear firsthand about his personal experience with palliative care. I was also glad to see this Government invest an additional \$100 million over four years in palliative care services across New South Wales in last year's budget. I look forward to joining Suzanne Hayles and the Cancer Council team this Thursday at Madam Speaker's Biggest Morning Tea. I also look forward to joining the former Premier and member for Manly Mike Baird and the team at Bear Cottage this Friday to meet with families, volunteers and staff and spend an important time, Palliative Care Week, together as a community.

KEMBLA GRANGE PRISON PROPOSAL

Ms ANNA WATSON (Shellharbour) (13:27): I congratulate the members of the Dapto, West Dapto and broader Illawarra communities who came to a community meeting this Saturday at the Dapto Leagues Club. The meeting was in relation to a jail being proposed by those opposite. Members of my community are up in arms about it. The Assistant General Secretary of the Public Service Association of New South Wales and a number of councillors, including the Deputy Lord Mayor, attended. A lot of information was given. It was a very respectful and measured meeting. I also congratulate my parliamentary colleagues the member for Keira and the member for Wollongong for attending. Members of my community are very emotional about this issue and I congratulate all the community members who gave up their Saturday to come to, listen at and participate in the meeting.

PHILIPPINE AUSTRALIAN SOCIETY FOR SENIOR CITIZENS

Ms TANYA DAVIES (Mulgoa—Minister for Mental Health, Minister for Women, and Minister for Ageing) (13:28): I congratulate the organisers of another fantastic Saturday morning event, the Philippine Australian Society for Senior Citizens Inc. The event was led by the effervescent and always passionate Jun Relunia and his team. I was pleased to present a trophy and badge to Mrs Agudo on her 100th birthday. I also issued trophies to three other mothers of the year from this organisation. It was a pleasure to meet the Philippine Ambassador to Australia, Minda Calaguian-Cruz. We had a good conversation about the aging population. I commend all the volunteers who work so hard for our Philippine community in Western Sydney, I congratulate them on a colourful, fun-filled event, and I wish them all good health.

QUEEN'S SCOUT AWARD RECIPIENT ALYSSA COLLINS

Ms YASMIN CATLEY (Swansea) (13:29): One of the best things about being the member for Swansea is witnessing and, on occasion, being a part of the celebration of outstanding achievements by people in the community. I recently had the privilege of seeing Swansea Scouts Alyssa Collins presented with the Queen's Scout Award. The Queen's Scout Award is the highest youth award achievable in the scouting movement throughout the Commonwealth. A limited number of Queen's Scout Awards are issued each year, and so it is a really big deal to receive one. It has been more than 25 years since a Swansea Scout received this prestigious award. It is awarded to scouts who have demonstrated adventurous activities, community involvement, leadership development and personal growth. As a Queen's Scout, Alyssa will now feature on the Queen's Scout Honour Roll in the Swansea Scout Hall. Well done Alyssa, and thank you for allowing me to be a part of this important moment. Alyssa is a leader of the future with incredible fortitude, and I look forward to following her career.

MANNING VALLEY VOLUNTEER EXPO

Mr STEPHEN BROMHEAD (Myall Lakes) (13:30): Today I recognise Manning Support Services [MSS], which partnered with Club Taree to present the 2018 Manning Valley Volunteer Expo to celebrate all the achievements and services of volunteers and organisations within the Manning community. It offers a great opportunity for people who have considered volunteering to meet with local volunteer organisations and discover one that fits them personally. MSS believes volunteering plays an important role in empowering individuals to build an inclusive and resilient community. The Myall Lakes electorate relies heavily on its volunteers. I congratulate MSS and Club Taree on this expo and hope that it helped to marry up all of the right community members with the relevant services.

TRIBUTE TO HELEN KEEVERS

Ms JENNY AITCHISON (Maitland) (13:31): Today I acknowledge the life and legacy of Helen Keevers, who passed away in the John Hunter Hospital last Sunday at the age of 63. Helen was a strong advocate for survivors of child sexual abuse. She worked to protect and advocate for the victims of Catholic priests across the Hunter, even providing a home for the clergy-abused network advocacy group. Those whose lives she touched

believe Helen's work in 2005, and knowledge of survivor networks, was instrumental in achieving the Special Commission of Inquiry and the Royal Commission into Institutional Responses to Child Sexual Abuse.

Helen's great compassion was not limited to survivors. She also worked closely with former Maitland-Newcastle Bishop Michael Malone, who was shattered as the widespread abuse of power within the church came to light. With her urging, Bishop Malone publicly acknowledged the crimes of the church and committed to supporting survivors rather than the clergy, even calling for a papal apology in 2008. Helen's inspiring endeavours were not without personal consequences. Her legacy is one of courage both for herself and for those in need. I thank her for her years of service. She will be missed and remembered.

NSW TRAINING AWARDS FINALIST JACK Blich-JONES

Mrs LESLIE WILLIAMS (Port Macquarie) (13:32): Today I recognise Jack Blich-Jones, a 2017 Higher School Certificate [HSC] student from Saint Columba Anglican School [SCAS], for his outstanding achievement of being named a finalist for this year's NSW 2018 Training Awards. Last year, Jack was acknowledged as one of the highest achievers in the State for construction, placing seventh in his elected course of study. When he decided to take on construction as a possible career choice Jack focused his efforts on learning the necessary skills to position himself within the top 10 in the State in order to secure a position as a finalist in the NSW 2018 Vocational Education Training Schools Student of the Year category.

After completing his Higher School Certificate, Jack began a carpentry apprenticeship through Aspex Constructions, which has seen him undertake restorations on a heritage-listed building at the Kempsey East Public School. Jack's achievement demonstrates that following your passion and putting in the effort can see you achieve remarkable results and reach your goals. Just recently Jack returned to SCAS to be interviewed by the NSW Training Awards judging panel. He spoke about the learning criteria he covered and the experience he gained by completing his construction training course through SCAS, which has opened the door to a variety of opportunities for his present and future career path in construction. I congratulate Jack on reaching this important milestone in his life and wish him all the best as he vies for this year's Vocational Education and Training Schools Student of the Year Award.

BUSH SEARCH AND RESCUE UNIT

Mr EDMOND ATALLA (Mount Druitt) (13:33): The Mount Druitt electorate is very fortunate to have the Bush Search and Rescue Unit located in Rooty Hill. It has been in operation since 1936 and is one of the oldest volunteer land search units in Australia. It has brought together experienced and skilled bushwalkers, many with valuable local knowledge of wilderness areas, to assist the NSW Police and other agencies when they search for missing people. Recently they joined forces with the NSW State Emergency Service [SES] and are now the new SES Bush Search and Rescue Unit. This move will assist in the provision of the best possible land search and rescue capability to the people of New South Wales. This is a great move for the unit, which will now have access to up-to-date and state-of-the-art equipment to assist in their searches and rescues.

HARDEN EVENING VIEW CLUB

Ms STEPH COOKE (Cootamundra) (13:34): I bring to the attention of the House the Harden Evening View Club, whose members are gearing up to celebrate its fortieth birthday. When the Harden branch was established in 1978 the story goes that founding member, Connie McFadyen, was told that Harden-Murrumburrah was too small for a club. But the 150-odd attendees at that first meeting told a different tale. Leslie McGrath, Roslyn Bradford, Carmel Brown and Bev Stewart were involved in setting up the club and continue to serve as members today among the active cohort of 42 ladies. Currently the club sponsor two Smith Family Learning for Life students through fundraising and social events. One of the students, who the club has been financially supporting throughout his entire schooling, finishes year 12 this year and is hoping to go on to university. Congratulations to this formidable group of women and happy birthday.

TRIBUTE TO DAVID ISAACS

Ms LIESL TESCH (Gosford) (13:35): On 21 October last year, David Isaacs went down to the beach to do what he loved—swim in the ocean. He suffered a cardiac arrest and could not be revived. David has left behind his wonderful wife, Kate, and three children, Sam 10, Zara 8 and Ella 5. He was only 49. David was a very active member of our community. He expected to provide for his family and grow old. His memory will not be forgotten. Early one Saturday morning last month a team of very keen swimmers took off for the Big Swim for Dave, swimming from Ocean Beach to Palm Beach, to raise money for David's family. Eight swimmers took off with support from the Ocean Beach Surf Life Saving Club, Kayaks Central Coast and Jimmy Foyel to cover the 7.5 kilometres. It is almost 100 kilometres by road and the swimmers beat their support vehicle—and the towels, dry clothes and, most importantly, the champagne—to the other side. The Boathouse café provided the heroes

with warm drinks while they waited in the sunshine until their friends arrived. A new coast tradition has started. Thank you to all those people who were involved. Rest in peace, David.

ETTALONG CHANNEL DREDGING

Mr ADAM CROUCH (Terrigal) (13:36): The Ettalong Channel is a vital local waterway for the Central Coast community. As a result of the council not taking any dredging action for the past seven years, the channel has been silting up and has become unnavigable. This is having a significant impact on tourists in the local community as well as the residents in my electorate who need to travel on the ferry service to work and school. Yesterday I was delighted to join the Minister for Lands and Forestry, Paul Toole, to announce new emergency dredging of the channel. This is the third such announcement in the past 12 months. Our community has been calling for a short-term solution so that the local ferries can resume operation. That is why the Government is stepping in on an emergency basis to conduct this dredging over the next few weeks. It is absolutely essential for the council to work towards a long-term solution by submitting a compliant Rescuing Our Waterways funding application. Every other coastal council in New South Wales receives this funding. I am committed to ensuring our community gets its fair share.

NEWCASTLE FLOWER MARKET OWNER JESSICA ECKFORD-AGUILERA

Mr TIM CRAKANTHORP (Newcastle) (13:37): I commend the Newcastle Flower Market owner, Jessica Eckford-Aguilera, for turning what could be a very distressing event for some people into a positive one. Last month Ms Eckford-Aguilera's work van was graffitied. Her response was to offer six months of free flowers for any information that would help find the "creatives" who scribbled on her car. She also took the unusual step of offering the culprits the opportunity to take up a job at the Newcastle Flower Markets. Ms Eckford-Aguilera's social media post went viral and attracted many positive comments about her "heart of gold" and her "inspirational" attitude. I thank Ms Eckford-Aguilera for her open-minded approach and her desire to effect positive change within the Newcastle community.

NORTH SHORE CULTURAL INSTITUTIONS

Ms FELICITY WILSON (North Shore) (13:38): I mention two important cultural institutions in North Shore, the Mosman Library and the Mosman Art Gallery. I was pleased to visit the library recently with the Minister for the Arts, the Hon. Don Harwin, to present \$185,000 for construction of the Mosman Library and Mosman Art Gallery's Barry O'Keefe Library and indoor garden reading zone to Linda Horsell, the manager of library services. Construction will commence shortly, thanks to funds from the Government. The Minister and I also presented the Mosman Art Gallery with a grant for \$20,000 that will be used to convert the Mosman Art Gallery Bridgepoint storeroom space into an art collection storage facility. That work will also commence shortly thanks to these funds from the New South Wales Government. It was wonderful to meet with John Cheeseman, Mosman Art Gallery Director, to present these funds.

Our local cultural facilities like the library and the art gallery are a big part of what brings our community together and makes North Shore so special. I am particularly pleased to have worked with Minister for the Arts to secure these funds for Mosman. I thank him for understanding the significance of our local library and art gallery. I also thank the staff and volunteers who make the Mosman Art Gallery and Mosman Library such vibrant and important cultural institutions.

ANTI-BULLYING POSTER COMPETITION WINNER KATE WHITBY

Ms JODIE HARRISON (Charlestown) (13:39): I commend Kate Whitby from my electorate of Charlestown for her outstanding artistic achievements and strong anti-bullying advocacy. At only nine years of age, Kate has received national recognition for one of her artworks. This year 3 student from St Joseph's Primary School, Charlestown, travelled to Government House on Friday as a national finalist in Interrelate's fifth anti-bullying poster competition. Only 33 of the 6,500 artworks entered in the competition made it into the national finals, placing Kate's artwork in the top 0.5 per cent of entries. Kate's artwork has a very powerful message behind it. As an ambassador for the anti-bullying cause, Kate's poster reads, "Say no to bullying", and "Believe in yourself". This is an important reminder for other children at a time when one in four students experiences bullying. Given the prevalence of bullying in our society, Kate's message is highly pertinent. No child should ever experience bullying. Well done, Kate!

NATIONAL PALLIATIVE CARE WEEK

Mr STEPHEN BROMHEAD (Myall Lakes) (13:40): It is National Palliative Care Week and my wife, Sue, and I attended the magnificent home of Marie and Eugene O'Neill at Bohnock on Sunday for the Push for Palliative Care Taree fundraiser. Since commencing fundraising three years ago, Marie and Eugene have raised more than \$100,000. I congratulate Judy Hollingworth and her committee, and I was pleased to help them with a

\$15,000 State Government grant. Earlier this year, I also provided them with nearly \$12,000 to obtain 12 special chairs in the palliative care unit at the Manning Base Hospital. As I said, I congratulate the committee and the community, which supports it so well.

RURAL FIRE SERVICE VOLUNTEER APPRECIATION DAY AWARD RECIPIENTS

Ms YASMIN CATLEY (Swansea) (13:41): One of the greatest things about the electorate I represent is the vast areas of natural bushland, which often envelop small coastal communities. It means not only that those communities boast a quiet and beautiful lifestyle but also that they naturally have a higher bushfire risk during the summer. That is one of the reasons I am always amazed at the incredible work that Rural Fire Service volunteers do in and around our community. I was thrilled to be able to attend this year's annual Central Coast Rural Fire Service Volunteer Appreciation Day last weekend. I acknowledge from the Wallarah Brigade, Heather Jones who received the National Medal for 18 years of service, and Robyn Hellier and Joshua Iffland who both received long service medals. Lyn Cousins, who also volunteers with Marine Rescue, received a long service medal for 12 years of service along with Thomas Corbett from the Gwandalan Brigade. I thank those people for their ongoing service and dedication to our communities.

JUNEE COMMUNITY ENERGY EFFICIENCY PROJECT

Ms STEPH COOKE (Cootamundra) (13:42): Today I draw the attention of the House to the Junee Community Power Group, which has just launched a truly groundbreaking project to support smart energy consumption. Launched on 10 May, the Junee Community Energy Efficiency Project brings together Junee High School students, teachers, community members and academics to look at ways to reduce power bills. I am thrilled to announce that the Office of Environment and Heritage has backed the project with a \$15,000 grant. Stage five students and community members will use blower-door technology and infrared cameras to identify air leakage in homes and will use the data collected to suggest improvements. It is the first time that data will be collected from outside metropolitan areas of New South Wales. It is fantastic to see the community and students working together to achieve such an incredible goal.

NATIONAL PALLIATIVE CARE WEEK

Ms JODIE HARRISON (Charlestown) (13:43): This week is National Palliative Care Week, and I take this opportunity to commend the outstanding work of the Hunter Cancer Council Palliative Care volunteers based at Charlestown. These volunteers provide high-quality, non-medical companionship and supervision for people with special needs, particularly the elderly. National Palliative Care Week provides a vital platform for discussion about end-of-life care. Palliative care can help people with life-threatening illnesses to have a high quality of life until the end of their lives. There is only one chance to get it right for the person who is dying and their family, friends and community. End-of-life care is a subject that people often do not want to discuss. However, it is a discussion we all must have and I encourage people to do it now. I thank the Cancer Council volunteers, in particular, Brian, my Cancer Council liaison officer.

BALMORAL SAILING CLUB

Ms FELICITY WILSON (North Shore) (13:44): Recently the Balmoral Sailing Club held its annual presentation night, and I was pleased to assist with handing the awards to its deserving recipients. I recognise the role the club plays in our local community. It is a wonderful club situated on our stunning harbour. Its growing junior sailing group and tackers program is attracting many of our local kids who are interested in learning the joy of sailing in a safe and encouraging environment. The club is operated by a dedicated group of volunteers. I thank the club's board, Graham Hanna, David Johnson, Laurie Hoffman, Will Jones, Nick Collis-George, Anita Daum, Murray Freeman, Marco Teering and Roly Webb, for their tireless work and contribution to the club. Thanks to the New South Wales Government, I was pleased to present a \$20,000 grant to the club, which will be used to upgrade the boat storage racks. I thank Premier Gladys Berejiklian for her strong support and leadership, which gives this Government the opportunity to support community clubs such as the Balmoral Sailing Club.

GWANDALAN LIONS CLUB

Ms YASMIN CATLEY (Swansea) (13:45): I inform the House of the great work that is done by the Gwandalan Lions Club. The Lions and Lionesses contribute enormously to our local community. Last night almost \$30,000 was presented to community organisations in the Gwandalan area. Its incredible volunteers work tirelessly to raise money to support their community. The Lions club has a wonderful relationship with the local school. On Saturday I was at the Lions market in Gwandalan and once again the Lions volunteers were working hard with the community and for the community. I make special mention of the Lionesses. Every Saturday they sell bric-a-brac at the community hall to raise money for the community they live in and love. I am proud to represent them in this place.

NIAGARA PARK FIVE STAR SWIM SCHOOL

Mr ADAM CROUCH (Terrigal) (13:46): As a former swimmer, I know it is important for our kids to learn how to swim from the earliest possible age. On Saturday I had the privilege and pleasure of officially opening a Five Star Swim School in Niagara Park. I pay tribute to Jane and her team. Not long ago the state-of-the-art swimming centre was a set of old and used basketball courts. I pay tribute to Five Star Swim Schools, which are located at a number of locations on the Central Coast, including Erina; Avoca Drive, Kincumber; Kerta Road, Kincumber; Niagara Park; and Wyoming. It is great to see children of all ages, including bubs, in the water and not being afraid of their environment. Congratulations to the team at the Five Star Swim School, especially for opening the brand-new facility in Niagara Park. I wish them all the best and look forward to taking up their invitation to pop over to Erina to do a few laps in their pool.

TEMPORARY SPEAKER (Ms Sonia Hornery): I shall now leave the chair. The House will resume at 2.15 p.m.

Announcements

NATIONAL PALLIATIVE CARE WEEK

The DEPUTY SPEAKER: The theme of this year's National Palliative Care Week, held from Sunday 20 May until Saturday 26 May, is "What matters most?" It addresses the need to plan ahead and discuss end-of-life care with our loved ones and health professionals. I encourage all members to wear their ribbons in recognition of the importance of palliative care and National Palliative Care Week.

WEAR ORANGE WEDNESDAY

The DEPUTY SPEAKER: Tomorrow will mark Wear Orange Wednesday, which is a day to show our support for the State Emergency Services [SES] volunteers and their selfless work in protecting their communities. A photo opportunity with SES volunteers will be available in the Speaker's Garden from 11.00 a.m. until 1.00 p.m. tomorrow.

AUSTRALIA'S BIGGEST MORNING TEA

The DEPUTY SPEAKER: A friendly reminder to members to drop by the Speaker's Garden for a cup of tea and cake on Thursday morning for the Speaker's annual Australia's Biggest Morning Tea. A raffle will be held and there will be a bake-off. The competition between the two leaders of the House will be interesting. All money raised will be donated to the Cancer Council NSW. Raffle tickets are available from the Speaker's Office. I have been advised it is not too late to sign up and compete in the bake-off.

Visitors

VISITORS

The DEPUTY SPEAKER: I extend a warm welcome to visitors in the gallery Mr Kirti Vardhan Singh, Mr Parvesh Sahib Singh and Mr Narendra Keshav Sawaikar, who are accompanied by Katherine Storey and Paul Manoharan and are part of a visiting delegation of Indian members of Parliament, guests of the Deputy Speaker and the President in the Legislative Council.

I welcome also volunteers from Marine Rescue NSW, Ulladulla unit, and recognise Mr David Hall, Mr Keven Marshall and Ms Gabrielle Boermans, guests of the Minister for Police, Minister for Emergency Services, and member for Dubbo.

I acknowledge in the gallery students and teachers who are participating in the Oatley Electorate High School Leaders Lunch from the following schools: Georges River College—Oatley Senior Campus, Georges River College – Penshurst Girls Campus, Marist Catholic College Penshurst, Georges River College – Peakhurst Campus, Danebank Anglican School for Girls, Blakehurst High School, St Ursula's College and Bethany College. The students and teachers of these schools are all guests of the Parliamentary Secretary for Transport and Infrastructure and member for Oatley.

I acknowledge also in the gallery the Cheltenham Coffee Group, guests of the member for Epping. I acknowledge also students and teacher from Ashfield Boys High School, guests of the member for Lakemba. I welcome Mr Peter Cochran, former member for Monaro.

Commemorations

CENTENARY OF FIRST WORLD WAR

The DEPUTY SPEAKER (14:21): In late May 1918 American soldiers took part in a major battle on the Western Front for the first time. Soldiers from the 28th Infantry Regiment of the American Expeditionary

Force [AEF] advanced on the town of Cantigny in the early hours of the morning of 28 May 1918 behind a rolling barrage from French artillery. With the support of two companies of the 18th Infantry, three machine-gun companies and a company of engineers, the town was captured within an hour. While immediate counterattacks were easily thwarted, the Americans came under sustained bombardment throughout the day and a large-scale counterattack in the late afternoon. The town was eventually secured only with the arrival of reinforcements commanded by Major Theodore Roosevelt Jr, eldest son of the former President.

While the American victory at Cantigny was important in securing a town with a vantage point over the surrounding territory, its greatest significance was demonstrating to the French and British leadership the capacity of the inexperienced AEF. Approximately four million Americans were mobilised during the First World War and by the summer of 1918 10,000 men were arriving on the Western Front every day. More than 50,000 were killed and more than 200,000 were wounded. As well as providing a critical boost in the numbers of reinforcements and relief personnel, the arrival of the American soldiers greatly lifted the morale of the battle-weary Australian and other Allied troops on the Western Front. Lest we forget.

Announcements

DEATH OF THE HON. ERNEST THOMAS PAGE, A FORMER MINISTER OF THE CROWN AND MEMBER FOR THE ELECTORATES OF WAVERLEY AND COOGEE

The DEPUTY SPEAKER: It is with regret that I inform the House of the death on 20 May 2018 of the Hon. Ernest Thomas Page, a former Minister of the Crown who served as the member for Waverley from 19 September 1981 to 3 May 1991 and as the member for Coogee from 25 May 1991 to 28 February 2003. On behalf of the House, I extend to the family the deep sympathy of the Legislative Assembly on this sad loss.

Members and officers of the House stood in their places as a mark of respect.

Question Time

GOVERNMENT CONTRACT AND PROJECT MANAGEMENT

Mr LUKE FOLEY (Auburn) (14:26): My question is directed to the Premier. Why has the Government failed to implement the recommendations of the Collins inquiry into construction industry insolvencies in New South Wales, which, if implemented, would have saved the 23 North Coast small businesses that have been so seriously impacted by the Ostwald Bros collapse?

Ms GLADYS BEREJIKLIAN (Willoughby—Premier) (14:27): I am pleased to respond to the Leader of the Opposition's question. The Government is working hard to support those small businesses that have had the wrong thing done to them by the contractor. We have paid the contractor. Within 100 days of coming to office, we reformed the law to make it more difficult for contractors to do the wrong thing by their subcontractors. We made those reforms within 100 days of coming to office. I ask the Leader of the Opposition—the hypocrite that he is—why it was when those opposite were in government they ignored recommendations made by auditor-general after auditor-general?

The DEPUTY SPEAKER: Order! I call member for Bankstown to order for the first time.

Ms GLADYS BEREJIKLIAN: I will again update the House on what we did within 100 days of coming to office. We are the party that supports—

The DEPUTY SPEAKER: Order! I call the member for Bankstown to order for the second time. The Clerk will stop the clock. The Leader of the Opposition has asked the question and the member for Maitland has raised this issue as a motion to be accorded priority today, but Opposition members do not want to listen to the answer. If the matter is so important, Opposition members should listen.

Ms GLADYS BEREJIKLIAN: Within 100 days of coming to office in 2011 we ensured that New South Wales government agencies—

The DEPUTY SPEAKER: Order! I call the member for Swansea to order for the first time. I call the member for Dubbo to order for the first time.

Ms GLADYS BEREJIKLIAN: As I was saying before I was rudely interrupted on a number of occasions, within 100 days of coming to office in 2011 we ensured that all government agencies had to pay their bills within 30 days or face being hit with penalty interest. Since then, we have passed a series of security payment reforms. It is important to update the House on what we have done. I stress there is more to do and, of course, we will do more, but this is what we have done already—

The DEPUTY SPEAKER: Order! The member for Newcastle will come to order. This is an important matter, yet Opposition members do not want to hear the answer.

Ms GLADYS BEREJIKLIAN: Under our reforms, head contractors are required to pay subcontractors within 30 days, rather than long payment cycles of 45 to 60 days and, on occasions, up to 120 days. Under those opposite, it could take up to 120 days for a subcontractor to be paid. We came to office and we introduced reforms to make sure they were paid within 30 days.

Ms Jenny Aitchison: Point of order: My point of order relates to Standing Order 129. The Leader of the Opposition asked a question about why the Premier had not implemented in full the recommendations of the Collins inquiry, not what she has done.

The DEPUTY SPEAKER: Order! The Premier is being relevant to the question she was asked.

Ms GLADYS BEREJIKLIAN: The question was in relation to—

The DEPUTY SPEAKER: Order! The member for Baulkham Hills will come to order.

Ms GLADYS BEREJIKLIAN: The question referred to the reforms this Government has made and I am updating the House. If the member cannot handle the truth then she should be quiet. The first rule of politics: When you ask a question you need to be prepared for the answer. Those opposite asked the question—

Ms Jodi McKay: Point of order—

The DEPUTY SPEAKER: Order! When members take a point of order they are seeking the call. They do not walk to the lectern and start speaking.

Ms Jodi McKay: My point of order relates to Standing Order 74. The Premier is being incredibly argumentative. The Premier is directing her comments to the member for Maitland.

The DEPUTY SPEAKER: Order! There is no point of order. The member will resume her seat. I call the member for Strathfield to order for the first time.

Ms GLADYS BEREJIKLIAN: This is what happens when the Leader of the Opposition asks a question and he does not know the answer to that question. I doubt I will be given an extension of time but I repeat that a number of reforms have already been made to how subcontractors are treated. If there is more to do, of course we will do it. But from day one this Government has strongly believed in supporting those businesses that support us in building infrastructure and delivering services. We have introduced a number of reforms and we are working closely with those businesses to deal with the issues they are facing today.

SYDNEY METRO WEST

Dr GEOFF LEE (Parramatta) (14:32): My question is addressed to the Premier. How is the New South Wales Government getting on with the job of delivering a new transport link between Parramatta and the Sydney central business district?

Ms GLADYS BEREJIKLIAN (Willoughby—Premier) (14:33): I thank the member for Parramatta for his question. I know how excited he is because today we started drilling and geotechnical testing on the Sydney Metro West. I commend the Minister for Transport and Infrastructure for getting on with the job of delivering a metro service between the Sydney central business district and Parramatta. It is hoped that in the future this will be a 20-minute journey. Along the route there will be 40 drill sites to test what is happening beneath the ground and I am very pleased to inform the House that that work has started today. I am getting some thumbs up from the gallery. Thank you very much, ladies and gentlemen. Everybody loves this project. Those opposite do not care because every time we talk about Western Sydney infrastructure they purposely talk amongst themselves. Have members noticed that?

When they were in government they were too incompetent to build anything for Western Sydney. Let us not forget the Federal Labor Government gave them more than \$80 million for planning work for the metro west. Guess what happened? They had to give the money back because they were so incompetent they were unable to do the planning. Why should anyone believe them now, because nothing has changed over there?

Ms Jodi McKay: Point of order: It is taken under Standing Order 129. The question was in regard to the western metro. I am keen to hear about its progress. At this point there has been no such information.

The DEPUTY SPEAKER: The Premier is being relevant to the question she was asked.

Ms GLADYS BEREJIKLIAN: I do not know how you respond to that interjection.

The DEPUTY SPEAKER: Don't try.

Ms GLADYS BEREJIKLIAN: Today the first of 40 testing and drilling locations was commenced. I am pleased to confirm to the House that the stations that will definitely be proceeded with are Westmead,

Parramatta, the Bays Precinct and Sydney's central business district. Members might have noticed we have already started planning work and demolitions for the second harbour rail crossing, which will assist the link out to Parramatta. We are also working to determine through consultation and other work what we call the intermediate stations. The stations I have talked about are the ones that are definitely going to happen and the geotechnical work will help inform us where the other stations will be. They could be in areas like Camellia, Rydalmere, North Burwood, Five Dock, Kings Bay or Pyrmont.

As members know, the Government has a three-city strategy: the Sydney central business district, the Parramatta central business district, and the second airport central business district. This project provides a vital link between the Sydney and Parramatta central business districts. In the future, there will be potential for us to go further west again with the metro. We are incredibly proud of our metro project. As we speak, demolition is happening in the central business district to foreshadow the provision of the second harbour rail crossing. Early next year the metro northwest will open from Cudgegong Road to Chatswood. The former Government announced it in the 1985 but it never happened. Guess what? The metro is coming. Opposition members should get their Opal cards ready as they will be using them a lot more.

The DEPUTY SPEAKER: Order! I call the member for Keira to order for the first time. I call the member for Keira to order for the second time.

Ms GLADYS BEREJIKLIAN: As with most things, the Leader of the Opposition flip flops depending on the headline. In October 2015 the State Opposition called on the Government not only to build the metro to Bankstown but also to extend it to Liverpool. A few weeks ago the Leader of the Opposition and his shadow Minister said that they would cancel the metro to Bankstown. Why? [*Extension of time*]

We still cannot work out why the metro is good enough for the north-west and Parramatta but when it comes to Bankstown the Opposition does not want it. Why? We cannot get to the bottom of that one. There is nothing like starting a new metro project. Today is an exciting day not only for Sydney and Western Sydney but also for all of New South Wales. It means we are a government getting on with the job of delivering on our vision for the people of New South Wales. As we know, those opposite always like to gloat about a council by-election or something else happening in Western Sydney but they were awfully quiet when the results of the Penrith council by-election came out just a week ago. I wondered why they did not say anything last week.

The DEPUTY SPEAKER: Order! I direct the Clerk to stop the clock.

Ms Jodi McKay: Point of order—

Mr Andrew Constance: Come on, Jodi.

Ms Jodi McKay: Andy.

Mr Andrew Constance: That's creepy.

The DEPUTY SPEAKER: Order! I call the member for Bega to order for the first time.

Ms Jodi McKay: My point of order relates to Standing Order 129. The question is about the metro and transport. Will you ask the Premier to return to the question?

The DEPUTY SPEAKER: That is what the Premier is talking about.

Ms Jodi McKay: No, she is talking about Penrith council elections, which do not have anything to do with the metro.

The DEPUTY SPEAKER: Is the member disagreeing with me? The Premier has the call.

Ms GLADYS BEREJIKLIAN: I would argue very strongly that when people go to the ballot box, their vote is usually a reflection of what we are doing in their community. Are they happy with their infrastructure agenda? Are they happy with the roads, the schools and the hospitals? I am simply making a comment. Interestingly, in the east ward of the Penrith council by-election Labor received a swing to it of 0.7 per cent. Guess what? The Liberal primary went up by 10.7 per cent. In the south ward, Labor again had a swing to it of 0.4 per cent—it has to be happy with that—but we had a swing of 8.3 per cent.

GOVERNMENT CONTRACT AND PROJECT MANAGEMENT

Ms JENNY AITCHISON (Maitland) (14:41): My question is directed to the Minister for Roads, Maritime and Freight. I refer to the Minister's comments on ABC North Coast last week, when she said:

Let's put it into perspective, it's 0.15 per cent of contracts affected on the Pacific Highway.

Given that the family businesses caught up in the Ostwald collapse are owed more than \$7 million, does the Minister accept that her comments, which attempted to minimise the problem, were both heartless and arrogant?

Mrs MELINDA PAVEY (Oxley—Minister for Roads, Maritime and Freight) (14:42): What is heartless and arrogant is you using those families for base political purposes. That is what is heartless.

Mr Jihad Dib: Point of order: I ask that you request the Minister to direct her comments through the Chair. We do not stand here pointing each other.

The DEPUTY SPEAKER: The Minister has the call.

Mrs MELINDA PAVEY: What the member for Maitland failed to articulate in her question—

The DEPUTY SPEAKER: Order! I call the member for Lakemba to order for the first time.

Mr Jihad Dib: What about Ku-ring-gai? You're better than that.

The DEPUTY SPEAKER: So are you.

Mrs MELINDA PAVEY: The member for Maitland failed to articulate in her question that that was probably a 15-second comment in a 15-minute interview.

The DEPUTY SPEAKER: Order! This is an important issue about which two questions have been asked and for which priority will be sought.

Mrs MELINDA PAVEY: This is a significant issue for those families involved, which is why I took the time between Christmas and New Year to sit down with about 14 of them. It is a heartbreaking story that affects subcontractors, whether they are working on government-funded projects or private projects. We have a responsibility to ensure that those working on projects do their due diligence to ensure their payments are coming through quickly. However, what concerned me most during my meeting with the subcontractors—I know that it was having the most dreadful impact on their families—was that many of them said they did not sign up to the securities of payments legislation, which this Government introduced because they feared that they might not get other work if they did so. That is the root cause and branch problem: There is some type of culture that exists in some sections of the construction industry.

Roads and Maritime Services [RMS] did its due diligence and the work it needed to do—with the Pacific Complete and Seymour Whyte as the head contractor. We fulfilled our obligations. I asked the RMS to go through the statutory declarations to ensure that Seymour White was accurate in ensuring the payments had been made to Ostwald Bros. It was five to eight months after Ostwald had not paid that it came to the Government's attention. As soon as that happened Ostwald went into receivership, which is why these subcontractors are caught in such a very difficult situation.

Whether it is \$7 million or \$7 billion, we must be respectful of the taxpayer at every point in this process. The point we are trying to make as we continue this incredible infrastructure renewal across New South Wales—whether it is in Sydney, or whether it is the Pacific Highway, the Princes Highway, the Great Western Highway or the Newell Highway—is that we must ensure there is integrity in the system. I note with interest that today the Federal Government announced it will ensure alignment across the Federal bureaucracy with State agencies to guarantee that security of payment legislation is in place. That is appropriate. We must ensure that subcontractors feel the strength and the power to sign up to that so that they are paid. We want them to be paid.

We have not walked away from the subcontractors. We have engaged the NSW Small Business Commissioner. We have ensured that the Australian Taxation Office and the demands it may have on those subcontractors are put aside until this is resolved. This issue has big consequences for the construction industry across New South Wales and Australia. However, it is also about ensuring integrity for the taxpayer. We do not throw money around like confetti, as those opposite expect us to do. We are a good government renewing this State, and we will continue to work with those subcontractors until the issue is resolved.

TAFE NSW VOCATIONAL EDUCATION AND TRAINING

Mr GREG APLIN (Albury) (14:47): My question is addressed to the Deputy Premier. Will he update the House on the performance of TAFE NSW and the New South Wales vocational education system? Is he aware of any other alternative approaches?

Mr JOHN BARILARO (Monaro—Deputy Premier, Minister for Regional New South Wales, Minister for Skills, and Minister for Small Business) (14:47): Here we go. They do not even give me a chance to answer the question.

[Interruption]

I will get to you shortly.

The DEPUTY SPEAKER: Order! The Clerk will stop the clock. I call the member for Miranda to order for the first time. I call the member for Kiama to order for the first time. I call the member for Londonderry to order for the first time. The Deputy Premier will resume his answer, and will direct his comments through the Chair.

Mr JOHN BARILARO: I thank the member for Albury for his question. He is a strong country member and a strong advocate for vocational training as a genuine pathway for young people to gain skills, not for jobs for today but for the future. But, most importantly, he is a strong advocate for TAFE NSW. I know that Albury TAFE is going so well at the moment that it is hiring six new teachers, part of the 253 new teachers that we are hiring at the moment because when you have more involvement, you need more teachers. We will continue to make sure that we roll these out. The Government is getting on with the job of modernising TAFE NSW with the support of the Teachers Federation.

When we look across the board at vocational education and training, we see a real turnaround in the State, with the largest vocational education and training [VET] provider being TAFE NSW, not just in New South Wales but in the country. We see some significant uptakes, especially around apprenticeships. As the economy grows and the infrastructure spend is led by the New South Wales Government and matched by the construction industry, we see the uptake of apprenticeships by young people looking to become the tradies of tomorrow and the business owners of the future. Carpentry, one of my pet favourites, is up 11 per cent; plumbing is up 11 per cent; and electrical is up a whopping 19 per cent from this time last year. These skills, which are significant in the construction sector, are growing. Why is this a great time to sign up?

The DEPUTY SPEAKER: Order! I call the member for Newcastle to order for the first time. I call the member for Newcastle to order for the second time.

Mr JOHN BARILARO: New South Wales taxpayers, through the Government, are providing significant subsidies for those apprenticeships—if you are doing carpentry you can save almost \$11,000; plumbing, almost \$12,000; and electrical, approximately \$11,000—to focus on ensuring that we have more apprentices in the system. This Government is leading the charge. WestConnex has 173 TAFE NSW apprentices; NorthConnex, 238 TAFE NSW apprentices; and the Sydney Metro has 33 TAFE NSW apprentices, with more to come. The investment is matched not just in the funding of students but also in capital expenditure [CAPEX].

There is \$9 million at TAFE Wetherill Park; \$7.6 million in carpentry, construction and electrical facilities at Miller Campus; and \$7.9 million for electrotechnology facilities at Granville College. Western Sydney is leading the charge when it comes to jobs in the economy and we are matching it with the investment in skills. We know we are funding not just TAFE but also other organisations. Many members will know Paul Breen, who runs Productivity Bootcamp, which is supported by TAFE NSW. An eight-week course gives young people the basic skills to work in the construction industry, but also focuses on health and wellbeing, and the values of commitment, teamwork and adaptability. It is about getting someone fit for work and that is what Paul Breen is doing out in Western Sydney.

We know those opposite and the member for Londonderry, who is leading the charge, keep talking down TAFE and vocational training. The lies and mistruths from those opposite are part of the problem across the nation and why people are not looking to vocational training. When mum and dad are at home looking for options for their son or daughter and they hear the lies and mistruths from those opposite, it is no wonder they are questioning whether TAFE is a genuine pathway. We heard the stories from the member for Londonderry, the shadow Minister, out the front of Nepean TAFE at Kingswood. She said we are closing it even though the cranes were in the sky. We know that during the Wollongong by-election she said that we were cutting courses and that people were paying through the nose for courses, even though she was standing in front of a sign that said "Fee Free Scholarships at TAFE NSW". When she was down there she said that the butchery component at Wollongong TAFE could not offer courses because we were not supplying or buying the meats—again, that is another porky, and mind the pun. [*Extension of time*]

The DEPUTY SPEAKER: Order! I call the member for Newcastle to order for the third time.

Mr JOHN BARILARO: Every time the member for Londonderry jumps up and down it gets in the media, so I have dubbed it "Pru's Porkies" because she does not want to talk about the truth. She was on the radio yesterday, but she would not go on the radio this morning because—

Ms Jenny Aitchison: Point of order: It is inappropriate for the Minister to refer to the member for Londonderry by that name. She should be referred to as the "member for Londonderry" or the "shadow Minister".

The DEPUTY SPEAKER: All members will be referred to by their electorates.

Mr JOHN BARILARO: I am the Deputy Premier. I would like to be acknowledged as the Deputy Premier. On morning radio today it was said that the largest decline in apprenticeships and traineeships in this nation was under the Rudd-Gillard Government when funding was cut. The Labor Party has been hanging on to Bill Shorten's message of 100,000 scholarships across Australia. The Government has embarked on 200,000 fee-free scholarships at TAFE. There are approximately 100,000 scholarships through vocational education and training through the TAFE system. If the Labor Party is elected, it wants to guarantee TAFE 70 per cent of the skills budget. Under the Liberal-Nationals 77 per cent of the skills budget, \$1.7 billion, is allocated to TAFE. In real terms, the Labor Party wants to cut \$124 million from the TAFE budget by reducing the share from 77 per cent to 70 per cent. The greatest threat to TAFE is those opposite and the continued lies from the member for Londonderry.

The DEPUTY SPEAKER: Order! I call the member for Swansea to order for the second time. I call the member for Bega to order for the second time.

ALLIANZ STADIUM SECURITY UPGRADES

Mr RYAN PARK (Keira) (14:56): My question is directed to the Minister for Sport. On 17 December he said that safety and security upgrades for the Allianz Stadium would cost \$141 million. Will he confirm that this \$141 million was inflated by the inclusion of works to upgrade corporate and private suites, lounge areas, the gym, squash courts and the pool deck?

Mr STUART AYRES (Penrith—Minister for Western Sydney, Minister for WestConnex, and Minister for Sport) (14:56): I thank the shadow Treasurer for his question. It gives me an opportunity to completely and utterly reject everything he has said.

The DEPUTY SPEAKER: Order! I call the member for Londonderry to order for the second time.

Mr STUART AYRES: The Government released the business case for the redevelopment of the Sydney Football Stadium on the Infrastructure NSW website. It showed that more than 50 per cent of the benefit of delivering a new stadium comes from not having to deliver upgrades and sustained maintenance of the Sydney Football Stadium in its current state. It is one of the reasons the benefit-to-cost ratio of the stadium by global standards is reasonably high. The Government is delivering a new world-class rectangular stadium at Moore Park, which is exactly what is needed in this State to maintain a competitive position. That \$140 million was part of the early stage safety and security upgrades and would have required the investment of at least another \$350 million within five years to maintain the appropriate building code requirements for the stadium to continue to function.

The DEPUTY SPEAKER: Order! I call the member for Keira to order for the third time.

Mr STUART AYRES: That is reflected in the business case, which is now publicly available. Whether it be sporting, transport, health or school infrastructure, the Government is ensuring the people of New South Wales have the best possible facilities available. The Government wants to ensure schools for students, hospitals that patients need, and the rail and transport infrastructure that enables people to move across the city. The Government also wants to ensure that cultural and sporting infrastructure is in place. This is one of the reasons the Government is committed to relocating the Powerhouse Museum to Parramatta: to ensure that people across Western Sydney have access to cultural facilities they deserve.

We must renew assets that are no longer meeting the national standard. In the study of landscape since the 2000 Olympics, every capital city has completed significant redevelopment of its sporting infrastructure. In Queensland there has been the full redevelopment of Suncorp Stadium and The Gabba. In Melbourne, half the Melbourne Cricket Ground has been redeveloped and recently hundreds of millions of dollars have been invested in Etihad Stadium. There has been a complete redevelopment of Adelaide Oval, which has led to a huge renewal on the north side of the Adelaide central business district. Without doubt, the new standard for city-based stadium infrastructure can be seen with the opening of the new Perth Stadium. Sydney is now ranked last in sporting infrastructure.

The DEPUTY SPEAKER: Order! I call the member for Cessnock to order for the first time.

Mr STUART AYRES: For the number one global city in this country, that is simply not an acceptable position. Sport plays an important role in tourism across New South Wales, sustaining \$33 billion of economic activity and employing 129,000 people. Labor cannot be allowed to export New South Wales' jobs to other States because it wants to pander to community interests that have no broadscale concern at heart. These vested interests that Labor wants to bounce to have no interest in ensuring that New South Wales residents have jobs and no interest in ensuring that New South Wales' tourism and visitor economy stays as one of the largest drivers of our State's economy.

Labor has no interest in ensuring that New South Wales remains the number one State for sporting and cultural infrastructure. That is exactly what the Government is delivering. The new Western Sydney Stadium at Parramatta is being developed before the community's very eyes. The new rectangular stadium at Moore Park will begin by the end of the year. The Government will proceed with the redevelopment of ANZ Stadium, ensuring that the peak large-scale facility becomes a world-class rectangular stadium, as that is what the people of New South Wales want.

DOMESTIC AND FAMILY VIOLENCE

Mr ADAM CROUCH (Terrigal) (15:01): My question is addressed to the Minister for Family and Community Services, Minister for Social Housing, and Minister for the Prevention of Domestic Violence and Sexual Assault. How is the Government leading the nation in tackling domestic and family violence? Are there any new reforms that strengthen these efforts?

Ms PRU GOWARD (Goulburn—Minister for Family and Community Services, Minister for Social Housing, and Minister for the Prevention of Domestic Violence and Sexual Assault) (15:02): I thank the member for Terrigal for his question and fierce advocacy on behalf of his community. As the member has proudly stated, the New South Wales Government continues to lead the nation in tackling domestic and family violence. While the Government is going after perpetrators of this dreadful crime like never before, it is also doing more than ever to support victims of domestic violence as they rebuild their lives, free from violence. I was delighted to join Minister Kean on 20 May in announcing new reforms to support victims of domestic and family violence. Victims will now be better protected when leaving violent relationships thanks to the Government's new residential tenancy reforms. This shows the Government's commitment to continuous review and reform.

The proposed changes will allow tenants to terminate their tenancy immediately without penalty by providing evidence of domestic violence through a provisional, interim or final apprehended violence order, certificate of conviction, family law injunction or a statutory declaration made by a medical professional. These changes will also protect domestic violence victims from being listed on tenancy data by agents or landlords where a debt or property damage arose because of a violent partner. That is a very important step. We know the time when a victim decides to leave a violent relationship can be incredibly dangerous and can leave them in a vulnerable position.

We want these changes to get rid of the red tape and to streamline the system to support victims to leave a rented home and secure their safety as soon as possible. It will also give them certainty that they will not be penalised in future rental applications, because for many victims the threat of homelessness is what drives them back to the perpetrator and that reoffending. These strong measures will enable tenants to escape domestic violence much faster as a provisional apprehended violence order or declaration by a medical profession such as a general practitioner [GP] can be obtained without the added trauma of appearing in court.

This provision is vital as we know that many domestic violence victims do not report the violence they are experiencing to police or other specialist services, but they do seek medical attention and guidance from GPs. Giving medical professionals the ability to assist in this process by providing a statutory declaration in support of a victim breaking a tenancy immediately will support those fleeing domestic violence when they most need it. Minister Kean consulted with the community and key stakeholders on the front line tackling domestic and family violence to make sure the New South Wales Government gets the details right on the reform of the Residential Tenancies Act.

Reforms such as this show that we have built, and continue to build, a domestic violence system that supports victims and seeks to keep them safe. From when they leave a violent relationship to when they have to face the perpetrator in the courtroom, this Government has built a system that is there for them, which is in stark contrast to where we started having to deal with the appalling legacy those opposite left after 16 years. There were no coordinated interagency safety action meetings to support high-risk victims; there were no body-worn cameras used by the police to record the evidence of domestic violence victims; and there were no police high-risk offender teams to go after the perpetrators of this dreadful crime. It is in stark contrast to today.

Ms Trish Doyle: And now there are no specialist refuges for women to go to.

Ms PRU GOWARD: I will get to that. Our investment of more than \$350 million over four years is supporting victim survivors to rebuild their lives and holding perpetrators to account. That is in addition to the hundreds of millions of dollars the Government spends each year to combat domestic and family violence through mainstream services—justice, police, health, child protection, social housing and homelessness services. This Government contributes funding to 82 women's refuges, which is up from 76 in 2014, and thanks to a \$4 million commitment from this Government to expand the capacity of our regional refuges, we are building the State's first core and cluster refuge, providing independent units in a homelike environment for women fleeing domestic

violence. As I told the House last week, Housing Plus in Orange will be the first homelessness service for women of its kind in New South Wales. We have Start Safely also to support people escaping violence to move into stable housing in the private rental market. [*Extension of time*]

We have Staying Home Leaving Violence, to support women and their children to remain safely at home while the perpetrator is removed, now in 27 sites across New South Wales. This Government introduced the use of suspect target management plans for domestic violence offenders. This Government introduced the pilot domestic violence disclosure scheme where people can apply to learn if a current or former partner has a violent past and receive support from a specialist crisis service. We have new global positioning system trackers to improve victim safety. We have the Women's Domestic Violence Court Advocacy Program to support victims through the criminal justice system. Tougher sentencing reforms passed last year by the New South Wales Parliament includes harsher penalties for domestic violence perpetrators. These initiatives will continue to provide more support services and accommodation options for domestic and family violence victims, and tough interventions to hold perpetrators to account. We will keep delivering for the most vulnerable people in New South Wales, which is something Labor never did.

SYDNEY STADIUMS

Mr DAVID HARRIS (Wyong) (15:09): My question is directed to the Minister for Sport. Will the Minister ensure that no contracts for the demolition of Sydney Football Stadium are signed before March 2019 so that the people of New South Wales can pass judgement on his wasteful \$2.2 billion Sydney stadiums splurge?

Mr STUART AYRES (Penrith—Minister for Western Sydney, Minister for WestConnex, and Minister for Sport) (15:09): No.

DROUGHT ASSISTANCE

Mr KEVIN ANDERSON (Tamworth) (15:09): My question is addressed to the Minister for Roads, Maritime and Freight. How is the New South Wales Liberal-Nationals Government supporting drought-affected communities like Gunnedah and Tamworth, and any other related matters?

Mrs MELINDA PAVEY (Oxley—Minister for Roads, Maritime and Freight) (15:09): I thank the member for Tamworth for his question. He is the best Parliamentary Secretary I have ever had. In all seriousness, the member for Tamworth has been doing a really good job helping me in the portfolio. He has raised fodder and transport, and I really appreciate that because it is our job to help our farmers through this very difficult time. Anyone who has travelled beyond the Great Dividing Range over the past few months would have seen firsthand the afflictions of the recent weather conditions. It is just so dry. It is heartbreaking for those who live and work on farms to look up and see a blue sky every day.

Some areas have received only one-third of their average rainfall. They have had record-breaking temperatures—10 degrees above average in some areas. Farmers in these communities have to make some really tough decisions and it is our job as a government to stand alongside them as they make those tough decisions. I acknowledge also a couple of important announcements at the Federal level over recent years, such as the Farm Management Deposits Scheme and accelerated tax depreciation, which have ensured that farmers have been able to construct more dams, have more silos and have more capacity on their farms to get through these very tough times.

But many farmers across regional New South Wales are facing the difficult decision to sell stock or buy feed. However, some comfort can be found in the fact that commodity prices are very strong across New South Wales and we all know that has not always been the case during drought periods. No government will ever have the answers for farmers looking across their paddocks to dirt and hungry livestock, but we can provide a little relief and ease some of the pressures. Last week, in conjunction with my Parliamentary Secretary, the member for Tamworth, we made the decision to allow a short-term access permit for B-triples delivering fodder to drought-affected communities on the Oxley Highway from Gunnedah to Tamworth for up to six months.

We are getting bigger and bigger trucks in Oxley to help bring in hay and fodder as we do livestock runs. Through the efforts of the member for Tamworth, this is a mutually beneficial arrangement that allows the Government and the Gunnedah and Tamworth regional councils to assist local communities. Gunnedah Mayor Jamie Chaffey is excited that his locals were able to get the relief they deserved. He spoke about the importance of the concessions. As a farmer, Jamie knows firsthand the toll drought can have not only on his land but also on his livestock and ultimately his family. He knows it is not a good situation and that it looks like being a very long winter.

Last week I travelled the 285 kilometres down the highway to be with the member for Goulburn in Yass. To look out across the paddocks and see only dust on the ground was absolutely devastating. Similarly, over a

month I joined the member for Cootamundra in Temora, where the dams are now dust bowls. Unless one has seen the impact of the recent weather conditions on the land, it is difficult to describe. The Government is supporting its farmers through a range of measures that provide improved information, and build resilience and preparedness on farm.

Approximately one-third of the State is in drought, according to the New South Wales Combined Drought Indicator. Parts of the Hunter are in drought, where there are a lot of dairy farmers. We must acknowledge that dairy farmers do not have the benefit of commodity prices, as do our lamb and beef producers. The prices are set into contracts. The impact of the drought on our dairy farmers, particularly around the Hunter—and the member for Upper Hunter has raised this issue often on behalf of his electorate—is a big challenge. Areas of the Central West, the Central Tablelands, Greater Sydney, south-east, west and north-west Local Land Services regions are particularly feeling the impacts of this drought.

The DEPUTY SPEAKER: Order! The Clerk will stop the clock. This answer might be a joke to some people, but as someone who knows and understands regional New South Wales, I know that a lot of people out there are desperate. Members will give the answer the respect it deserves.

Mrs MELINDA PAVEY: It is important. The Government is listening, and we know that farmers need more assistance. Recently the Government announced a new Drought Transport Fund to help eligible farmers pay freight costs for fodder and water or to move stock to agistment. These are really important measures. [*Extension of time*]

Providing that assistance and knowing that assistance is there so farmers can move their stock to another part of the State that is not so much affected by this drought—such as the North Coast or the mid North Coast, which have had better rainfall than across the Great Dividing Range—is a great boost to farmers. To know that that \$20,000 is there to assist with moving fodder, and that the Government is working alongside farmers to ensure that B-triple access is happening on the Oxley Highway between Gunnedah and Tamworth—an incredibly important food bowl for the whole of New South Wales—will be of great assistance to those farmers. The Government will always be listening. We will listen to other suggestions so that we can work alongside farmers to ensure that we are beside them as they go through a very difficult situation. I encourage farmers affected by drought conditions to consider these assistance measures and review the various other assistance measures that are available. We will come out of this. Our Government will stand beside farmers every step of the way.

SHORT-TERM HOLIDAY LETTING

Mr MICHAEL DALEY (Maroubra) (15:16): My question is directed to the Premier. Today the Premier failed to get a Cabinet decision on short-term stays through her joint party room, even though she and her ministerial colleagues have been cogitating on the issue for three years. How can the people of New South Wales have any confidence in the Premier's leadership when she cannot even get a decision on Airbnb past her own backbenchers?

Ms GLADYS BEREJIKLIAN (Willoughby—Premier) (15:17): Gee, it must have been a very short strategy meeting this morning. Those opposite have run out of questions and they must have said, "What can we ask? Let us look it up and see what is going on." Where do I start? We still do not know what the position of the member for Maroubra is, by the way. He is the shadow Minister for Planning and Infrastructure. Does he have a position on anything? No.

The DEPUTY SPEAKER: Order! I would have thought the member for Keira would be very interested in the answer to this question.

Mr Michael Daley: That is about the weakest response a Premier could offer. What's your decision? You are the Premier, and have been for three years.

Ms GLADYS BEREJIKLIAN: Oh, really? Thanks for letting me know. The member for Maroubra is very aggro for someone who asked me the question. Calm down.

The DEPUTY SPEAKER: Order! I remind the member for Bankstown that she is already on a call to order.

Ms GLADYS BEREJIKLIAN: I am incredibly proud of the work that our Government has done and is doing on short-term letting. Mr Deputy-Speaker, I know it is an important issue, especially in regions like yours, in areas on the North Coast, as well as in other areas. The Government looks forward to making a public announcement about that in the very near future. I reiterate: What is happening to strategy on the Labor side of the House? Today the first two questions were the same as the first four questions they asked me last Thursday. The next two questions today were the same questions as the ones Labor asked us about a month ago. What would

have happened if they had not gone online to find question number five? Those opposite have got nothing. They are not fit to govern. They are lazy, and they have got no policies.

Mr Luke Foley: Point of order—

The DEPUTY SPEAKER: Order! The Premier has concluded her answer.

Mr Luke Foley: Premier, there are 23 small businesses who have got nothing and we will stand up for them because we look after workers.

The DEPUTY SPEAKER: Order! The Leader of the Opposition will resume his seat. I call the member for Maroubra to order for the third time.

Mr Michael Daley: Why isn't John Sidoti a Minister?

Ms Gladys Berejiklian: Why aren't you the shadow Treasurer? You got dumped.

The DEPUTY SPEAKER: Ask a silly question and you will get the appropriate answer.

SYDNEY METRO INFRASTRUCTURE

Mr MARK TAYLOR (Seven Hills) (15:20): My question is addressed to the Minister for Transport and Infrastructure. How is the New South Wales Government's commitment to expanding the Sydney Metro project helping to boost jobs across the city and the State, and are there any risks to these jobs?

Mr ANDREW CONSTANCE (Bega—Minister for Transport and Infrastructure) (15:20): There are some risks, but I will get to that.

Mr Greg Warren: Point of order—

The DEPUTY SPEAKER: Order! Stop the clock. I have not even heard what the Minister said.

Mr Dominic Perrottet: He hasn't said anything.

The DEPUTY SPEAKER: That is why I have stopped the clock. What is the member's point of order?

Mr Greg Warren: It is under Standing Order 128, which prohibits any inference towards argument or matter of opinion. It is clear that a number of times those opposite have asked that question to incite argument and debate, and nothing more. I request that they withdraw the question and reword it, without any inference of debate, because the only difference between them and a joke is that a joke is funny.

The DEPUTY SPEAKER: Order! Last week the member for Campbelltown cited a ruling of former Speaker Murray in 1999. I was in this House at that time. What the member has brought to my attention was going on well before that. The clock will be restarted. The Minister will answer the question.

Mr ANDREW CONSTANCE: I thank the member for Seven Hills for his question. There are some risks, but I will get to that shortly. In regard to the Sydney Metro project, what a great day—an historic day. As the Premier alluded to, we have started the geotechnical work.

The DEPUTY SPEAKER: Order! The Clerk will stop the clock. I call the member for Cessnock to order for the second time.

Mr ANDREW CONSTANCE: I thank the member for Seven Hills for his question. We are getting on with geotechnical drilling between the city and Westmead. At 40 sites we will be able to design the project appropriately in regard to stations. The Government has indicated that we are going to build stations at Westmead, Parramatta, Sydney Olympic Park, the Bays Precinct and, of course, in the city. The great thing about this project is that it will, in essence, relieve the pressure on the existing T1 Western line, and will make it a train line for more than three million people in Western Sydney. It is a much-deserved project that we are very proud to be delivering off the various stages of the metro that we have been getting on with. The Premier also alluded to the fact that we will be opening the first stage of the metro next year.

We are also getting on with the work on Metro City—a tremendous project. Walking around town, one can see buildings coming down; in fact, we have already got some roadheaders in the ground starting to drill for the station at Martin Place. That work is underway. That is a tremendous outcome in terms of a transformational project for the city. The Sydney Metro Northwest, city and south-west projects have created 34,000 jobs and that tally will increase with Metro West and the metro line that will service Western Sydney airport, which is just around the corner. This project has created a phenomenal 44,000 jobs, which is the essence of the infrastructure bill. The good member asked me about risk and there is a small part of the metro project that is called political risk.

I was bemused by the Leader of the Opposition, the deputy leader and the shadow transport Minister when they held a press conference in Bankstown and said, "Nobody wants the Southwest Metro, so we will not build it. We will cancel it." The journalist for that television interview then went to the Bankstown station and did some vox pops. Every person who was asked the question said that they wanted the metro. Vox pop one: Yes, I want it. Vox pop two: Yes, I want it. I am pretty sure that even the member for Bankstown wants it.

Ms Tania Mihailuk: No, I confidently do not want it. I do not want your developers hanging around Bankstown.

Mr ANDREW CONSTANCE: You do not want it.

The DEPUTY SPEAKER: Order! The Minister will direct his comments through the Chair.

Mr ANDREW CONSTANCE: To the point about political risk: If members look at the evidence, it is a document titled "West Metro" produced in 2009 at a time when those opposite were in government, and when Luke Foley's career had him working in Sussex Street. The then Labor Government paid back the Commonwealth contribution. What is telling is that on page seven the document refers to the steps required for the use of that money. One step was the geotechnical work for Metro West. I am bemused when I hear the Leader of the Opposition say that he is able to deliver more quickly than the Liberals and The Nationals. There is the evidence. For those opposite, it is a document worth reading.

To the point about political risk: Those opposite are a major risk to the metro. You cannot govern the State if you cannot govern yourselves. I was bemused earlier today by the way in which those opposite were governing themselves when the good member for Fairfield stated he had been cleared in relation to his preselection. What was interesting about that is that he did not disclose to the House this document, which is the Australian Labor Party NSW Branch internal appeals tribunal document.

Mr Michael Daley: Point of order: Standing Order 73 prohibits this sort of diatribe.

The DEPUTY SPEAKER: There is no point of order. The member for Maroubra ruined it.

Mr Michael Daley: Standing Order 73.

The DEPUTY SPEAKER: The language used by the member for Maroubra ensured the ruling of no point of order.

[Extension of time]

Mr ANDREW CONSTANCE: When I was interrupted, I was making the point that political risk is a major threat to the project. Those opposite who are unable to govern themselves are in no fit state to govern New South Wales and build the metro. The document to which I was referring as evidence that Labor members cannot govern themselves is an internal appeals tribunal document in the matter of Guy Zangari. Guess what it says?

Ms Jodi McKay: Point of order—

The DEPUTY SPEAKER: Order! The Clerk will stop the clock.

Ms Jodi McKay: My point of order is under Standing Order 129. The document the Minister is referring to has no relevance to the metro and it has nothing to do with risk. The Minister's answer must be referable to the metro, and that document is not relevant to the metro. I will continue to take points of order if the Minister continues with this line of argument because he is not speaking about the metro.

The DEPUTY SPEAKER: Members can keep taking points of order, and I will continue to stop the clock. The Minister has the call.

Mr ANDREW CONSTANCE: Anyway, Nick Kaldas is coming to arrest you; don't worry about that.

The DEPUTY SPEAKER: Order! I direct the Minister to address his comments through the Chair.

Mr ANDREW CONSTANCE: The point I was making is in relation to this internal document. Mr Deputy Speaker, are you asking me to withdraw that comment?

The DEPUTY SPEAKER: I have not asked you to do so. The Clerk will stop the clock.

Mr David Harris: Point of order: I refer to Standing Order 73. This should be done by substantive motion. It is clearly out of order. If the Minister wants to move a motion let him do so and we will debate it. There are many members on the Government side of the House who have more things to hide than do members of the Opposition.

The DEPUTY SPEAKER: Order! The Minister will resume his answer to the question.

Mr ANDREW CONSTANCE: As I was making the point, the good member for Fairfield had the gall to say, "I was cleared."

Mr Ryan Park: Point of order—

The DEPUTY SPEAKER: Order! The Clerk will stop the clock. I remind the member for Keira that he is on three calls to order.

Mr Ryan Park: I am allowed to take a point of order.

The DEPUTY SPEAKER: Yes, you are.

Mr Ryan Park: My point of order is under Standing Order 73. The Minister should bring on a substantive motion and do it properly in accordance with the standing orders.

The DEPUTY SPEAKER: The member for Keira will resume his seat.

Mr ANDREW CONSTANCE: Those opposite are in disarray and this document clearly states in relation to the member for Fairfield that a false set of minutes for the meeting were tabled—I reiterate: a false set of minutes. It is in Labor's own report, yet the member claims he is innocent.

Mr Tim Crakanthorp: Point of order: My point of order is under Standing Order 129. The Minister is being totally irrelevant.

The DEPUTY SPEAKER: Order! The member for Newcastle will resume his seat. The Minister will conclude his answer.

Mr ANDREW CONSTANCE: I have been reading a few articles about the member for Newcastle, if he wants to talk about voluntary administration. The member for Newcastle needs to be very careful.

The DEPUTY SPEAKER: Order! I remind the member for Newcastle that he is on three calls to order. I direct the member for Newcastle to remove himself from the Chamber for a period of two hours.

[Pursuant to sessional order the member for Newcastle left the Chamber at 15:31.]

The DEPUTY SPEAKER: Order! The Minister will resume his seat. The time for questions has expired. The Minister for Transport and Infrastructure is on three calls to order.

Committees

JOINT STANDING COMMITTEE ON ELECTORAL MATTERS

Government Response: Inquiry into Preference Counting in Local Government Elections in New South Wales

Ms GABRIELLE UPTON: I table the Government response to report 3/56 of the Joint Standing Committee on Electoral Matters, entitled "Inquiry into preference counting in local government elections in New South Wales".

COMMITTEE ON TRANSPORT AND INFRASTRUCTURE

Reports

Ms ELENi PETINOS: As Chair, I table the report of the Legislative Assembly Transport and Infrastructure Committee, entitled "Commuter car parking in New South Wales", report 3/56 dated May 2018. I move:

That the report be printed.

Motion agreed to.

LEGISLATION REVIEW COMMITTEE

Report: Legislation Review Digest No. 55/56

Mr JAMES GRIFFIN: As Chair, I table the report of the Legislation Review Committee, entitled "Legislation Review Digest No. 55/56", dated 22 May 2018. I move:

That the report be printed.

Motion agreed to.

Mr JAMES GRIFFIN: I also table the minutes of the committee meeting regarding Legislation Review Digest No. 55/56, dated 15 May 2018.

Petitions

PETITIONS RECEIVED

The CLERK: I announce that the following petitions signed by fewer than 500 persons have been lodged for presentation:

Public Services

Petition calling on the Government to stop the sell-off of public services and instead invest in public services, received from **Ms Jo Haylen**.

Summer Hill Ambulance Station

Petition opposing the closure of the Summer Hill ambulance station and calling on the Government not to sell the land to private developers, received from **Ms Jo Haylen**.

Marriage Equality

Petition calling on the Government to repeal legislation that denies marriage equality to gender diverse and transgender citizens, received from **Ms Jo Haylen**.

Lightweight Plastic Bags

Petition requesting the banning of lightweight plastic bags in New South Wales, received from **Mr Alex Greenwich**.

Hawkesbury Shelf Marine Park

Petition calling on the Government to declare a marine park in the Hawkesbury Shelf marine bioregion with sanctuary zones to protect the coastal lifestyle, received from **Mr Alex Greenwich**.

Sydney Football Stadium

Petition requesting that the Government upgrade rather than rebuild the Sydney Football Stadium and invest the money saved into health, education and community sports facilities, received from **Mr Alex Greenwich**.

The CLERK: I announce that the following petition signed by more than 500 persons has been lodged for presentation:

South Coast Rail Line

Petition requesting that the Government provide new carriages and extra services on the South Coast rail line and ensure that the new intercity fleet has increased seating capacity to cater for population growth in the Illawarra and South Coast regions, received from **Mr Jamie Parker**.

Business of the House

BUSINESS LAPSED

The ASSISTANT SPEAKER: I advise the House that, in accordance with Standing Order 105 (3), General Business General Business Notice of Motion (for Bills) No. 1 [Electricity Supply Amendment (Fair Price for Solar and Other Renewable Sources of Electricity) Bill] and General Business Notices of Motions (General Notices) Nos 2639 to 2656 have lapsed.

Motions Accorded Priority

KOSCIUSZKO NATIONAL PARK WILD HORSE MANAGEMENT PLAN

Consideration

The ASSISTANT SPEAKER: Order! I call the Deputy Premier.

Mr Clayton Barr: Point of order. I seek clarification under Standing Order 77. Given that the member already has declared he will introduce a bill, I wonder whether the business that he is about to deal with is also going to address something that is already on the *Business Paper*.

The ASSISTANT SPEAKER: The business is not before the House and a bill has not been second read.

Mr Clayton Barr: But it is on the *Business Paper*.

The ASSISTANT SPEAKER: It does not matter whether it is on the *Business Paper*. If the member for Cessnock listened to the order of business in the House he would realise that this happens week in and week out, and has happened for as long as I have been a member of this House. There is no point of order.

Mr Clayton Barr: Specifically under Standing Order 77, it refers to the *Business Paper*.

The ASSISTANT SPEAKER: Order! I remind the member for Cessnock that he is on two calls to order.

Mr Clayton Barr: I am.

The ASSISTANT SPEAKER: I am a little less tolerant than the Deputy Speaker and others.

Mr Clayton Barr: I realise that.

The ASSISTANT SPEAKER: There is no point of order. The member for Cessnock will resume his seat.

Mr JOHN BARILARO (Monaro—Deputy Premier, Minister for Regional New South Wales, Minister for Skills, and Minister for Small Business) (15:36): The motion for which I seek priority today deals with wild horses—otherwise known as brumbies—in the Kosciuszko National Park. Dealing with the Kosciuszko National Park wild horses has been a 30-year long battle and journey for many in my community and for me, as the local member, the battle has gone on for seven years. On the weekend the Government announced that it would introduce legislation that deals with, and for the first time recognises, the cultural and heritage connection of those horses to the Kosciuszko National Park. We need to make clear what the balance looks like.

At some point the Opposition must declare its position. The Government is not saying that the management plan will be detrimental to the Kosciuszko environment. There are areas of Kosciuszko in previous management plans that have been mapped out that could host the wild horses and the brumbies. There are parts of the Kosciuszko National Park that the Government wants protected. But the do-nothing approach adopted by Labor, when there are between 3,000 and 6,000 horses in the park, is something that must be addressed. This motion will bring forward a debate so that Opposition members can state where they stand regarding the management of the sensitive areas of the Kosciuszko National Park and the specialist wilderness areas that we know are fragile and sensitive.

Do Labor Opposition members support the cultural connection to the park? We know the ancestors of the brumbies are the original walers. Five hundred of those walers left our shores in this nation's war effort. We know that the brumbies are part of folklore and culture. Banjo Paterson's man from Snowy River was paraded and showcased at the opening of the Sydney Olympics. Like it or not, we must accept that over the past 200 years those horses have had a special place in the Kosciuszko National Park. They have been part of the culture, the heritage, the folklore and the story of the communities that are attached to the mountains. We need to know from Labor members where they stand.

The ASSISTANT SPEAKER: Order! I place the member for Blue Mountains on three calls to order.

Mr JOHN BARILARO: We need to know where Labor members stand on this issue because over the past 48 hours we have had conflicting messages from them about the position they will adopt in relation to brumbies and the Kosciuszko National Park. This motion addresses the balanced approach adopted by the Liberal-Nationals Government for the management of horse numbers in the future as well as prioritising the safety of those environmental areas.

The ASSISTANT SPEAKER: Order! I trust that members will take note of Standing Order 52. The level of noise and conversation by Opposition members while the Deputy Premier was giving the reasons his motion should be accorded priority was disgraceful.

GOVERNMENT CONTRACT AND PROJECT MANAGEMENT

Consideration

Ms JENNY AITCHISON (Maitland) (15:40): My motion deserves priority because the Pacific Highway upgrade along the mid North Coast undertaken by this Government will be remembered as the road to ruin for so many families and small businesses on the mid North Coast. The performance of this conga line of Coalition members and Ministers over the past few months has been a disgrace, but particularly in the past week. It has affected 23 small businesses, their families, their employees and their families, and the wider regional community have been seriously impacted by this Government and the financial collapse of the firm Ostwald Bros, which was subcontracted to carry out earthworks. These family-owned businesses have done the work that this

Liberal Government asked them to do to save the road, but they have not been paid. On Sunday the Leader of the Opposition and I met with some of the affected subcontractors. We heard stories of families who have been torn apart, who have lost their retirement savings, who have had to lay off workers and who have had to go interstate to places such as the Gulf of Carpentaria and Cape York looking for work.

What is the response of this Government—the Liberal-Nationals—and the Minister for Small Business, the Deputy Premier? The Minister for Roads, Maritime and Freight is not in the House. The Premier is not here. What has been the Government's response? It is happy to pay billions to foreign companies but walks away from the \$7 million owed to working families and small businesses in this State. It is a disgrace. The Minister for Roads, Maritime and Freight gave a heartless and arrogant response. She verbalised those contractors. The Minister for Roads, Maritime and Freight, the Premier and the Minister for Transport and Infrastructure talk about due diligence. Where was their due diligence?

On 7 August last year the Minister for Roads, Maritime and Freight said she knew that Ostwald Bros had a problem and was experiencing financial difficulties. Why did she put up a joint venture with Seymour Whyte? Why did she make that announcement? Why did the member for Clarence turn the sod on a contract that was then turned down for convenience? This is all about victim blaming; that is all the Government can do. Government members do not care that \$7.3 million owed to contractors has been wasted. There are billions of dollars in overruns that this Government is happy to shell out for the big four banks and multinational companies. The Minister needs to keep this in perspective. Every family in this State matters. Every small business that does work for the Government should be paid. Government members are a disgrace and should be condemned.

The ASSISTANT SPEAKER: Order! I suggest that the member for Maitland look at the history of Frank Terenzini, the former member for Maitland, the Department of Housing and Pearl.

The question is that the motion of the Deputy Premier be accorded priority.

The House divided.

Ayes48
Noes33
Majority.....15

AYES

Anderson, Mr K	Aplin, Mr G	Ayres, Mr S
Barilaro, Mr J	Bromhead, Mr S (teller)	Brookes, Mr G
Conolly, Mr K	Cooke, Ms S	Coure, Mr M
Crouch, Mr A	Davies, Mrs T	Dominello, Mr V
Donato, Mr P	Elliott, Mr D	Evans, Mr A.W.
Evans, Mr L.J.	George, Mr T	Gibbons, Ms M
Goward, Ms P	Grant, Mr T	Griffin, Mr J
Gulaptis, Mr C	Hazzard, Mr B	Henskens, Mr A
Humphries, Mr K	Johnsen, Mr M	Kean, Mr M
Lee, Dr G	Maguire, Mr D	Marshall, Mr A
Notley-Smith, Mr B	O'Dea, Mr J	Patterson, Mr C (teller)
Pavey, Mrs M	Petinos, Ms E	Provest, Mr G
Rowell, Mr J	Sidoti, Mr J	Speakman, Mr M
Stokes, Mr R	Taylor, Mr M	Toole, Mr P
Tudehope, Mr D	Upton, Ms G	Ward, Mr G
Williams, Mr R	Williams, Mrs L	Wilson, Ms F

NOES

Aitchison, Ms J	Atalla, Mr E	Bali, Mr S
Barr, Mr C	Car, Ms P	Catley, Ms Y
Chanthivong, Mr A	Daley, Mr M	Dib, Mr J
Doyle, Ms T	Finn, Ms J	Foley, Mr L
Greenwich, Mr A	Harris, Mr D	Harrison, Ms J
Hoenig, Mr R	Hornery, Ms S	Kamper, Mr S
Leong, Ms J	McDermott, Dr H	McKay, Ms J
Mehan, Mr D (teller)	Mihailuk, Ms T	Minns, Mr C
Park, Mr R	Parker, Mr J	Piper, Mr G

NOES

Scully, Mr P
Warren, Mr G

Smith, Ms T.F.
Watson, Ms A (teller)

Tesch, Ms L
Zangari, Mr G

PAIRS

Berejiklian, Ms G
Constance, Mr A
Hancock, Mrs S
Perrottet, Mr D
Roberts, Mr A

Cotsis, Ms S
Haylen, Ms J
Lalich, Mr N
Washington, Ms K
Lynch, Mr P

Motion agreed to.**KOSCIUSZKO NATIONAL PARK WILD HORSE MANAGEMENT PLAN****Priority**

Mr JOHN BARILARO (Monaro—Deputy Premier, Minister for Regional New South Wales, Minister for Skills, and Minister for Small Business) (15:48): I move:

That this House:

- (1) Acknowledges the cultural significance of the Snowy Mountains brumby.
- (2) Notes the need to set rules around brumby management that protect the environment while recognising the cultural and heritage value of the brumby in Kosciuszko National Park.
- (3) Recognises the important role brumbies play for tourism in the Kosciuszko National Park.

Brumbies are the wild horses of the Kosciuszko National Park. Many of us from the region grew up knowing that brumbies are part of the cultural heritage of the Snowy Mountains. They are part of folklore for the many generations that have had a connection to the mountains. Brumbies have been an issue for a long time. Today in the gallery is Peter Cochran, the former member for Monaro—the man from Snowy River. Peter was elected to this House 30 years ago. He has been a strong advocate and campaigner for the brumbies. Although he left this place 20 years ago, he has never given up or lost the fight to acknowledge the brumbies in the Kosciuszko National Park. This Government has flagged it has legislation before the House that, for the first time in New South Wales and Australian history, will acknowledge the cultural and heritage connection of those majestic horses to the Kosciuszko National Park.

I have mentioned previously in this House that the brumbies are connected to the original walers, 500 of which left our shores as part of the Australian war effort. The soldiers left 499 behind and many of them had to make a decision to destroy the horses on foreign land because they feared what would happen to them. Our stock horses were part of the Sydney Olympics celebration that we showcased to the world. Banjo Paterson's poem *The Man from Snowy River* connects the brumbies to the Kosciuszko National Park. The disgraceful event at Guy Fawkes River National Park occurred on the Labor Party's watch. Over two days more than 600 horses were shot from choppers in the sky. They were left to die, and some of those horses were foals. Somehow that event was acceptable. At the time, the national park rangers were taken through a process and some were cleared of wrongdoing and some were not. We cannot repeat that approach to managing horse numbers in national parks.

Culling horses by shooting or using other lethal means should be the last resort. If a horse is lame or it is a matter of public safety, those methods should be considered. But in this era when this country has innovative technology relating to fertility control, there must be a more humane way of managing those numbers. None of us can stand in this Chamber with our hand on our heart and talk about the number of horses in the national parks. Is it 3,000, 6,000, 9,000 or 12,000? Some people will blame the horses for causing damage to the national parks without quantifying their number. We recognise that some areas of the national parks are sensitive wilderness areas that are vulnerable and must be protected. However, the current approach by those opposite to do nothing does not achieve an outcome. This Government has a balanced approach that, for the first time, will accept the cultural heritage that connects brumbies to national parks. We will enshrine that connection in law so there will be no more debate about it and we will get on with the conversation of how to manage numbers in future. That conversation must happen with all stakeholders at the table.

I fear that the issue of managing brumby numbers in national parks will be used as a political football by those opposite. They have no intention of managing the horses for the long term. They have not achieved a

resolution in the past, only community concern. This Government does not want to use the brumbies as a political football. We want to give an assurance to the community that we recognise that the horses are connected to the national parks. Paleface, the Grey Mob and other silver brumbies have a right to roam areas of the park that can handle those horses. At the same time, we should put in place the right management tools that allow us to manage the horses humanely for generations. This Government accepts that those horses have a right to be homed in the Kosciuszko National Park and it is using a balanced approach to protect its environment by looking into fertility control. Members opposite must be clear on their stance. Over the past 48 hours we have heard many conflicting decisions. Today the Labor Party has an opportunity to show the people of the Monaro and New South Wales what its position is.

Ms JULIA FINN (Granville) (15:53): I move:

That the motion be amended by adding:

- "(4) Resolves to protect the outstanding natural values of Australia's great alpine national park, Kosciuszko." Those terms were absent from the Deputy Premier's speech. He spoke for 4½ minutes before he said the word "Kosciuszko". The Kosciuszko National Park was established by Bill McKell, who was a great Labor Premier. He established the park after riding through the alpine areas on horseback and seeing how they had been decimated by overgrazing. At the time the Country Party opposed it. The predecessors of The Nationals never wanted brumbies in the national park. The Kosciuszko National Park protects not only ecological values but also cultural and heritage values. The Deputy Premier is the endangered species; not the brumbies in the national park. In fact, that is why he is introducing the Kosciuszko Wild Horse Heritage Bill 2018.

The National Parks and Wildlife Service has reported that there are 6,000 brumbies in the national park. Those brumbies are not endangered. We have heard nothing from the Deputy Premier about the large number of endangered species that exist in the national park, such as the southern corroboree frog that is critically endangered from climate change and the chytrid virus—he probably does not even know what the chytrid virus is. There are 1,000 critically endangered species in this State yet this Government is doing nothing about them, including the iconic koala—it is threatening 99 per cent of their habit. Instead, the Deputy Premier is introducing a bill to accommodate a population of brumbies alongside the ecological values of Kosciuszko National Park.

Mr John Barilaro: Then you will have no problem supporting the bill. I look forward to your support.

Ms JULIA FINN: We are seeing the hypocrisy of the Government today. This Government has also endangered the staff at the National Parks and Wildlife Service. Under this Government 26 per cent of our long-term rangers have gone; 35 per cent of our area managers have gone; and the National Parks and Wildlife service has been gutted by \$121 million in the past two years. The Deputy Premier cares only about retaining his seat.

Mr John Barilaro: You do not care about your seat?

Ms JULIA FINN: This is not about brumbies. I am not introducing a pointless private member's bill to protect my seat; the Deputy Premier is doing that. The Deputy Premier is threatened by Bryce Wilson, who 12 months from now will be the new member for Monaro in this place. Bryce Wilson understands the importance of managing tourism and the ecological system in the Kosciuszko National Park. If the Government really did care about the brumbies in the Kosciuszko National Park it would be on the home pages of both Destination NSW and the National Parks and Wildlife Service. Interestingly, a search of both home pages reveals nothing about the brumbies in Kosciuszko National Park.

The Government is not interested in the brumbies; it does not value them. Those home pages talk only about skiing and the beautiful alpine ecology in that national park. This is just a too little, too late approach from the Deputy Premier, who seems to think he can save his seat as the member for Monaro if he saves the alpine brumbies. The number of brumbies in the Kosciuszko National Park presents an environmental conflict—and that clearly needs to be managed—but up to this point the Government has failed to act. The only way the Deputy Premier can keep his seat is to give those 6,000 brumbies a vote in the next election.

TEMPORARY SPEAKER (Mr Geoff Provest): Order! I remind members that only one member can speak at a time.

Mr ANDREW FRASER (Coffs Harbour) (15:58): I remind those members opposite of October 2000 when more than 600 brumbies, relatives of the early walers also released in the Kosciuszko National Park and Guy Fawkes National Park in the New England Tablelands, were inhumanely slaughtered by shooters in aircrafts sanctioned by Bob Debus and Bob Carr. They refused to take any action against those who left horses maimed and mares in foal that aborted—I invite those opposite to come to my office to see the photographs of those horses. The then member for Northern Tablelands, Richard Torbay, the then Premier and the Minister for Environment thought that was acceptable behaviour.

Mr Chris Minns: So why did you accept him as a candidate six months later if he was so terrible?

TEMPORARY SPEAKER (Mr Geoff Provest): Order! The member for Coffs Harbour has the call.

Mr ANDREW FRASER: I will be back in the chair in a minute, my man, and you will be out for the rest of the day.

TEMPORARY SPEAKER (Mr Geoff Provest): Order! The member for Kogarah will come to order.

Mr ANDREW FRASER: At that time I put forward that we needed a proper management plan for these historic horses not just in Kosciuszko National Park but across New South Wales, especially in the alpine areas where they were released. Did the Labor Party want that? No, it did not. I commend the Deputy Premier for the work he has done to strike a balance within the national parks so that these brumbies, which are of great historical significance, can be preserved and protected in the same way as the red deer are protected. The National Parks and Wildlife Service protect the red deer in our national parks because they think they may be a tourist attraction. In reality, those red deer are also cloven-hoofed and they damage the environment but they are surreptitiously protected by the National Parks and Wildlife Service.

We need to accept that over the generations these horses have also done damage. We need to protect the areas that need protecting, even if those areas have to be fenced, but we should not be getting rid of excess horses by aerial culling or other inhumane means. This legislation will set out a program to protect both the horses and the environment. It will also give us an opportunity to be proud not only of our heritage but also of our national parks. I again challenge those opposite to come to my office to see the photographs of the horses that were maimed. The prosecutions against the people who maimed the horses never succeeded and that was the greatest cover-up I have ever seen. As young adults, we were always taught that if we shot an animal we had to make sure that we finished the job. We did not leave an animal to die hours, if not days, later whilst aborting a foal. I support the motion moved by the Deputy Premier.

TEMPORARY SPEAKER (Mr Geoff Provest): Order! That was the way to handle a debate.

Mr DAVID MEHAN (The Entrance) (16:02): Horses arrived in Australia with the First Fleet. There were four mares, two stallions and the wild horses—or brumbies, as they are called in this country—that live in many places around Australia are descendants from escaped or lost horses that date back to the earlier settlement of Australia by European settlers. I note that the First Fleet also arrived with four greyhounds. Indeed, when it comes to greyhounds those opposite have shown how to make a real mess in managing the interaction between humans and animals. Some 18 turkeys also arrived in Australia with the First Fleet—and there are many descendants of the turkey on the Government benches today. But I digress.

Mr John Barilaro: When was the last time you were at the Kosciuszko National Park?

Mr DAVID MEHAN: It was only last year. In 1890 when Banjo Paterson wrote *The Man From Snowy River* he elevated the brumby to a figure of iconic status in this country. We have all seen the film with Tom Burlinson and Sigrid Thornton. We have all read the poem. In fact, I fondly remember reading it to my daughter, Lily, when she was a lot younger. She is a horse tragic and as a keen horserider she has shown an interest in the management of brumbies in our national parks. Lily knows that if she wants to enjoy horses the environment has to be protected. The Snowy brumby has had an impact on Kosciuszko National Park and it is appropriate that the National Parks and Wildlife Service intervene to ensure protection of the park.

In the past there has been controversy about the methods used to protect the park and the brumby population. Some people want the brumbies out of the national park. Lily has made it clear to me that she is not one of them. Today the Government foreshadowed it will introduce a bill on this topic, the details of which we do not have. This Government has had eight years in which to address this issue but just before the election it deems it necessary to introduce a bill. This House should be wary about the Government's ability to do anything to protect brumbies. The Government's cuts to the National Parks and Wildlife Service budget has reduced its ability to protect the environment. We can have a good wild horse management plan to protect our national park but only Labor has the track record to deliver it.

Mr JOHN BARILARO (Monaro—Deputy Premier, Minister for Regional New South Wales, Minister for Skills, and Minister for Small Business) (16:05): In reply: I thank those members who spoke in debate on this motion. I was pleased to hear that the daughter of the member for The Entrance supports the idea of brumbies being left in Kosciuszko National Park. Hopefully she will convince the member to support the bill when it is introduced in the House. Earlier I read on Twitter the comments of the Leader of the Opposition. It is not clear but it appears as though the Opposition will not support any bill that allows brumbies in a national park. I am sure Labor's candidate for the Monaro is panicking and will call the Leader of the Opposition and promise his support as he is the factional leader of Country Labor.

The ASSISTANT SPEAKER: Order! I call the member for Kogarah to order for the first time.

Mr JOHN BARILARO: The Leader of the Opposition is the factional leader of the Country Labor, which is about \$1.3 million in debt, in the red, or insolvent. Hopefully the Opposition pays whatever businesses Country Labor has contracted to provide projects. The Labor Party cannot hide behind its track record on this matter. As the member for Coffs Harbour said, a Labor Minister signed off on the brutal destruction and slaughter of 600 or more horses by people in helicopters. Those horses were left to rot on the forest floor. If the Opposition is worried about the forest, the national park and the wilderness areas the last thing we want to see are the rotting corpses of horses that attract pigs and dogs into the park. We all know that feral animals impact on the park and on the environment.

Today members of the Opposition will be able to support a motion that acknowledges for the first time the brumbies in Kosciuszko National Park and that will ensure a balanced approach to their management. Opposition members should accept that those horses will have a home in Kosciuszko National Park today and in the future. Anything less than that is not acceptable to the Government. The Opposition says that this policy is being delivered 10 months out from an election when in reality this complex issue has driven much debate in the community over the past 48 hours.

Pro-brumby groups might say that this Government has not gone far enough whereas environmentalists and conservationists might argue that it has gone too far. This Government has taken leadership on this issue which will ensure a balanced approach to the management of brumbies in Kosciuszko National Park and protect the most sensitive wilderness areas of the park. The Liberal-Nationals Government has delivered to the people of New South Wales for the first time a framework and foundation—a balanced approach to manage horses and to protect the park. Opposition members have an opportunity to support this motion and to support the bill when it is introduced in the House.

The ASSISTANT SPEAKER: The question is that the amendment be agreed to.

The House divided.

Ayes33
Noes48
Majority.....15

AYES

Aitchison, Ms J
Car, Ms P
Crakanthorp, Mr T
Finn, Ms J
Harris, Mr D
Hornery, Ms S
McDermott, Dr H
Mihailuk, Ms T
Parker, Mr J
Smith, Ms T.F.
Washington, Ms K

Atalla, Mr E
Catley, Ms Y
Daley, Mr M
Foley, Mr L
Harrison, Ms J
Kamper, Mr S
McKay, Ms J
Minns, Mr C
Piper, Mr G
Tesch, Ms L
Watson, Ms A (teller)

Barr, Mr C
Chanthivong, Mr A
Dib, Mr J
Greenwich, Mr A
Hoenig, Mr R
Leong, Ms J
Mehan, Mr D (teller)
Park, Mr R
Scully, Mr P
Warren, Mr G
Zangari, Mr G

NOES

Anderson, Mr K
Barilaro, Mr J
Conolly, Mr K
Coure, Mr M
Dominello, Mr V
Evans, Mr A.W.
Goward, Ms P
Gulaptis, Mr C
Humphries, Mr K
Lee, Dr G
Notley-Smith, Mr B
Pavey, Mrs M
Rowell, Mr J
Stokes, Mr R
Tudehope, Mr D

Aplin, Mr G
Bromhead, Mr S (teller)
Constance, Mr A
Crouch, Mr A
Donato, Mr P
Evans, Mr L.J.
Grant, Mr T
Hazzard, Mr B
Johnsen, Mr M
Maguire, Mr D
O'Dea, Mr J
Petinos, Ms E
Sidoti, Mr J
Taylor, Mr M
Upton, Ms G

Ayres, Mr S
Brookes, Mr G
Cooke, Ms S
Davies, Mrs T
Elliott, Mr D
Gibbons, Ms M
Griffin, Mr J
Henskens, Mr A
Kean, Mr M
Marshall, Mr A
Patterson, Mr C (teller)
Provest, Mr G
Speakman, Mr M
Toole, Mr P
Ward, Mr G

NOES

Williams, Mr R

Williams, Mrs L

Wilson, Ms F

PAIRS

Cotsis, Ms S
Haylen, Ms J
Lalich, Mr N
Lynch, Mr P

Berejiklian, Ms G
Hancock, Mrs S
Perrottet, Mr D
Roberts, Mr A

Amendment negatived.

The ASSISTANT SPEAKER: The question is that the motion as moved by the member for Monaro be agreed to.

Motion agreed to.*Visitors***VISITORS**

The ASSISTANT SPEAKER: I welcome to the public gallery members of the Responsible Gambling Fund Trust, guests of the Minister for Lands and Forestry, and Minister for Racing.

*Bills***ROAD TRANSPORT LEGISLATION MISCELLANEOUS AMENDMENTS BILL 2018****First Reading****Bill received from the Legislative Council, introduced and read a first time.**

The ASSISTANT SPEAKER: I order that the second reading of the bill stand as an order of the day for a later hour.

ROAD TRANSPORT AND OTHER LEGISLATION AMENDMENT (DIGITAL DRIVER LICENCES AND PHOTO CARDS) BILL 2018**Second Reading Debate****Debate resumed from 16 May 2018.**

Mr CLAYTON BARR (Cessnock) (16:16): I lead for the New South Wales Opposition and Labor Party on the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018. I say from the outset that we welcome the introduction of the bill and that we will not be opposing it. I will make a brief contribution to the debate by outlining a few fundamental principles. I start with the thought that the digital economy is no longer a way of the future; it is a way of today. We must adapt our way of living in order to continually respond to changes in technology, and a digital driver licence on a device is one of those ways.

Many of us participate, frequently and regularly, in a digital economy, which is made possible through the invention of technologies. Millions of people across New South Wales on waking up this morning would immediately have checked their emails and social media accounts, topped up their Opal cards, paid their bills using their banking apps, et cetera. For many people, all of this occurred in the comfort of their own home, using a small handheld device known as a smartphone or some other piece of equipment. This bill makes the adoption of the digital economy a little easier. It will enable the digitisation of the New South Wales driver licence and the New South Wales photo card on an opt-in basis. Those people who this morning did their banking online or updated their Instagram accounts will soon be able to carry their driver licence on their trusty device.

Last year this House unanimously supported the Government's desire to conduct a trial prototype of the digital driver licence in Dubbo. That was made possible through the Electronic Transactions Legislation Amendment (Government Transactions) Act 2017. At the time the bill was debated in the House, I placed on record my support for the trial as well as a number of concerns that would need to be addressed during the trial period. I am confident and happy that the trial period and, indeed, the Minister's second reading have dealt with all of the concerns I raised at that time and indeed most of the concerns that I have today.

My concerns included simple things such as how the seizure of a person's physical driver licence or photo card would be dealt with in electronic form and what would happen if the electronic device had a cracked screen, a flat battery or no reception. The legislation that the Minister introduced last week dealt with all of those questions. For anyone with concerns about the bill, the "frequently asked questions section" of the Minister's second reading speech dealt with anything and everything that anybody might ask. It is pleasing to see this piece of legislation introduced to the House.

As media reports have indicated, we as legislators would like a trial in a metropolitan area, which would be available to a much larger population than that in the Dubbo area. That is a welcome next step. Having said that, I look forward to the opportunity of personally using this application. There is no doubt that digitisation and electronic forms of proof and entitlement are a way of the future. The New South Wales driver licence has an interesting place in our society today. In essence, it is meant to be a licence to drive a motor vehicle. In fact, it is used for far more than that in this modern day. A driver licence might be used at a bank to verify our identity or at a pub or a club to verify our identity or place of residence. It might be used to verify our access to a bank account or to make important transactions. It is much more than just a licence to drive a vehicle.

So the many uses of a driver licence make the security of this form of identity so important. Following the Minister's second reading speech, I caught up with him in the Speaker's Square. Minister Dominello had a digital driver licence on his phone. A number of elements are entrenched into the digital licence that will make it essentially impossible to copy or use in an improper manner. I am pleased that efforts have been made to incorporate these elements. I raise an issue which I ask the Minister to address in his reply. It is a matter that has been dealt with in other jurisdictions. I refer particularly to South Australia, which introduced digital driver licences in 2017 and had to address these issues.

I refer, for example, to a justice of the peace being required under the Justice of the Peace Act 2002 to certify physical documents. Assuming a successful rollout of digital driver licences here, the logical next step is to make adjustments to the Justices of the Peace Act 2002 and other legislation. Adjustments will be required to allow for justices of the peace to accept a digital document as proof of a person's identity and to allow a justice of the peace to be able to clarify that the digital form of identification is acceptable and allowable under the Justice of the Peace Act. That is one minor teething problem. It is not necessary to have all of the solutions at the start of the journey. To quote a colleague of mine: perfection is the impediment to progress. I am not looking for perfection before we implement this change to the format of driver licences and identity cards. However, it is an area that we should and can look at in order to allow the modernisation and introduction of a digital economy into the role of our many wonderful justices of the peace across the State.

As I reflected earlier, we have become a society immersed in the digital economy. It is fair to say that most of us in this place regularly use our smartphones and devices to plan, manage and complete daily tasks. The introduction of the digital driver licence and photo card will further our attraction to technology that makes our busy lives a little more convenient. Because of this, the Opposition does not oppose the bill.

Mr GEOFF PROVEST (Tweed) (16:24): I am very pleased the New South Wales Government has brought forward the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018. The bill enables the Government to digitise two very important documents which most people in New South Wales have in their wallets: a driver licence and a photo card. By offering driver licences and photo cards in digital formats, the bill provides citizens with greater convenience, choice and security. Citizens will be able to choose to use either their physical card or the digital version, depending on which is easier to access.

The Government understands the need to continually improve and deliver quality services to the good people of New South Wales. Increasingly the community expects to be able to access digital products and services—as has been seen with the advent of mobile phone payment apps which complement the traditional credit card. The bill will bring government services in line with those rising expectations for digital products and services. In recent times I have registered with Service NSW. I am sent reminders about renewing my fishing, boat and driver licences and car registration and I can check on their status. It is a great initiative. In the electorate of Tweed, Service NSW has been extraordinarily popular. The longer trading hours of Service NSW is greatly appreciated by many in the Tweed electorate. The staff are very friendly and helpful and are well respected in the wider community.

Legislation is a key enabler in delivering the digital driver licence and digital photo card. The bill will bring forward amendments to the Road Transport Act 2013, the Photo Card Act 2005 and liquor and gaming legislation to achieve this. The amendments to the Road Transport Act 2013 will enable digital driver licences. Currently the Road Transport Act 2013 does not specify the form of the New South Wales driver licence; however, throughout the Act the provisions specify that a driver licence is a physical thing that can be physically handled. Until now, the Act has not needed to consider a digital licence. The bill will amend the Road Transport Act 2013 to allow a digital driver licence to be used in place of a physical driver licence.

It is important to understand that the bill does not change what currently happens in relation to a physical driver licence. For example, drivers who have had their licence suspended or disqualified must surrender their physical driver licence to authorities. That requirement will not change. The bill will establish a separate section in the Act to define a digital driver licence and how it can be used. This will clarify the provisions that refer to the physical handling of a driver licence and how they will apply to a digital driver licence. The bill will enable a person to display their digital driver licence in place of holding, carrying or producing their physical driver licence. The primary function of the driver licence for driving is prescribed as a purpose of the bill and subsequent regulation. Another purpose is for evidencing a person's age or identity in the liquor and gaming industry. Other purposes that become known in the future will be further prescribed by regulation.

Currently a driver licence can be used in more than 150 situations. Its legitimate use includes for the purpose of driving and for opening a bank account. Other cases involve business and community practice, such as picking up a parcel or exchanging licence details with another driver following a car accident. In incidents where there is legislative supported use, the regulation will subscribe that the digital driver licence will be the legal equivalent of a physical licence or card for that purpose. When displaying a digital driver licence, the bill provides that a person is not required to hand over their device that holds the digital licence to the person asking to check their licence. The Government recognises the significant privacy risk if a person were compelled to hand over their phone or other device, which would likely hold not only the digital driver licence but also a significant amount of information about their personal life.

At the same time, the bill strikes a balance by ensuring that a person who is displaying a digital driver licence does so in a way that it enables an authorising officer to effectively check the licence without handling the device. For example, a digital driver licence cannot be displayed on a device if it is in a condition that it cannot be read. This means that a person whose phone has a flat battery or a screen that is significantly cracked will not be considered as producing their licence when legally required. It is the same responsibility as remembering to carry one's wallet or ensuring one's licence card is not broken or defaced. The bill provides consistency in regard to a digital driver licence.

A person will be required to comply with a reasonable request to facilitate a digital driver licence to be read, copied or scanned—for example, by increasing the brightness on a device screen or scrolling down to show the full driver licence details. Further, a person must comply with a reasonable direction to refresh or update the download of their digital driver licence. A person who refuses to do these things will not be considered as having produced their licence as legally required. Consistent with this, the bill makes it clear that where there is a requirement to surrender a driver licence, this does not mean that the electronic device displaying the digital licence must be surrendered. Instead, a person will be required to update their digital driver licence as soon as practicable. This also ensures that a digital driver licence displayed on the driver's electronic device reflects a real-time status of the driver licence database—for example, whether the licence has been surrendered. Checking the validity of a person's driver licence plays a critical part in ensuring a safe and secure New South Wales. For that reason, although a person is not required to hand over the device with the digital driver licence, they will still be required to display it in such a way to enable the licence to be checked.

The bill will make New South Wales one of the leading States to offer the community a digital driver licence. The Government has taken a sensible, practical and considered approach to the use of a digital licence. An issue that has been raised, which I am sure the Minister for Finance, Services and Property will address in his reply, is whether a digital driver licence will be able to be used in Queensland or another jurisdiction. I am certain that the Minister will provide a very informed answer. A digital driver licence is part of changing digital technology that is being used more and more. Recently I attended an adult learning centre in Tweed where seniors are taught to use internet technology. When I was there, a 97-year-old was very excited to be able to send and receive his first email and to set up his first Facebook account. Last month alone, the adult learning centre trained more than 500 seniors in the use of digital technology. This bill shows that the Government is on the move in the services it provides to the good people of New South Wales. I commend the bill to the House.

Mr JAMES GRIFFIN (Manly) (16:33): This Government is committed to leading the way and delivering on its promises to the people of New South Wales. The introduction of the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018 speaks to this commitment. I am quite excited to speak in support of the bill. It demonstrates that New South Wales is leading not only Australia in digital driver licences but also the world. The United States of America has trialled digital driver licences in a number of its States but it is nowhere near as advanced as New South Wales, and that is fantastic news. The advent of the digital driver licence and digital photo card is a key part of the digital transformation of New South Wales.

Over the past decade the everyday lives of people and communities in New South Wales have changed significantly through technology. How people connect and do business within and beyond New South Wales is

now faster and easier. We are using our mobile phones for a larger number of purposes, with many products and services now offered digitally or through an app. The New South Wales Government recognises the pace and impact of this change and acknowledges that, in serving its community, the Government should be no exception to this transformation.

The New South Wales photo card is a key example of our changing society. As our cities grow and become more connected, fewer people may wish to be drivers but they still need a reliable form of photo identification to access everyday services, such as entering licensed premises. The New South Wales photo card was created to fulfil this function and since March 2017 has been expanded to allow people to hold both a New South Wales driver licence and a New South Wales photo card. Digitising the New South Wales photo card alongside the New South Wales driver licence is a step forward and is looking ahead at the future of our society.

Like the Road Transport Act 2013 that governs the New South Wales driver licence, the Photo Card Act 2005 was drafted for a physical photo card, with digital cards not yet in mind. As such, changes to this Act are required to enable a digital photo card to be issued and used in place of the physical card. The amendments to the Photo Card Act 2005 mirror those proposed to the Road Transport Act 2013 to enable the digital driver licence. This will ensure a consistent approach. With that in mind, I bring to the attention of the House two key amendments that are common across the changes to the Road Transport Act 2013 and Photo Card Act 2005.

First, this bill will authorise the Roads and Maritime Services [RMS] agency to release information and photographs from its driver licensing and photo card databases to the Department of Finance, Services and Innovation [DFSI], and to Service NSW. In practical terms, this bill enables a person's driver licence or photo card information and photograph to be securely processed through the DFSI and Service NSW digital platforms to create and issue a digital driver licence or digital photo card in the Service NSW app, at that person's express request. A person's information and photograph will not be stored by the DFSI or Service NSW as it passes through their digital platforms. As the people of New South Wales can expect and trust of its Government, privacy and security of information is of critical importance. Privacy laws and the road transport and photo card laws tightly restrict the use and disclosure of the personal information and photographs held on the RMS databases. This bill does not detract from these privacy protections.

Second, this bill will provide clarification that in instances where there is a power to seize a fake or fraudulent driver licence and photo card under Road Transport Act 2013 and Photo Card Act 2005, there will not be a power to seize a person's electronic device, such as a mobile phone, upon which a digital photo card or digital driver licence is displayed. This clarifying amendment is also made to the Gaming and Liquor Administration Act 2007 where authorities may have the power to seize fake identification used by a minor to buy alcohol. This bill will make clear that these powers of seizure do not extend to seizing a mobile phone or device used to display a digital driver licence, digital photo card or, under the Gaming and Liquor Administration Act 2007, any other digital evidence of age document prescribed by the regulations.

I draw to the attention of the House this Government's commitment to ensuring that the law remains relevant and practical, as we progress with adopting digital products and services. This Government recognises that seizing a fake licence or photo card can be an effective means of preventing and enforcing the laws against unauthorised driving or underage drinking. But in this digital era, seizing a person's mobile phone for that same purpose is neither an effective nor proportionate solution. In fact, there could be a greater risk to that person's health, safety and privacy if they were to have their mobile phone confiscated.

The New South Wales Government understands that the digital driver licence and digital photo card brings with it risks in common with physical documents, such as fraud and misuse. But in the case of the digital version, these risks are presented in new ways and require new solutions. That is why we have been working hard, and will continue to do so, to ensure effective measures to prevent and respond to these risks as they arise in the digital context and as the technology develops. It is important to note that these amendments in the bill will not affect powers under other laws, for example, the general powers that police already have to seize evidence such as a person's mobile phone. This bill is a significant step towards implementing the digital driver licence and digital photo card in New South Wales. This Government is not afraid to embrace digital transformation. We will continue to work hard to ensure that privacy and security remain central to the work that we are doing. It is my great pleasure to support this bill, the Minister and his team. They are doing fantastic work. I commend the bill to the House.

Mr ADAM CROUCH (Terrigal) (16:40): In 2015 the then Minister for Finance, Services and Property, the Hon. Dominic Perrottet, made a commitment to delivering digital driver licences within four years. Honouring this commitment will be a huge achievement for our State. It will place New South Wales among the first jurisdictions in the world to offer a digital driver licence. I am pleased to say that the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018 is a major step towards meeting this

commitment. The bill will enable the Government to issue a digital driver licence or digital photo card to the people of New South Wales, with individuals able to choose whether or not they wish to hold the digital versions.

In 2017 legislation passed through this House that amended the Road Transport Act 2013 to allow for the trial of a digital driver licence prototype. This was a very innovative and exciting amendment and led to the extremely positive trial in Dubbo, which recently concluded. I noted the comments made by the members for Tweed and Manly about embracing digital technology. There could be no-one more keen to adopt digital technology than the member for Manly. I congratulate him on the work he does in his electorate and his use of digital technology during his meetings.

Statistics from the Dubbo trial indicate that this digital technology will be incredibly successful. Indeed, of the 1,400 participants, there was an 83 per cent customer satisfaction rating, and I commend Minister Dominello for that. Like most things he does, it is data and information focused, and the result was a customer satisfaction rating of 83 per cent. Whether it is Service NSW or digital licences, the Minister is incredibly data and technology focused for the betterment of this State. We are now in an exciting position where further legislation can enable every driver across New South Wales to benefit. I have spoken on numerous occasions about this to my Terrigal constituents and it has always been met with great enthusiasm and anticipation.

It is often said that older people are afraid of technology. Nothing could be further from the truth in my electorate on the Central Coast. The council often runs digital technology sessions for older residents and one would be hard-pressed to find an older person who does not have access to a smartphone or an iPad. They use those devices with great relish and I have received positive feedback about the introduction of digital driver licences. The Government is serious about ensuring that all people and all local communities across New South Wales can enjoy the benefits of living in an increasingly digitised world. This amendment will make it simpler and easier for people to carry around and produce their driver licence when required.

We know that the primary function of a driver licence is to provide evidence that a person may drive a vehicle. The New South Wales Government recognises also that driver licences are often shown for other purposes such as to provide evidence of a person's age or identity. I note the Minister's comment about early adopters. I know that the good people of the Central Coast are very keen to adopt new technology. They are early adopters. The bill will ensure that the digital driver licence and the digital photo card deliver value by being able to be used across the liquor and gaming industry in New South Wales.

I bring to the attention of the House an important aspect of this bill, which will amend the Liquor Act 2007 and associated regulations to support the use of the digital driver licence and the digital photo card. These amendments will prescribe the digital driver licence and digital photo card as legal evidence of age documents. This will enable the digital driver licence and digital photo card to be used in some of the most common situations that the physical New South Wales driver licence and photo card are currently used for: to enter a licensed premises, to purchase alcohol and to enter gaming areas. This means that businesses in the liquor and gaming industry may be confident that they are meeting their legal obligations by preventing underage drinking and gambling when they are presented with a digital driver licence or a digital photo card.

As a Government, we understand that the best possible form of service delivery is centred upon giving choice to individuals to choose the products and services that best meet their needs. I bring to the attention of the House an important difference between the digital photo card and digital driver licence amendments. This bill provides the opportunity for digital-only photo cards to be used in the future, which means that people who apply for or hold a New South Wales photo card may be able to choose whether to have the physical photo card or the digital photo card, or even both. While the New South Wales driver licence is constrained by the national framework for driver licensing—and therefore must be issued in both physical and digital form at this stage—the Government is intent on ensuring that the flexibility of the New South Wales photo card is leveraged to deliver the benefits and advantages of the digital world to the people of New South Wales.

This bill will ensure that our State continues to be at the forefront of innovation in service delivery, and also delivers on a vision for offering digital products and services from which the community may benefit. I am proud to be part of a Government that is delivering a world first with the implementation of a digital driver licence. It is an exciting time in our history where we have amazing access to information and technology through a digital medium. New South Wales will be the trailblazers for the world, being one of the first jurisdictions worldwide to introduce and offer a digital driver licence. The Government is serious about ensuring all people and all local communities across New South Wales can enjoy the benefits of living in an increasingly digitised world. This bill makes it simpler and easier for people to carry around and produce their driver licence or identification card when required.

I commend the Minister for his vision, passion and enthusiasm for this project and the very successful trial in Dubbo. It would be remiss of me if I did not thank the Minister's staff, Tom Green, whom I saw earlier,

and Matt Dawson. The Minister's staff are just as enthusiastic as he is about rolling out this project across New South Wales. I notice on the Central Coast that the people I speak to are incredibly excited about the opportunity of grasping this new technology—young and old, they are all interested in progressing. Like most members, I carry a wallet chock-a-block full of cards—

Ms Eleni Petinos: Shame.

Mr ADAM CROUCH: It is hard to believe, I know. I love the idea of having that information on my phone, which will save me having to carry around a wallet filled with multiple cards. I commend the Minister for this legislation. It is an exciting time for all of us in New South Wales. The bill will make it simpler and easier for people to carry around and produce their driver licence when required. I am very pleased to support the bill and I commend it to the House.

Ms JENNY LEONG (Newtown) (16:48): I speak on behalf of The Greens on the Roads Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018. I offer The Greens' support for the bill and moving into the digital age. Today I saw an example of the digital licence, which is something that does not seem as though it should be that whiz-bang and exciting because most of us are used to seeing digital versions on our phone of the things that we use, and we are relying more on our phones when it comes to our day-to-day lives. However, it was good to see an example of it.

The reassurance the Minister gave in his second reading speech and the reported support from the Privacy Commissioner for these changes assures The Greens and many people in the community that this shift to digitising licences will make it easier for people who carry their phones and that it is not a shift from successive New South Wales governments to try to infringe on people's rights and privacy, which we see so often. It is good to see that this bill amends the Road Transport Act 2013 to enable the digitisation of driver licences and amends the Photo Card Act 2005 to provide digitisation of photo cards and also makes other consequential amendments.

One of the questions asked, which the Minister addressed in his second reading speech, was about police powers to access people's phones. I can reassure The Greens' supporters and the people in the Newtown electorate that a further question is often asked about whether a police officer or another authorised officer will need to handle the driver's electronic device displaying the digital licence to check the licence. The Minister has put on the record in this Chamber that the answer is no. I am saying that it is a firm no. That will reassure people that they will not be required to hand over their device to a New South Wales police officer or another authorised officer when it comes to the shift to digital licences. That is an important clarification when talking about access to a digital licence or a photo ID card on a phone.

Having put The Greens' support for this bill on the record, I will turn briefly to an issue that is a slight aside but one that is crucial for driver licences and photo ID cards. The people of New South Wales should be able to use a photo card as a valid form of identification to the same level that they can use a driver licence. We are disappointed that people with a disability regularly are not able to use a photo ID card when providing identification because it is regarded as having a different status from a driver licence. Unfortunately, even Government departments often discriminate between the use of a driver licence and a photo ID card—for example, a New South Wales Health form requires 100 points of ID and refers to a driver licence but does not explicitly mention a photo ID card. I urge that they should be accepted equally.

It is not the first time that I have tried to weave this into discussions in this Chamber to try to get some consistency and respect for the use of photo cards. In November 2016 when I spoke on the Regulatory and Other Legislation (Amendments and Repeals) Bill, I urged the Government to provide some consistency and communication across government departments when dealing with people with disabilities who are often discriminated against because they try to use photo ID cards, which are not regarded in the same way as a driver licence. Back in August 2016 the member for Balmain wrote to the then disability services Minister on my behalf on behalf of a constituent in Newtown. When we raised it again in a question on notice the answer referred us to the Roads and Maritime Services website. I imagine I am not the only one on this side of the Chamber who submits a question on notice and then is referred to an obscure Government website without a link or a URL to find the details.

I assume there is communication across a whole range of government departments to make these shifts in the use of digital photo ID and digital driver licences, and I hope that will include a reminder that photo ID cards should be treated in the same way as a driver licence as a form of ID. Perhaps it will provide an opportunity to raise this issue and make sure that people living with a disability—people who are relying on a photo ID card rather than a driver licence—are not discriminated against when providing proof of ID. I absolutely support the shift to digital driver licences—it is good to see such things moving along. With this change I hope to see some recognition of the importance of respecting people with a disability and people who are using photo IDs rather than driver licences in our community.

Ms ELENi PETINOS (Miranda) (16:54): I support the Road Transport and other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018. The purpose of this bill is to enable the digitisation of New South Wales driver licences and photo cards and recognise them as legal forms of identification. The bill advances the Government's objective to bring our services in line with our ever-changing digital world. Under the Road Transport Act 2013, driver licences are implied to be physical artefacts, so the Act does not allow for the use of a digital driver licence. The proposed changes are required to establish the digital driver licence as valid evidence of authority to drive, which can be used in place of the physical driver licence card. The New South Wales Government will continue to issue a physical driver licence card to all New South Wales driver licence holders. This means citizens will have the option of carrying and producing either their digital driver licence or a driver licence card when driving in this State.

The amendments will also enable the digital driver licence to be treated as a driver licence for other purposes, such as where there is a requirement to check a person's age or identity. This includes as evidence of age or identity in the liquor and gaming context, and for any other purposes as prescribed by regulation. The digitisation of licences and photo cards is a further example of this Government's commitment to providing a more user-friendly experience when using New South Wales Government services. Service NSW has revolutionised the way people interact with government services, providing a one-stop shop both in the Service NSW centres and through the Service NSW website and mobile app. These new digital licences will be available through the already existing Service NSW app, ensuring the transition to them will be as easy as possible for users, particularly those who already have Service NSW online accounts, with real-time information available, including licence renewal reminders.

This change has not been made in haste or without appropriate research. The Government has ensured that this reform will be made smoothly and efficiently. Last year a public trial of the digital licences and photo cards took place in Dubbo. The trial was embraced by the community, with more than 1,400 participants. The trial involved roadside testing by police officers as well as age checks in liquor stores and clubs. The results of the trial have been assessed by an independent research company. Participants expressed a high satisfaction with the digital licences and photo cards, noting their convenience and ease of use. The trial received an 83 per cent customer satisfaction rating, with participants likely to opt in and recommend the digital licence and photo cards to friends and family.

Feedback from stakeholders in the industry has been mostly very positive and supportive of the digital driver licence. A significant advantage of the digital licence and photo card is that settings can be adjusted to provide solely the information necessary, meaning that an "Age Details" screen can be shown to club or liquor store staff rather than further personal information only necessary for law enforcement. Given these changes will also change the way private industry interacts with patrons in places such as pubs, clubs and liquor stores, it is all the more important to have extensive stakeholder consultation with these industries. Consultation with industry groups such as the Australian Hotels Association, the Liquor Stores Association, Clubs NSW and the Restaurant and Catering Industry Association has taken place following their involvement in the Dubbo trial program.

As other use cases that have a legislative use of the driver licence and photo card become ready to accept the digital driver licence and digital photo card, their use will be supported through being prescribed in the regulations. As the community expects, there are very tight controls around the use and release of driver licence information and photographs. These controls are imperative to protect the privacy and rights of the people of New South Wales. Under the Road Transport Act 2013, Roads and Maritime Services [RMS] does not currently have the authority to release licence data to the Department of Finance, Services and Innovation and Service NSW for the purposes of issuing a digital driver licence in the Service NSW app. The proposed amendments under this bill will allow RMS to do this securely and for the Department of Finance, Services and Innovation and Service NSW to issue a digital driver licence to those licence holders who choose to receive a digital licence.

Questions have arisen in discussions about the bill, such as the question of whether a police officer or other authorised officer will need to handle a driver's electronic device displaying the digital driver licence to check the licence. The answer to this question is no. A person's device may be used to display their digital driver licence, but the device is their personal property. To ensure appropriate privacy and a citizen's right to maintain control of their personal electronic device, a driver will only need to display their digital driver licence on their device to the police or authorised officer for their digital driver licence to be checked. Under the proposed amendments, a driver will not be required to give their device to an officer to display their licence. However, a driver may be required to assist with the reading, copying or scanning of the digital driver licence—this could include by changing the brightness on the screen, angling the device so that it may be scanned, scrolling or tapping on the digital driver licence to show the full details, or even refreshing the digital driver licence.

The digital driver licence and digital photo card are setting a new benchmark for security features on digital documents, opening up new opportunities for their use in other sectors. The digital driver licence contains

several features that can be sighted to ensure that it is not a screenshot or a fake. The digital driver licence can then be further verified by police using a MobiPol device, which scans a digital driver licence to initiate a search against back-end police systems, without the police officer having to manually type in the licence number. Around 95 per cent of road traffic infringements issued by police are issued through MobiPol devices and the digital driver licence leverages this technology. In network blackspots where MobiPol is unable to connect to back-end police systems police may still verify the digital driver licence in the same way as a physical licence, by radioing back to the station or using the terminals in their vehicles.

The Government is consulting with fraud experts and the financial services sector to enable use and acceptance in these more complex cases in the future. Because New South Wales will be the first in Australia to implement these changes, citizens will in the meantime be advised that the digital version of their licence or photo card is supplementary rather than a full replacement, meaning drivers will be advised to use their physical driver licence when driving interstate and internationally. The Government will consult with interstate and international authorities to investigate solutions to enable recognition of the digital driver licences in other jurisdictions.

Another question that is frequently asked is what will happen when a person's device on which they have their digital driver licence has a flat battery or cracked screen, is malfunctioning or is in a network blackspot. As with the driver licence card, it will remain a driver's responsibility to ensure that they are able to produce their driver licence if requested to do so, whether it be their driver licence card or the digital driver licence on their electronic device. Once a person chooses to have the digital driver licence through the Service NSW app, the digital driver licence is downloaded and may be accessed offline, as it is encrypted and stored securely on a person's device. A person does not need a network connection to then display their digital driver licence. If the driver's electronic device has a flat battery or cracked screen or is in such a condition that the person checking the digital driver licence cannot read, copy or scan the licence, the driver will not have met the requirement to produce their driver licence. The proposed amendments in the bill make this clear, and it is consistent with what happens now when a driver forgets their wallet which carries their driver licence card, loses their driver licence card or their card is so worn as to be unreadable.

This bill takes a sensible, practical and considered approach to the use of the digital driver licence, giving individuals the choice to use the products and services that best meet their needs. Appropriate safeguards have been made to ensure the privacy of individuals with their mobile devices while enabling law enforcement to appropriately observe driver identification. These reforms have been made with appropriate trial and research and demonstrate that New South Wales is leading the country and building on our record of providing improved government services to the people of New South Wales. I commend the bill to the House.

Mr JONATHAN O'DEA (Davidson) (17:03): I contribute to the debate on the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018. This bill will deliver on the New South Wales Government's promise to transition from only offering physical driver licences to providing the additional option of digital driver licences by 2019. I commend the current Minister for Finance, Services and Property, Minister Dominello, for introducing this bill to the House, which delivers on a promise in 2015 made by the then Minister for Finance, Services and Property, Minister Perrottet, to introduce this measure within four years. Here we are: Another promise delivered by this Government. It is an opt-in basis and at no cost to citizens. There is no doubt that this modern digital age requires governments to innovate in their interaction with citizens.

This bill seeks to digitise the New South Wales driver licence and photo card, enabling digital driver licences to be used as valid evidence of authority to drive a vehicle, and proof of age in the liquor and gaming industry, as well as for any other purpose prescribed by regulation. We can already shop online for groceries and consumer goods on smartphones and other devices using platforms, including PayPal and Afterpay, perform online banking transactions through financial institution apps and services such as PayID, present paperless tickets at entertainment venues—as I did last week to see the Barry Humphries show, a truly great Australian—check in online for airline flights and receive mobile boarding passes, as well as carry loyalty cards through apps such as Stocard. This not only lightens one's wallet but also provides encrypted security and protection for citizens if their physical cards or tickets are lost or stolen.

Many people in New South Wales have adopted these digital practices for their everyday transactions, as they are often easier, more convenient and more secure than the alternatives. The people of New South Wales have come to expect the same level of convenient online interaction with the Government, an expectation that this bill aims to partially fulfil. Indeed, I have heard anecdotally of those who take photos of their driver licence using their smartphone so they always have a copy of their licence with them if they leave their wallet at home or misplace it. This bill will formalise and legitimise this emerging practice by allowing those who wish to have an official digital driver licence or photo card to obtain one.

I note that the Digital Government Strategy set a goal of 70 per cent of government transactions to be conducted through digital channels by 2019. Due to the Berejiklian Government's ongoing commitment to digital

transformation, we are close to achieving this target, especially as Service NSW continues to expand its mobile digital services in response to increased customer demand. The 2016-17 Service NSW annual report states that approximately 56 per cent of transactions are conducted digitally, indicating a genuine demand for this type of that convenient 24/7 digital interaction. More than one million people have downloaded the Service NSW smartphone app and one million people created MyServiceNSW accounts in 2016-17, taking the total to more than 1½ million account holders. It is clear that there is a growing appetite for digital service delivery in New South Wales, and this bill will deliver accessible, secure digital driver licences and photo cards for those who wish to opt in to the scheme.

It is important to balance the convenience and accessibility of digital driver licences and photo cards with critical privacy protections for citizens. On behalf of the Government I acknowledge and thank the Privacy Commissioner for her ongoing advice and recommendations throughout the digital driver licence trial and during the drafting of this bill. Since the commencement of this project, the Privacy Commissioner has undertaken two privacy impact assessments that have placed citizens' security and privacy at the forefront of the digital driver licence project. The Privacy Commissioner has worked closely with the steering committee and project teams, and her input has been vital in shaping the digital driver licence.

Following this extensive consultation with the Privacy Commissioner, a secure process has been developed whereby people register for a MyServiceNSW account, which is then linked to Roads and Maritime Services for identity verification. The relevant information is safely released to the Department of Finance, Services and Innovation, and Service NSW digital platforms for the creation of the digital driver licence or photo card, but it is not stored by those platforms. Instead, the information is stored within the pin code-protected Service NSW app, and the digital driver licence or photo card can be deactivated remotely if it is used improperly by others. In this regard the digital driver licence or photo card can be safer than their physical versions, which could be acquired by identity thieves, with no way to destroy the card if it is lost or stolen.

Last year I spoke in this place in support of the Electronic Transactions Legislation Amendment (Government Transactions) Bill 2017 which, amongst other things, enabled the trial of digital driver licences in Dubbo in November 2017. I am pleased to inform the House that nine pubs in Dubbo chose to participate in the trial of the digital driver licence for the purposes of entering licensed premises and purchasing alcohol. We have received very positive feedback from this trial. Trial participants acknowledged the convenience and security features of the digital driver licence, saying that people always have their phones on them and that the digital driver licence would be difficult to fake. I understand that eight liquor stores and three registered clubs have also chosen to participate in testing the digital driver licence.

The Government has engaged in comprehensive stakeholder consultation throughout the trial seeking feedback from bars, liquor stores, pubs and licensed clubs. I thank these stakeholders for their continued input and valuable contribution in developing the digital driver licence and digital photo card. On behalf of the Government I also thank the following individuals and peak organisations for their ongoing input and support of the digital driver licence to date: John Whelan, Chief Executive Officer, Australian Hotels Association; Michael Waters, Executive Director of the Liquor Stores Association; Juliana Payne, Chief Executive Officer, Restaurant & Catering Australia; and Anthony Ball, Chief Executive Officer, ClubsNSW. The Australian Hotels Association stated:

The continued expansion of smartphone technology for cardless transactions will see the use of wallets as an option rather than a necessity. Based on this feedback from our Dubbo members, the Australian Hotels Association NSW is supportive of the expansion of the digital driver licence statewide.

The Liquor Stores Association said that it is:

... supportive of a full statewide rollout of the digital driver licence, as it will give packaged liquor retailers, licensees and their staff at the point-of-purchase a safe and efficient additional service control age verification measure.

Restaurant & Catering Australia stated that it is:

... firmly of the view that this project will be of significant benefit to the approximately 14,200 café and restaurant business in New South Wales. The addition of the digital driver licence, as a valid form of identification, will provide patrons with a more seamless method of ordering alcohol in licensed cafes and restaurants. It is for this reason I have no hesitation in supporting a statewide rollout of the digital driver licence.

Finally, ClubsNSW remarked:

Proper implementation of digital driver licences will be a positive development in better equipping clubs for the digital future and the industry is excited for what these changes mean.

I thank these organisations again for working closely with the Government as we begin to roll out the digital driver licence and the digital photo card. This bill integrates sensible precautions surrounding privacy and has the scope for future expansion into other applications, pending further investigation, into more complex areas such as the

financial services industry, as well as interstate and international jurisdictions. The bill strikes an appropriate balance between giving the people of New South Wales the convenience of having digital driver licences and photo cards and safeguarding their personal information. The Dubbo trial results clearly show that it is supported by both large and small industry stakeholders and that there is public demand for this service. I commend the bill to the House. [*Quorum called for.*] [*The bells having been rung and a quorum having formed, business resumed.*]

Mr STEPHEN BROMHEAD (Myall Lakes) (17:16): I support the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018. I commend the member for Ryde, the Hon. Victor Dominello, MP, for bringing this legislation to the House. The objects of the bill are:

- (a) to amend the *Road Transport Act 2013* to provide for the issue and use of digital drivers licences,
- (b) to amend the *Photo Card Act 2005* to provide for the issue and of digital Photo Cards,
- (c) to make other amendments of a minor or consequential nature.

In the second reading speech, the Minister noted that this bill is intended to support the Government's digital strategy and uphold the Government's commitment to transition to digital driver licences [DDLs] by 2019. This follows the digitisation of the responsible service of alcohol and responsible conduct of gambling competency cards, the recreational fishing fee, boat driver licences and recreational vessel registrations. The Minister also noted that the introduction of the scheme followed a successful digital driver licence trial in Dubbo in November 2017. The scheme will be available to New South Wales drivers on an opt-in basis.

This bill delivers on the Government's election commitment to introduce digital driver licences by 2019. In 2015 the then Minister for Finance, Services and Property, Minister Perrottet, announced an election commitment to transition to digital driver licences over the next four years. The DDL and digital photo card is proposed to be made available to licence and cardholders across New South Wales, subject to a comprehensive implementation plan. This will be delivered on an opt-in basis through the Service NSW app at no costs to citizens. The DDL and digital photo card will constitute a digital representation of a person's driver licence or photo card, accessible via the Service NSW app on a person's electronic device, such as a smartphone. The DDL and digital photo card will provide a secure and user-friendly experience and will be able to be authenticated visually by sighting the visual security features or electronically. The DDL and digital photo card will be available in addition to the physical licence or card. After the initial launch the photo card is proposed to be offered in a digital-only format for driver licence holders.

As I said earlier, there was a public trial in Dubbo in November 2017. That trial attracted over 1,400 participants to test the DDL in roadside police checks, pubs and liquor stores. The trial also tested an age details screen in the DDL, which limits the display of personal information on the driver licence to that which is necessary for checks performed in pubs and liquor stores. This tested the appeal of digitising the photo card to deliver privacy benefits for citizens. The findings of the trial have been evaluated by an independent research company, with participants expressing very high satisfaction with the product in terms of convenience, ease of use, likely adoption and likely recommendation to others with a customer satisfaction rating of 83 per cent. Feedback from industry stakeholders was generally very positive and supportive of DDL.

The trial will continue until the statewide rollout of the DDL and digital photo card. The trial is being progressively expanded in the lead-up to the statewide rollout to test additional use cases, such as entry to registered clubs. Extensive stakeholder consultation with industry groups, such as the Australian Hotels Association, the Liquor Stores Association, ClubsNSW and the Restaurant and Catering Industry Association, has taken place following their involvement in the Dubbo trial program. As other use cases that have a legislative use of the driver licence and photo card become ready to accept the DDL and digital photo card, their use will be supported through being prescribed in the regulations. Other more complex uses, such as financial services, are unlikely to be included in the initial launch. The DDL and digital photo card are setting a precedent for security features on digital documents. Close consultation with fraud experts and the financial services sector is ongoing to enable use and acceptance in these more complex cases.

The citizens of New South Wales will be advised to use their physical driver licence when driving interstate and internationally while consultation is undertaken with interstate and international authorities to investigate solutions and enable recognition of the DDL in other jurisdictions. In relation to the privacy impacts I thank the Privacy Commissioner for her ongoing advice and recommendations throughout the DDL trial and during the drafting of this bill. Since the commencement of this project we have undertaken two privacy impact assessments that have been an important part of ensuring that citizens' security and privacy is at the centre of the DDL project. The Privacy Commissioner has worked closely with the steering committee and project teams and her input has been vital in shaping the DDL as it exists today. Once again I thank her for her input. I turn now to examine the detailed clauses within the bill. In particular part 3.7 lists "digital driver licence" in the definitions and states:

digital driver licence means evidence of the issue of a driver licence using information (including a photograph) from the NSW driver licence register relating to the holder of a driver licence that:

- (a) is displayed on a mobile phone or other electronic device by way of software approved for that purpose by both the Secretary and the Authority, and
- (b) includes the information required by this Act or the statutory rules to be shown on a driver licence. Use of a digital driver licence means any of the following: First, complying with a requirement to hold, produce or carry a driver licence in connection with the driving of a motor vehicle; secondly, complying with a request to produce an evidence of age document within the meaning of the Liquor Act 2007; thirdly, providing evidence of a person's name or address for any purpose under the Registered Clubs Act 1976; and fourthly, any other purpose prescribed by the regulations. Section 61C relates to the use of a digital driver licence and states:
 - (1) The holder of a digital driver licence may use the digital driver licence for a relevant purpose by displaying the digital driver licence on a mobile phone or other electronic device.
 - (2) The holder of a digital driver licence who holds, produces or carries a mobile phone or other electronic device on which the digital driver licence is displayed for a relevant purpose is taken to have held, produced or carried (as the case requires) a driver licence for that purpose.
 - (3) If the holder of a digital driver licence uses the digital driver licence for a relevant purpose, the digital driver licence is to be treated as if it were a driver licence for that purpose.
 - (4) Despite any other provision of this section, a person who displays or purports to display a digital driver licence is not required to give or hand over, to the person who is requiring the driver licence to be produced or handed over, the mobile phone or other electronic device on which the digital driver licence is displayed or purported to be displayed.
 - (5) A digital driver licence is not displayed for the purposes of this section if:
 - (a) the screen of the mobile phone or other electronic device on which it is purportedly displayed is unable to be read by the person to whom it is displayed due to cracking, dimming, dirt or any other fault, damage or obstruction, or
 - (b) the holder of the digital driver licence fails or refuses to comply with a reasonable request by the person to whom it is purported to be displayed to facilitate the reading, copying or scanning of the whole or any part of the digital driver licence, or
 - (c) the holder of the digital driver licence refuses to comply with a reasonable direction to refresh the display of the digital driver licence.

I commend the bill to the House.

Mr MARK TAYLOR (Seven Hills) (17:26): It is a privilege to speak in debate on the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018, introduced by the Minister for Finance, Services and Property, the Hon. Victor Dominello, MP, who has taken carriage of a number of bills before this House. I can relate to the compulsory third party legislation and refund program that was rolled out recently. It is a fantastic scheme that has been of great benefit to numerous constituents across the Seven Hills electorate. I commend the Minister not only for that program but also for this legislation. The Minister's staff, who are in the lobby, have done a fantastic job on this legislation. Mr Temporary Speaker, you have been in the club industry and may be of an age that enables you to remember paper driver licences. I certainly do.

TEMPORARY SPEAKER (Mr Geoff Provest): I caution the member for Seven Hills.

Mr Brad Hazzard: You don't need those for horses and drays.

TEMPORARY SPEAKER (Mr Geoff Provest): I also caution the Minister for Health.

Mr MARK TAYLOR: They were not needed for horses and drays. The Minister and member for Baulkham Hills also would remember paper licences. Mr Temporary Speaker, do you remember that, when they were lost, misplaced or damaged, they would be reprinted with the letter R after the serial number?

TEMPORARY SPEAKER (Mr Geoff Provest): No.

Ms Jodi McKay: How old are you?

Mr MARK TAYLOR: I inform the member for Strathfield that I am quite young, but I recall important features of the administration of justice in New South Wales.

Mr Brad Hazzard: You're a student of history.

Mr MARK TAYLOR: I am a student of history and of driver licences. The manufacturing of fraudulent licences that allowed certain people to enter clubs will be avoided from now on. In November 2017 a public trial commenced in Dubbo that attracted more than 1,400 participants to test digital driver licences [DDLs] in roadside police checks, pubs and liquor stores. The trial also tested an age detail screen in the DDL, which limits the display of personal information of the driver licence to that which is necessary for checks performed in pubs and liquor stores. This tested the appeal of digitising the photo card to deliver privacy benefits for the citizens of New South Wales. The findings of the trial have been evaluated by an independent research company with participants

expressing very high satisfaction with the product in terms of convenience, ease of use, likely adoption, and likely recommendation to others with a customer satisfaction rating, or a thumbs-up, of 83 per cent in the Dubbo trial. Importantly, feedback from industry stakeholders was generally positive and supportive of the DDL.

The trial will continue until the statewide rollout of the DDL and digital photo card. The trial is being progressively expanded in the lead-up to the statewide rollout to test additional use cases, such as entry into registered clubs. Extensive consultation with industry groups, such as the Australian Hotels Association, the Liquor Stores Association, ClubsNSW and the Restaurant and Catering Industry Association, has taken place following their involvement in the Dubbo trial. As other use cases with a legislative use of the driver licence and photo card become ready to accept the DDL and digital photo card, their use will be supported through being prescribed in the regulations. We can see that, once again, this Government has undertaken extensive consultation with important groups that represent significant industries within our communities.

Other more complex use cases, such as financial services, are unlikely to be included in the initial launch. The DDL and digital photo card are setting a precedent for security features on digital documents. Close consultation with fraud experts and other financial services sectors is ongoing to enable the use and acceptance of DDLs and photo cards in more complex cases. The community will be advised to use their physical driver licence when driving interstate or internationally whilst consultation is taking place with interstate or international authorities to investigate solutions to enable recognition of the DDL in other jurisdictions. That sounds like a classic case of New South Wales leading the way.

The contents of the bill define what constitutes a DDL and a digital photo card. It establishes the DDL as valid evidence of authority to drive in New South Wales, which can be used in place of the existing physical licence for driving purposes. It provides for the DDL and digital photo card to be used in place of the existing licence or card under the liquor and gaming legislation, or for any other purpose that may be prescribed by the regulations. It also allows for Roads and Maritime Services to release information and photographs from its driver licensing and photo card registers to the Department of Finance, Services and Innovation and Service NSW to issue the DDLs and digital photo cards.

The bill provides that a holder may produce or carry their DDL or digital photo card by displaying it on their device for verification without being required to hand over their device. They must ensure that the device is in such a condition that the DDL or digital photo card can be read and must comply with reasonable efforts to assist with its reading, copying, scanning, or refreshing, such as by increasing their screen brightness, tilting and scrolling of the screen. They are not required to surrender their device.

When the driver is unable to produce their DDL due to a technological failure beyond their control, police officers will retain discretion to otherwise verify the driver's authority to drive. Mr Temporary Speaker, several times in this House I have heard you mention that you have spent time with the NSW Police to experience their great patrol work, and you no doubt would be aware that the police are able to make contact and radio checks if there is an occasion when a driver is unable to produce their licence due to a fault beyond their control. Safety and security will be maintained at all times with those alternative methods.

The bill also provides that the power of seizure under the Road Transport Act 2013, the Photo Card Act 2005 and the Gaming and Liquor Administration Act 2007 does not extend to the seizure of a citizen's electronic device used to display a DDL or digital photo card or, in the case of the Gaming and Liquor Administration Act, any other digital forms of evidence of age prescribed by regulation. Powers of seizure under other legislation will not be affected. The bill allows for drivers to handle their mobile or electronic device but only for the purposes of displaying his or her DDL when requested by a police officer to do so.

This bill originates from an election commitment made in 2015 by the then Minister for Finance, Services and Property, Minister Perrottet, to transition to DDLs over the next four years. The DDL and digital photo card are proposed to be made available to licence and cardholders across New South Wales, subject to a comprehensive implementation plan. This will be delivered on an opt-in basis through Service NSW and at no cost to citizens. As other speakers have said, this is yet another example of the honouring of commitments by this Government.

The DDL and digital photo card will constitute a digital representation of a person's driver licence or photo card and will be accessible via the Service NSW app on a person's electronic device, such as a smartphone. The DDL and digital photo card will provide a secure and user-friendly experience. It also will be able to be authenticated visually by sighting the visual security features or electronically. The DDL and digital photo card will be available in addition to the physical driver licence or card. After an initial launch, the photo card is proposed to be offered in a digital format for driver licence holders. This is a fantastic bill by the Minister for Finance, Services and Property. I commend the bill to the House.

Mr AUSTIN EVANS (Murray) (17:36): I support the Road Transport and Other Legislation Amendment (Digital Drive Licences and Photo Cards) Bill 2018. The fact that this legislation is supported by all parties in this House is indicative of the great work of the Minister for Finance, Services and Property. It has been a slow and measured process that has got us to this point. Indeed, as other speakers have commented, the bill completes a commitment made by this Government a number of years ago. The member for Seven Hills mentioned paper driver licences. That reminded me of when I got my licence. Things have changed dramatically since then. At the time a driver licence was obtained by attending the local police station, where a police officer would take me for a drive. We drove down the street and he said, "Turn right here. Pull up here." At that point the police officer then got out of the car to get his morning paper and pie. When he got back into the car we drove off again and he said, "Turn around here. Drive down there." The parking brake test, or the hill start, had to be done in the local creek because that was the only hill in our local town.

Ms Jodi McKay: That was the past.

Mr AUSTIN EVANS: Yes, that was the past. We have moved on and recognised the value of better testing for our drivers: We now have the logbook system. I am the proud parent of four boys. One of my sons has done his 120 hours driving experience, so I have three more sons to assist in the coming years. It is a great bonding time for parents when teaching their children to drive a car. Now it is wildly different from the days when I got my licence. You could get your learner's licence and 24 hours later your provisional licence. The system has been modernised and is continuing to be refined. For example, the public trial held in Dubbo is to be broadened to the inner-city environment as a precursor to a statewide rollout. It will be delivered on an opt-in basis for those who are uncomfortable with it or for those who, like my father, do not have a smartphone. He chooses to use an old button phone and he will no doubt be glad to stay with his plastic licence, and he will have the option to do that. In the public trial in Dubbo the digital driver licence [DDL] was tested in roadside police checks, in pubs and in liquor stores.

Ms Jodi McKay: Your dad has a button phone?

Mr AUSTIN EVANS: As do some of the staff here at Parliament House.

Ms Jodi McKay: I didn't know what a button phone was. I do now.

Mr AUSTIN EVANS: You are not that young.

Ms Jodi McKay: I don't remember paper licences.

TEMPORARY SPEAKER (Mr Geoff Provest): The member for Murray will direct his comments through the Chair.

Mr AUSTIN EVANS: Mr Temporary Speaker, I am sure you remember paper licences.

TEMPORARY SPEAKER (Mr Geoff Provest): I am sure I do.

Mr AUSTIN EVANS: As members who preceded me in this debate have said, the Dubbo trial received a customer satisfaction rating of 83 per cent. The issue of privacy was raised as a matter of concern, but the Dubbo trial confirmed that the privacy of drivers is protected and processes have been put in place to ensure that continues. That satisfaction rating of 83 per cent was not given by the staff of Roads and Maritime Services. Those findings were evaluated by an independent research company. The Government has undertaken extensive consultation with many of the stakeholders. These days we use our licences for more than driving our motor vehicles. For example, I represent a rural electorate and most weeks I fly to Sydney to attend Parliament.

I need my licence to board the plane. I no longer need a ticket or a booking slip to board a plane. I need only a driver licence or some form of photo identification. The Australian Hotels Association, ClubsNSW, the Restaurant & Catering Industry Association and others also have had their concerns addressed. It reflects well on the Minister that he has been able to address those concerns. This bill also has another benefit that is very personal to me. When I got married one of my groomsmen told my wife to put my name on everything because I would lose them. I have lost my licence only once, and that was when I left it on the roof of the car on a road trip back from Queensland.

Mr David Elliott: Unlike Michael Daley, who has lost his licence a few times.

Mr AUSTIN EVANS: Has he?

Mr David Elliott: But for different reasons.

Mr AUSTIN EVANS: I have not lost it in the sense of the police taking it away from me; it was purely that I had left my wallet on the roof of my car. I also tend to destroy licences by putting them in my wallet and then into my back pocket.

Ms Jodi McKay: And then washing them?

Mr AUSTIN EVANS: Yes. Going back to the days of paper licences, I remember trying to unfold one that had gone through the wash, and that was a challenge. A plastic licence can be broken by putting it into a back pocket. After a while, they tend to break. I also have broken my plastic licence by enjoying myself too much and using it as a plectrum for a guitar. I will not be using my smartphone for that purpose, so I should not end up with a cracked licence, which I use at the moment. As I said earlier, this great legislation is supported by all parties in this House and that is indicative of the great work of Minister Dominello.

This bill contains a number of elements that define what constitutes a digital driver licence and a digital photo card, which will bring it into line with other legislation. It will establish that a digital driver licence is valid evidence of an authority to drive in New South Wales that can be used in place of an existing driver licence that can also be retained. With the cooperation of industry, a digital driver licence can be used in place of a licence or card under the liquor and gaming legislation and for any other purpose prescribed by legislation. This bill will enable Roads and Maritime Services to release information and photographs from its driver licensing and photo card registers to the Department of Finance, Services and Innovation and Service NSW in order to issue digital driver licences and digital photo cards, which is a step forward.

As I have four children I know that if I gave them a choice their phones would never leave their hands. It is a struggle to get the phones out of their hands in order to recharge them. This is the way in which society is moving—so much is now kept on our phones. I am not a great shopper but I have many store cards, bank cards and loyalty cards that are in my phone. The digital driver licence will now be added to our phones which will provide those who want to embrace this technology with a way forward in the future. I support the bill.

Mr MARK COURE (Oatley) (17:45): I support the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018—an issue that is dear to my heart. I am happy to be given an opportunity to speak in debate on this bill. This is yet another example of the Liberal-Nationals Government delivering on its election commitments.

Mr David Elliott: Hear, hear!

Mr MARK COURE: I acknowledge the Minister's interjection. This bill will deliver on the Government's election commitment to transition to a digital driver licence by 2019. The bill proposes to digitise the New South Wales driver licence and the New South Wales photo card, both of which will provide service delivery, privacy and security benefits to the citizens of New South Wales. We have heard examples of members of Parliament misplacing their licence or photo card. This bill will go a long way towards ensuring that our digital driver licences are kept with us at all times. The proposed changes are required to establish the digital driver licence as valid evidence of an authority to drive which can be used in place of a physical driver licence. This means citizens will have the option of carrying and producing a digital driver licence or a driver licence card when driving in New South Wales.

The amendments will also enable the digital driver licence to be accepted and treated as a proper driver licence for the purpose of checking a person's age or identity in the liquor and gaming industry and for any other purpose prescribed by the regulation. Once this becomes law I too will get a digital driver licence. When I go to my local haunts I always get asked to show my identification. This bill also amends the Photo Card Act 2005 to enable the digitisation of the New South Wales photo card. Like the Road Transport Act 2013, the Photo Card Act 2005 implies that the New South Wales photo cards are physical cards, hence the amendments to the legislation.

We have not yet heard why the Government is introducing this legislation. In 2015 the former Minister for Financial Services and Property, Minister Perrottet, announced an election commitment to transition to digital driver licences over the next four years. Only four or five minutes ago I learnt that fishing licences and boat licences have transitioned to the digital option. Responsible service of alcohol licences are now part of that whole package, as well as boat registrations. A digital driver licence is complementary to other licences that have already been digitised. Hopefully the list will not stop there.

Unfortunately we live in a society of regulation but, importantly, this will encompass a number of licences. We hope to see RSL clubs and sporting groups proceeding down this path. I have a wallet full of cards—not money—from every RSL club of which I am a member in my electorate, being a good local member. I am also a member of the best football club in the country, the St George Illawarra Dragons, which is much better than the Parramatta football club. I note that it is at the top of the National Rugby League table, unlike Parramatta. The point I am making is that we could go digital on all those cards, including Medicare which the Federal Government may be looking at to make it easier for people who do not want to carry large wallets full of cards. If members

check their wallets they would find how many cards could easily go digital tomorrow—RSL clubs, sporting club cards and even Medicare.

The digital driver licence and the digital photo card will constitute a digital representation of a person's driver licence or photo card, accessible via the Service NSW app, on a person's electronic device, such as a smartphone. I congratulate those Ministers who set up the Service NSW offices and app. The digital driver licence and the digital photo card will provide a secure, user-friendly experience and be able to be authenticated visually by sighting visual security features or electronically. In the past six months a public trial commenced in Dubbo, which attracted more than 1,400 participants, to test the digital driver licence in roadside police checks, pubs, liquor stores, et cetera. The trial also tested an age details screen in the digital driver licence which limits the display of personal information on the driver licence to that which is necessary for checks performed in pubs and liquor stores. This tested the appeal of digitising the photo card to deliver privacy benefits for citizens in Dubbo.

The findings of the trial have been evaluated by an independent research company with participants expressing high satisfaction with the product—convenience, ease of use, likely adoption and likely recommendation to others—with a consumer or customer satisfaction rating of 83 per cent. I am advised that feedback from industry stakeholders was generally very positive and supportive of the digital driver licence. Certainly the younger generation, on behalf of whom I speak for obvious reasons—spring chickens—will certainly come on board and be happy with the implementation of digital driver licences. [*Extension of time*]

There are two questions that members of the community ask regularly. First, is the New South Wales Government removing the physical driver licence card? The answer is no. The New South Wales Government will continue to issue a physical driver licence card to all New South Wales driver licence holders. The digital driver licence [DDL] is an optional addition to the driver licence card which citizens can choose to use in place of their driver licence card. The DDL will provide additional choice, convenience and security for citizens. Secondly, will a police officer or other authorised officer need to handle a driver's electronic device displaying the DDL in order to check the licence? The answer is no. A person's device may be used to display the DDL but that device is his or her personal property and may also be used to store and access personal and private information.

To ensure appropriate privacy and a citizen's right to maintain control of his or her personal electronic device, a driver will only need to display the DDL on the device to the police or authorised officer in order for the DDL to be checked. Under the proposed amendments drivers will not be required to give their device to an officer to display their licence. However, a driver may be required to assist with the reading, copying or scanning of a DDL. This could include changing the brightness of the screen. Those are two questions that I am asked regularly about this.

I asked the Minister recently whether this was the first time in any State or Territory that a DDL was going to be used and the answer was yes, which is great news. DDLs are being trialled in the United States of America and Great Britain. These are exciting times. The DDL is going to add to the vast majority of licences that are used on a regular basis—fishing, boating, responsible service of alcohol, et cetera. It is about keeping up with 2018. Young people like me will jump at the opportunity of transitioning to DDLs. It means that it is one less card to carry. I hope this is the beginning of bigger and better things and that more of our cards are digitalised. I congratulate Minister Dominello and the previous Minister, the Hon. Dominic Perrottet. This is another election commitment that the Government is delivering for New South Wales.

Ms MELANIE GIBBONS (Holsworthy) (17:57): I support the Road Transport and Other Legislation Amendment (Digital Driver Licences and Photo Cards) Bill 2018 which reflects the New South Wales Government's commitment to digital innovation. This new digital form of licence will run on an opt-in basis, which will allow individuals who prefer a licence in a physical card form to maintain that option. However, those individuals who prefer a digital form will have their licence on the Service NSW app on their phone. This digital transformation will give individuals an opportunity to use their smartphone as an all-in-one device. I thought I would stay with the hard form of driver licence; I am a bit old-fashioned and I like things the way they are supposed to be.

Mr David Elliott: There is nothing wrong with that.

Ms MELANIE GIBBONS: There is nothing wrong with that at all. Yet the other night for the first time in a long time I went out baby-free and decided not to carry anything but my phone. I was a passenger in a car and I thought that all I needed was my phone so off I went. It was liberating not to have to carry a handbag, wallet and baby gear, and to know that I had all that I needed. That is the way of the future—to be able to have one's identification card and retail cards in one place. All the points that one accumulates when one goes shopping for new dresses or groceries at Woolworths is now online and in one place.

This will benefit users who opt in, and venues that require identification to be checked will now be able to accept this digital form of identification. The bill follows through on the New South Wales Government's election commitment to progress towards digital driver licences by 2019. Since 2015 the Government has transitioned to digitalising many types of accreditations including the responsible service of alcohol and responsible conduct of gambling competency cards, boat driver licences, recreational vessel registrations and the recreational fishing fee. The bill implements a range of amendments to enable the transition to the new digital licence form. The first amendment replaces part 3.7 of the Road Transport Act 2013, which currently provides for a digital licence trial. New sections 61A to 61E allow for a variety of changes including:

- (c) that a driver does not commit an offence relating to the use of a mobile phone if the mobile phone is used solely for the purpose of displaying a digital driver licence.

Another aspect is that a digital driver licence should be treated as if it were a physical form of licence. Authority to seize an Australian driver licence does not extend to the seizure of a mobile phone or electronic device where the licence is displayed. Schedule 2 will amend the Photo Card Act 2005 No 20. Schedule 2 [2] will insert a proposed part 2A—proposed sections 13A to 13D into the Photo Card Act 2005. An applicant for a photo card may be issued a digital photo card only if he or she has elected to receive one. Schedule 3 will make consequential amendments to other legislation. These include consequential amendments which affect the Liquor Act 2007 to enable a digital licence to be used as an evidence of age document.

This new form of licence will result in other benefits for users. One of the many benefits will be that drivers will no longer have to replace lost licences. When one loses a licence it results in a great deal of inconvenience as it involves attending a Service NSW centre and applying for a new card. It can take drivers up to a week to have a new copy of their licence sent to them, which interferes with everyday life. Under the new digital system, anyone who loses a device on which a digital licence is stored can log on to Service NSW and cancel the digital licence on another device—a seamless process that saves valuable time.

The New South Wales photo card—an increasingly important product in New South Wales—will give individuals without licences an acceptable 100-point form of identification. The photo card will also be available on the Service NSW app. The digitised licence was trialled in Dubbo in 2017, which attracted 1,400 participants. After completion of the trial, the feedback from users, police and the service industry was overwhelmingly positive, with the likelihood of recommendation rated at 83. It was important to conduct that trial and to allow for testing and feedback on the digital design of the app before commencement of the statewide rollout.

The Government consulted not only users but also businesses which include bars, liquor stores, pubs and licensed clubs. This digitised innovation could not have happened without their involvement. These organisations have had tremendous and positive feedback regarding digitised licences. Many of the comments related to the Government keeping up with technological advances to improve the service industry. Many questions have arisen, such as an individual's phone or device not working or breaking at the time it is needed to show identification. The answers would remain the same as if an individual loses a physical identification card. It is a user's responsibility to ensure that he or she can present identification at all times.

Another key element of the Service NSW app that makes it more accessible and simple is the offline stored card function which means that a user can download a digital licence when connected to a network. Once the licence is downloaded it can be accessed at any time on the app even when disconnected from a network. The physical card will still remain in circulation and every individual who has a licence will have a card. This opt-in program will give drivers the optional addition of a digital licence card. The launch of the digital driver licence will include important safety messages regarding when it is legal to use a device to display a licence. Whilst there is an exception in the bill about using mobile devices whilst a vehicle is running, it also explicitly describes when it is lawful to do so.

Privacy is another key issue that needs to be dealt with in regard to digital licences or devices. The new amendments also keep up with privacy rights and allow a digital licence to be presented without an officer or licensed venue handling the device. Police currently use the MobiPol devices to issue many road traffic infringements. The same MobiPol devices will now be able to scan the digital driver licence to trigger a search in the police systems.

Another key element in the Service NSW app is the steps undertaken to protect against identification fraud. These steps include registering for a digital licence, which includes verifying identity, after which a person's driver licence information and photograph are released to the digital platforms of the Department of Finance, Services and Innovation and Service NSW in order to generate a digital licence on the app. Once the digital version is on the device, the Service NSW app also has a personal identification number [PIN] so that the card can be accessed. All these measures are in place to reduce identity fraud.

This new digital form of licensing will immensely improve the lives of users as it gives the option of having a device that is all in one. Many banks are opting to have their payments on technological devices and many businesses have reward systems generated on a device. Now, with the amendments, users will be closer to having everything needed for day-to-day activities all on their device. This is an incredible innovation that is consistent with the Government's commitment to transition to digital licences by 2019. A lot of hard work and dedication has been put into this bill. I thank Service NSW and the Minister for introducing the bill.

Mr Victor Dominello: A lot of work, let me tell you.

Ms MELANIE GIBBONS: A lot of work, Minister—I agree that it must have been. I mention also the 1,400 individuals in Dubbo who took part in the trial of the digital licence. Without their participation in the trial there would not be the feedback that contributed to the development of this app. This new innovation will save time and provide greater security for individuals who opt in to use the new digital licence. With those comments, I commend the bill to the House.

Mr VICTOR DOMINELLO (Ryde—Minister for Finance, Services and Property) (18:06): In reply: I am pleased to deliver a reply on the Road Transport and Other Legislation (Digital Driver Licences and Photo Cards) Bill 2018. As members have heard, the bill will support the Government's commitment to deliver digital driver licences and digital photo cards to the people of New South Wales. I thank the following members for their contributions to this debate: the members representing the electorates of Cessnock, Tweed, Manly, Terrigal, Newtown, Miranda, Davidson, Myall Lakes, Seven Hills, Murray, Oatley and Holsworthy.

I take this opportunity to respond to certain matters raised during the debate. The member for Cessnock asked about a justice of the peace witnessing using a digital driver licence. It will still be possible to sight a licence as one would a physical card. There is also the opportunity to provide for scanning of the digital driver licence for justices of the peace. This would bring increased security and compliance when working as a justice of the peace. The member for Newtown noted that making it easier should not infringe on rights and privacy, and I agree with her wholeheartedly.

As members have heard, these amendments are not about mandating digital driver licences and digital photo cards. This is about the Government offering digital products that can provide greater convenience, choice and security to citizens who want them. In this digital era, the people of New South Wales can rightly expect to have high-quality digital products and services available to them not only from business and industry but also from their Government. Members have also heard about widespread industry support for the digital driver licence project and how close consultation with the Privacy Commissioner has led to further privacy and security improvements to the digital driver licence over time. I thank all of these important stakeholders for their input and support.

The Government is committed to bringing our public services in line with those rising expectations of convenience and customer service, and this bill will enable the digital driver licence and digital photo card to be a key part of this transformation. The design of the digital driver licence and digital photo card contains several visual security features that can be sighted to ensure that it is not a fake or a screenshot. For example, there are animations and a hologram that will deter counterfeits. The digital driver licence and digital photo card also contain quick response [QR] codes, which can be scanned to verify the authenticity. In addition, police are able to use handheld MobiPol devices to verify the licence details against the databases of Roads and Maritime Services and the NSW Police Force.

The bill will prescribe the digital driver licence and digital photo card as evidence-of-age documents under liquor and gaming laws. This will enable a key usage of the digital driver licence and digital photo card and makes clear to businesses that they can legally accept the digital driver licence and digital photo card when they are dealing with customers. One notable difference between the digital driver licence and digital photo card amendments in the bill is that the bill will provide the opportunity for digital-only photo cards to be issued in the future. This opens the window for citizens to be able to choose whether to have the physical photo card, digital photo card, or both. This demonstrates the Government's commitment to delivering greater customer choice and better value services for the people of New South Wales.

I add that this digital transformation in New South Wales is leading the way. A recent Intermedium report, an independent report, commented on the digital transformation of the Federal and State governments in Australia. From memory the Intermedium report gave New South Wales a score of about 120 points, with the Federal Government and Victoria coming next at about 75 points each. That report was delivered in circumstances where the digital driver licence had not yet been enacted, let alone rolled out. I have no doubt that if the Intermedium report were updated today we would surge even further ahead with the digital transformation that New South Wales is leading in our country and, indeed, the world.

The other day I had two or three engagements where people from around the world approached me to ask what we were doing in New South Wales with digital products and services because we are seen as a leading light on the world stage. The Australian Ambassador to Argentina approached me and asked me to show him what we are doing with Service NSW, the digital driver licence, the Data Analytics Centre—the list goes on and on. New South Wales is getting a name on the world stage. I even had somebody from the United Kingdom, which is often seen as a world leader in digital transformation, seeking out our success stories in New South Wales because we are way ahead of the pack on many fronts.

Most people who visit China realise that it is going ahead in leaps and bounds in analytics and digital transformation. Indeed, I was a guest expert speaker on a panel on this topic. An audience participant asked a fellow panellist from China what she regarded as the difference between Shanghai and Sydney. She observed the biggest difference was that in China they no longer use cash; all transactions are basically via WeChat Pay whereas in Australia we still use cash. That alone demonstrates how fast China is moving in its digital transformation journey. It has essentially gone from a cash economy five or six years ago to a cashless economy today. It is a sober reminder that we must continue to lead the way with digital transformation, not just in Australia but throughout the world. If we do it well and enshrine privacy and security, then the people of our State will be given more time, more convenience and a greater service.

Once again, I emphasise the importance of this bill. It will make New South Wales one of the leading jurisdictions in the world to offer a digital driver licence and photo card. This bill ensures a strong and considered legislative framework for the digital driver licence and photo card. The changes in this bill are largely consistent in intent in relation to the physical licence and photo card. The bill makes changes where necessary to adapt to the digital world that we are now operating in. I commend the bill to the House.

TEMPORARY SPEAKER (Mr Adam Crouch): The question is that this bill be now read a second time.

Motion agreed to.

Third Reading

Mr VICTOR DOMINELLO: I move:

That this bill be now read a third time.

Motion agreed to.

HEALTH LEGISLATION AMENDMENT BILL (NO 2) 2018

First Reading

Bill received from the Legislative Council, introduced and read a first time.

TEMPORARY SPEAKER (Mr Adam Crouch): I order that the second reading of the bill stand as an order of the day for a later hour.

ROAD TRANSPORT LEGISLATION MISCELLANEOUS AMENDMENTS BILL 2018

Second Reading Speech

Mr DAVID ELLIOTT (Baulkham Hills—Minister for Counter Terrorism, Minister for Corrections, and Minister for Veterans Affairs) (18:15:4): On behalf of Ms Melinda Pavey: I move:

That this bill be now read a second time.

As this bill was introduced in the other place on 16 May 2018 and is in the same form, the second reading speech appears on pages 59 to 62 of the proof *Hansard* for that day. I commend the bill to the House.

Second Reading Debate

Ms JODI McKAY (Strathfield) (18:16): I speak on behalf of the Opposition on the Road Transport Legislation Miscellaneous Amendments Bill 2018. The Opposition does not oppose the bill. The bill streamlines regulation, making it easier for transport companies to comply with the law, while at the same time strengthening compliance measures for those who do the wrong thing. It makes sure that all parties in the transport chain, not only the drivers, take responsibility for safety. The objects of the Road Transport Legislation Miscellaneous Amendments Bill 2018 are:

- (a) to amend the Road Transport Act 2013 and the Road Transport (Vehicle Registration) Regulation 2017 to recognise national number plates for heavy vehicles, and
- (b) to increase the maximum penalties for certain parking offences under the Local Government Act 1993, and

- (c) to increase the maximum penalties for certain offences relating to the use of motor vehicles that are unregistered or on which tax has not been paid under the Motor Vehicles Taxation Act 1988, and
- (d) to make minor amendments to the Heavy Vehicle (Adoption of National Law) Act 2013 in anticipation of proposed amendments to the Heavy Vehicle National Law set out in the Schedule to the Heavy Vehicle National Law Act 2012 of Queensland in relation to the national scheme for the registration of heavy vehicles.

Labor welcomes the recognition that freight does not stop at the New South Wales border and that regulation of heavy vehicles should be as nationally consistent as possible while ensuring safety standards are maintained. National number plates for heavy vehicles are an important step. Historically, vehicles are registered in the jurisdiction in which they are based, with the exception of the interstate plate system for heavy vehicles, which is known as the Federal Interstate Registration Scheme [FIRS]. The interstate plate system is supposed to be solely for interstate trade or commerce operations but there has been widespread rorting of the system. Registration of heavy vehicles has been cheaper in Victoria and Queensland, which means that registration would most likely occur in those States, not in New South Wales. This bill will eliminate abuse of the FIRS, while making it more equitable and efficient for transport companies and other fleet owners to manage their registrations.

The bill will establish a national registration database to improve compliance. Labor welcomes these measures. The bill ensures that New South Wales is consistent with the Heavy Vehicle National Law relating to chain of responsibility reforms. Chain of responsibility legislation has broad industry support and bipartisan political support through the Transport and Infrastructure Council. It has had that support for many years, and for good reason. Chain of responsibility laws mean that a truck driver is not necessarily held liable for a breach of the law when it is that clear that responsibility lay elsewhere in the supply chain. Instead, duties and responsibilities apply to all parties in the transport chain, and this is appropriate.

The proposed amendments retain the underlying purpose of chain of responsibility legislation in heavy vehicle law but introduce a primary duty on supply chain parties and for those parties to proactively manage risks. Further, they better align heavy vehicle law with workplace health and safety law. That is also supported throughout the industry. Aligning heavy vehicle law and workplace health and safety law will benefit the industry and the supply chains by reducing the complexity of legislative and regulatory obligations. We support these measures, but when it comes to heavy vehicle safety on our roads it is not enough.

A few months ago I raised concerns that the number of safety inspections on trucks on the roads has plummeted under this Government. The number of on-road enforcement truck intercepts undertaken by the Roads and Maritime Services [RMS] has plummeted from 68,157 in 2013-14 to just 40,149 in 2016-17—a drop of more than 40 per cent. An intercept is defined by the Roads and Maritime Services as "the stopping of a vehicle to conduct a compliance inspection check". In the same period, the number of truck intercepts performed at Heavy Vehicle Safety Stations has dropped by almost 17,000, from 136,194 in 2013-14 to 119,236 in 2016-17. The reason that this is so important is that in 2017 there were 81 fatalities from heavy vehicle crashes—an increase of 25 on the previous year.

We support this legislation to streamline regulation but we need to aim higher. The goal has to be saving lives as well. We have seen little action from the Government with regard to heavy vehicle safety. Heavy vehicles remain overrepresented in fatal crash statistics compared to the number of those vehicles on the roads. The Opposition has called for an inquiry into road safety but the Government was not on board. I have spoken in this place about such an inquiry many times. Instead we have the Staysafe committee inquiry into heavy vehicle safety and the use of technology to improve road safety. More than 40 submissions were received. I urge the Government to ensure the work of the committee is used to improve road safety for truck drivers and other road users. This side of the House will always support measures that streamline or reduce red tape provided standards are not compromised. The Opposition supports the bill. We believe it has some important and commendable measures contained within it. I commend the bill to the House.

Mr MARK COURE (Oatley) (18:22): I am pleased to speak on behalf of the Government in the debate on the Road Transport Legislation Miscellaneous Amendments Bill 2018. As we have heard from the member for Strathfield, this bill will amend the Road Transport Act 2013 to recognise the new national heavy vehicle numberplate. The bill will amend the Heavy Vehicles (Adoption of National Law) Act 2013 to reflect amendments to the Heavy Vehicle National Law [HVNL], which is due to commence in the second half of 2018. The bill will amend also the Motor Vehicle Taxation Act 1988 to increase the maximum court penalty for offences under section 9 and the Local Government Act 1993 to increase the maximum court penalty for certain parking offences under section 650 and 650A.

By way of introduction, the bill amends road transport and related legislation to give effect to national heavy vehicle reforms through harmonising registration practices, including the introduction of a national heavy vehicle numberplate, as well as introduce stronger compliance and enforcement powers, as we heard from the Opposition, to better administer the Heavy Vehicle National Law. The bill enhances compliance with vehicle tax

obligations and parking offence provisions. I note that a number of important heavy vehicle reforms are being introduced following agreements made by the Transport and Infrastructure Council. These include the introduction of a new heavy vehicle numberplate from 1 July this year, as approved by the council in November 2006. This is part of ongoing efforts by States and Territories across the country to harmonise vehicle registration arrangements, reduce red tape and deliver greater benefits to industry through streamlined registration processes. The member for The Entrance considers this very interesting. I am excited too.

The reforms also include changes to the Heavy Vehicle National Law, approved by the Transport and Infrastructure Council in June 2016, to improve heavy vehicle safety by strengthening the chain of responsibility and executive officer liability through the introduction of a primary safety duty on all parties in the chain. This recognises that responsibilities rest with all parties, not just with the driver. As well, there will be greater national consistency in investigation and enforcement powers to improve the administration and enforcement of the Heavy Vehicle National Law, as approved by the Transport and Infrastructure Council in November last year. The council also approved the establishment of a national registration database which will interface with existing systems maintained by jurisdictions.

The bill enables consequential amendments to be made to the New South Wales Heavy Vehicle (Adoption of National Law) Act 2013 to reflect amendments to the Heavy Vehicle National Law. The bill also amends section 67 (1) of the Road Transport Act 2013 to allow for the passing of ownership of the new national heavy vehicle numberplate between other States and Territories. These arrangements will deliver greater industry benefits by removing red tape and simplifying registration arrangements for operators of heavy vehicles at the time of transferring registration interstate. Under these changes, heavy vehicle operators will no longer be required to exchange numberplates when transferring the vehicle's registration, thereby saving significant time and effort.

It is anticipated that the heavy vehicle national plate will be available in New South Wales from 1 July 2018, which is good news. The plate will be made available on request by a registered heavy vehicle operator or at the time of establishing the registration of any new or second-hand heavy vehicle. Numberplates form an integral part of the identification process for vehicles and drivers. The ability to correctly identify a vehicle for the purposes of law enforcement is critical to the timely application of sanctions for drivers displaying unacceptable driver behaviour.

The Roads and Maritime Services and Transport for NSW are continuing to consult with relevant stakeholders, including NSW Police, to ensure that operational changes are understood and addressed prior to implementation on 1 July 2018. It is important that the New South Wales legislation is in place by 1 July 2018 because other participating jurisdictions across the country will be issuing the new national heavy vehicle plate to interstate vehicles that operate on New South Wales roads. From 1 July 2018, the national heavy vehicle numberplate will be introduced in New South Wales, Queensland, South Australia, Tasmania and the Australian Capital Territory, with Victoria expected to follow suit from 1 October 2018. The new national plate will feature black lettering on a white background with a blue "national heavy vehicle" sash across the bottom. This is an extremely important piece of legislation, which I understand the Opposition supports. I commend the bill to the House.

Mr DAVID MEHAN (The Entrance) (18:29): I make a contribution to the debate on the Road Transport Legislation Miscellaneous Amendments Bill 2018. I note the shadow Minister on this side of the House has indicated that Labor supports the bill. The bill amends the Road Transport Act 2013 and associated regulations to recognise national numberplates for heavy vehicles. The bill establishes in this State a national registration database to improve compliance and assist agencies in checking registration against compliance. The bill aligns New South Wales with the Heavy Vehicle National Law. Historically, vehicles have been registered in the jurisdiction in which they are based, with the exception of the interstate plate system for heavy vehicles, known as the Federal Interstate Registration Scheme [FIRS].

The interstate plate system was supposed to be solely for interstate trade or commerce operations. However, there has been widespread rorting of the system. Historically, registration of heavy vehicles has been cheaper in Victoria and Queensland, which meant registration would most likely occur in those States, not in New South Wales. This bill eliminates abuse of the FIRS. I note comments made by members opposite that the new national plate will operate from July 2018 and that the new plates will have a new look, which will enable the community to be aware of this change.

I draw to the attention of the House the interest shown in this topic by one of my constituents, Mr John Gordon of Wyoming. Mr Gordon has communicated with my office a number of times on the matter and I have made representations on his behalf to the Minister in May last year and thereafter. Mr Gordon's concern was that New South Wales was missing out on revenue and that there were safety concerns because vehicles not registered in New South Wales were not being checked to New South Wales standards but were operating on New South Wales roads. He was concerned about vehicles being garaged in New South Wales that were not registered in

New South Wales and all the problems that flowed from that. I welcome his interest in this matter. The representations I made to the Minister resulted in responses from the Parliamentary Secretary. The Parliamentary Secretary for Regional Roads, Maritime and Transport said:

I appreciate Mr Gordon's interest in road safety and protecting NSW Government revenue. The Minister has asked Roads and Maritime Services to look into the commercial vehicle fleets identified by Mr Gordon.

I note that Mr Gordon identified a number of commercial vehicles he wanted to bring to the Minister's attention, which in with his view were being garaged in New South Wales but were registered in another State. The Parliamentary Secretary's letter continues:

Transport for NSW continues to work with other states and territories through Austroads to help improve registration processes and make them more consistent across the country.

I am sure that Mr Gordon's representations were part of the Government's deliberations that have seen this bill tabled and debated here today. I appreciate that the bill is supported by all members in this House. The bill goes some way to addressing the issues raised by Mr Gordon and his concern about vehicles registered in other States operating and being garaged in New South Wales. I again acknowledge Mr Gordon's interest and thank him for making representations that have been listened to by this House in improving the registration system in this State and ensuring that vehicles that operate in this State do so in a safer manner. I commend the bill to the House.

Mr STEPHEN BROMHEAD (Myall Lakes) (18:33): I support the Road Transport Legislation Miscellaneous Amendments Bill 2018. It is exciting bill brought to the House by an exciting Minister, Melinda Pavey, the member for Oxley, an outstanding roads Minister who is delivering across regional New South Wales. In the second reading speech it was noted that the purpose of the Roads Transport Legislation Miscellaneous Amendments Bill 2018 is to amend road and transport legislation to give effect to national road reforms relating to the harmonisation of heavy vehicle numberplates, registration and enforcement, and to improve existing policies and administrative arrangements.

In addition, the bill also includes reforms to align with the Heavy Vehicle National Law. The Heavy Vehicle National Law is a consistent set of laws and requirements across State borders for heavy vehicles and is a result of the collaboration between New South Wales and other States and Territories. The member noted that changes to the Heavy Vehicle National Law would be progressively implemented throughout 2018. The objects of the bill are:

- (a) to amend the Road Transport Act 2013 and the Road Transport (Vehicle Registration) Regulation 2017 to recognise national number plates for heavy vehicles, and
- (b) to increase the maximum penalties for certain parking offences under the Local Government Act 1993, and
- (c) to increase the maximum penalties for certain offences relating to the use of motor vehicles that are unregistered or on which tax has not been paid under the Motor Vehicles Taxation Act 1988, and
- (d) to make minor amendments to the Heavy Vehicle (Adoption of National Law) Act 2013 in anticipation of proposed amendments to the Heavy Vehicle National Law set out in the schedule to the Heavy Vehicle National Law Act 2012 of Queensland in relation to the national scheme for the registration of heavy vehicles.

Mr Temporary Speaker Crouch, I know this is of vital interest to you and you are excited by this, as you are a heavy vehicle man yourself. I will further enlighten you about what is proposed. The Heavy Vehicle National Law commenced in February 2014. It is an applied law scheme. This means that a single host jurisdiction—in this case Queensland—passes the national law, with each other participating jurisdiction then adopting that national law as a law of their State.

In New South Wales, this means that nationally agreed reforms trigger consequential amendments to the New South Wales Heavy Vehicle (Adoption of National Law) Act 2013, which applies the Heavy Vehicle National Law as a law of this State. The Heavy Vehicle National Law applies in New South Wales, South Australia, Victoria, Tasmania, Queensland and the Australian Capital Territory. You will note that it does not include Western Australia. When one looks at harmonising laws over the decades, Western Australia is often the odd State out. Whether it is family law or corporations law, Western Australia maintains its right and sovereignty not to participate in harmonising national laws.

At meetings held in 2016 and 2017 the Transport and Infrastructure Council of Ministers agreed to a number of changes to the Heavy Vehicle National Law to implement important heavy vehicle reform measures. The changes being made to the Heavy Vehicle National Law include chain of responsibility and investigation and enforcement reforms, which are scheduled to commence later in 2018. The chain of responsibility reforms introduce a primary duty on parties in the chain of responsibility to ensure their transport activities are safe. This includes those involved in consigning, packing, loading or receiving goods. It also includes a driver's employer and prime contractor and a scheduler for the vehicle.

The changes will also place obligations on executives of transport operations to exercise due diligence in ensuring parties within the transport chain comply with their primary safety duties. I will pause there and mention a transport company in my electorate, Jim Pearson Transport. I am amazed by the lengths that company goes to in order to ensure the safety and integrity of its drivers and compliance of its vehicles. The company has an app on the telephone that allows it to locate at any given time where every one of its 200 trucks are, see video footage of the inside of the cabin to monitor how the driver is travelling, and note the speed of the vehicle for the safety of the driver and to ensure the laws of the State are complied with.

Rather than having a two-hop journey between Sydney and Brisbane that transport company has three hops: Sydney to Taree, Taree to Grafton, and Grafton to Brisbane. The reason for the three hops is that a driver can leave Sydney with their prime mover and travel to Taree where the driver can get out, take the trailer off, replace it with a different trailer and return to Sydney well within the 14 hours of allowed driving. There is no need for a rest break or for the driver to suffer fatigue. It will mean he is sleeping in his own bed every night. A different driver will take that trailer from Taree to Grafton and do the same thing—return to Taree with a different trailer. It is a system that all the big transport companies should look at to manage fatigue and the constant pressure by some transport companies on drivers to travel from A to B in a certain amount of time.

The three-hop journey takes the pressure off drivers and makes travel safer. I can assure you there is no better place than Taree for a transport hub. I recommend it to all the haulage companies plying the east coast of Australia to consider introducing the same system Jim Pearson Transport has instituted. In addition, other offences in the Heavy Vehicle National Law, which are currently prescriptive offences, will be reframed to introduce an obligation on the relevant party to proactively manage relevant risks such as fatigue and time pressure. These changes will bring the obligations of this law closer to those in work health and safety law and make for a safer road transport industry.

Without the time pressure of travelling between A and B within a certain time period there is no pressure to speed, which is another factor in motor vehicle accidents. The Transport and Infrastructure Council also approved reforms to investigation and enforcement powers. These reforms improve national consistency in the investigation and enforcement of the Heavy Vehicle National Law and are critical to allow regulators to investigate and promptly address major road safety risks in the industry.

The heavy vehicle reform measures also include the creation of a national registration database which will allow jurisdictions to feed registration information from their respective databases into a national database that the National Heavy Vehicle Regulator will administer. The national database of registration information will greatly assist the National Heavy Vehicle Regulator in its efforts to ensure nationally effective heavy vehicle compliance and enforcement practices. The Heavy Vehicle National Law reforms will be adopted as New South Wales law through the Heavy Vehicle (Adoption of National Law) Act 2013.

There is a small number of consequential amendments required to the New South Wales Heavy Vehicle (Adoption of National Law) Act arising from the Heavy Vehicle National Law reform. For example, the investigative and enforcement reforms require change to the New South Wales adoption Act because national amendments will introduce a new power requiring a heavy vehicle driver to produce their driver licence. While this change is now being adopted nationally, New South Wales already has this power via a modification in its Heavy Vehicle (Adoption of National Law) Act 2013. This is an exciting improvement to the national law and I commend this bill to the House.

Mr KEVIN CONOLLY (Riverstone) (18:44): The Road Transport Legislation Miscellaneous Amendments Bill 2018 will amend the Road Transport Act 2013, the Heavy Vehicles (Adoption of National Law) Act 2013, the Motor Vehicles Taxation Act 1988 and the Local Government Act 1993 to implement various changes relating to harmonisation principally of heavy vehicle regulation across the country. The purpose of the bill is to amend road transport and related legislation to implement important heavy vehicle reforms. These reforms are important initiatives that will ensure heavy vehicle transport operations are conducted in a safe and efficient manner. These reforms have been agreed to at a national level.

Over recent decades we have seen more and more of these efforts of harmonisation of laws between States and jurisdictions around Australia, with ministerial meetings at various levels. We have the Council of Australian Governments process—leaders of governments across Australia. We also have, for instance, the Treasurers of various States meeting, the education Ministers meeting and police Ministers meeting about their portfolio areas. In the transport and infrastructure space we have the Transport and Infrastructure Council representing the various jurisdictions around Australia. They have come together in an effort to harmonise heavy vehicle registration arrangements across all of those jurisdictions.

The reforms proposed in this bill include the introduction of a new national heavy vehicle number plate, which will be available, as we have heard, on 1 July 2018. The new plates will make the registration process much

simpler for industry as it will assist in addressing the complexities currently experienced by industry involved in interstate transport. In particular it will mean no need to change plates if a vehicle is moved from one State to another for its operations. It will be registered in a manner that is compliant in whichever of those participating jurisdictions it finds itself.

The bill also makes consequential amendments to the Heavy Vehicle (Adoption of National Law) Act 2013 arising from reforms to the Heavy Vehicle National Law, which is hosted by Queensland. As we heard from earlier speakers, this is an applied law scheme meaning that Queensland takes the lead, passes the national law and each participating jurisdiction adopts that national law as its own. In New South Wales, this means that nationally agreed reforms trigger consequential amendments to the New South Wales Heavy Vehicle (Adoption of National Law) Act 2013, which applies the Heavy Vehicle National Law as a law in State.

These consequential amendments include the removal of New South Wales specific provisions that have become redundant following changes to the Heavy Vehicle National Law. The changes being made to the Heavy Vehicle National Law include chain of responsibility, and investigation and enforcement reforms that are scheduled to commence later in 2018. These are substantial improvements. They ensure that safety is at the forefront of what the law is trying to achieve. The chain of responsibility reforms introduce a primary duty on parties in the chain of responsibility to ensure their transport activities are safe.

The reforms support the key principle that every person in the supply chain has a shared responsibility for implementing safe practices. This encourages industry innovation and safe systems compared with a rules-based approach. A primary duty encourages a focus on identifying, and having systems and processes in place to manage risk. The chain of responsibility reforms will bring the obligations of this law closer to those in the work health and safety law, which provides consistency of expectations and compliance requirements as industry is already subject to the work health and safety laws.

The intention of the reform is to encourage a culture of safety among all parties involved in road transport, with the aim of having a safer transportation system for the goods we need. If everybody involved in the process understands that they, individually and personally, have a responsibility to ensure safety enshrined in law then the collective system is far more likely to be a safe one where each person takes on that responsibility. The Transport and Infrastructure Council also approved reforms to investigation and enforcement powers. These reforms improve national consistency in the investigation and enforcement of the Heavy Vehicle National Law and are critical to allow regulators to promptly address major road safety risks in the industry.

The reforms to the Heavy Vehicle National Law will also see the creation of a national heavy vehicle registration database that will provide an interface with the existing registration systems administered by each jurisdiction. The establishment of this national database will greatly assist the National Heavy Vehicle Regulator and allow it to effectively carry out its function in heavy vehicle compliance and enforcement. It makes sense that, if the regulator has ready and immediate access to information about heavy vehicles wherever they are and the operators of those vehicles know that the regulator has that access, operators are far more likely to readily accept and comply with the accountability that comes with operating heavy vehicles on our roads.

The bill also makes minor amendments to sections of both the Motor Vehicles Taxation Act 1988 and the Local Government Act 1993 with respect to the maximum monetary penalty that a court may impose for certain offences. Section 9 of the Motor Vehicle Taxation Act 1988 provides an offence for a person who uses or permits the use of a vehicle on which tax has not been paid. Using or permitting the use of a vehicle on which tax has not been paid is considered a serious offence as that vehicle may be uninsured and unroadworthy. This registration system gives us an assurance that vehicles on the roads are safe to use. The maximum fine that the court may impose is currently six penalty units, which equates to \$660. Similarly, sections 650 and 650A of the Local Government Act 1993 provide offences for certain parking offences, which attract a maximum court penalty of five penalty units, which is \$550. In both cases, the penalty notice fines—the fine that is applied when a person is issued a ticket for these offences—are only one dollar below the maximum court fine.

As the Road Transport Act prohibits penalty notice fine amounts from exceeding the maximum fine a court may impose for the same offence, a problem sometimes arises when penalty notice fine amounts are annually adjusted in line with the consumer price index [CPI]. The proposal to increase the maximum court fine for the above offences to 10 penalty units—that is, \$1,100—will avoid conflict with the provisions of the Act when CPI adjustment next occurs in a few weeks on 1 July 2018. Applying consumer price indexation ensures the real purchasing power from the funds derived from fees, charges and penalties remains constant, and that the deterrent effect of these fines is maintained. Fines relating to heavy vehicle operation must be sufficiently significant to ensure that there is an incentive for operators to comply. The sensible amendments in this bill enhance the safety and security of our road transport system and ensure that the responsibility for safety is more adequately shared through the chain of responsibility. I commend the bill to the House.

Mr KEVIN ANDERSON (Tamworth) (18:52): In reply: I thank the members for Oatley, Myall Lakes, Riverstone, Strathfield and The Entrance for their contributions to debate on the Road Transport Legislation (Miscellaneous Amendments) Bill 2018. This bill will allow the implementation of a new national number plate for heavy vehicles and allow consequential amendments to the New South Wales Heavy Vehicle (Adoption of National Law) Act 2013. These changes arise from reform to the Heavy Vehicle National Law, which range across the chain of responsibility, investigation, enforcement and registration.

They provide for the establishment of a national registration database that will interface with each jurisdiction's databases, make minor changes, remove New South Wales specific provisions that have become redundant and adjust maximum court fine amounts in the Motor Vehicles Taxation Act 1988 and Local Government Act 1993 to remove conflicts with the annual indexation of the consumer price index. The overrepresentation of heavy vehicles in casualty crashes means that there is a continued need to focus on heavy vehicle road safety. Last Friday the Minister for Roads, Maritime and Freight took a New South Wales heavy vehicle special package to the National Transport and Infrastructure Council meeting in Darwin, where the package was endorsed by the council.

The package will seek work undertaken at a national level on six areas, targeting heavy vehicle safety and the interactions of other road users with heavy vehicles. These include encouraging the uptake of telematics, accelerating the introduction and uptake of safety technologies, exploring a national approach to accreditation, examining the potential of technology to allow increased flexibility in fatigue management, undertaking a heavy vehicle in-depth crash study and increased education of other road users about how to share the road with heavy vehicles. Each of the work areas were identified as priorities during an industry forum that the Minister convened earlier this year with input from the New South Wales Road Freight Transport Industry Council, agency leaders and the National Heavily Vehicle Regulator.

In 2017 New South Wales experienced a 32 per cent increase in heavy truck fatalities. New South Wales is the "through State" for much of Australia's road freight. As a result, New South Wales has a higher exposure rate to heavy vehicle movements than has the rest of Australia and is seeking national support to address heavy vehicle safety. In the 12-month period ending 13 February 2018, 41 per cent of heavy vehicles involved in fatal crashes in New South Wales were registered interstate. Given that freight industry vehicles cross State borders every day, the greatest safety benefits will be generated through national support for and approaches to road safety. For fatal, multi-vehicle crashes involving a heavy vehicle in New South Wales, the heavy vehicle was the key vehicle in only a minority of crashes—under 30 per cent over the last five years. However, for fatal and injury crashes, the heavy vehicle represents approximately half of the key vehicles in multi-vehicle crashes. For that reason it is critical that other road users' awareness of heavy vehicles is targeted by actions supporting heavy vehicle safety.

The Government has invested in the "Be Truck Aware" campaign—to raise awareness among all road users of specific heavy vehicle safety matters, such as blind spots and increased stopping distances. It aims to foster a heightened sense of safety and responsibility within other road users who share the road with trucks. New South Wales also has led the way in establishing a written-off heavy vehicle register with legislation to support its introduction passing the New South Wales Parliament in November 2017. The establishment of the register now has been expanded into a national project and will improve road safety by preventing poorly repaired and unsafe heavy vehicles from being used on New South Wales roads. I thank the Minister, the members who have contributed to debate, and the staff who have done great work to achieve the introduction of this legislation. I commend this bill to the House.

TEMPORARY SPEAKER (Mr Adam Crouch): The question is that this bill be now read a second time.

Motion agreed to.

Third Reading

Mr KEVIN ANDERSON: On behalf of Ms Melinda Pavey: I move:

That this bill be now read a third time.

Motion agreed to.

HEALTH LEGISLATION AMENDMENT BILL (NO 2) 2018

Second Reading Speech

Mr BRAD HAZZARD (Wakehurst—Minister for Health, and Minister for Medical Research) (18:58): I move:

That this bill be now read a second time. I am pleased to bring to the House the Health Legislation Amendment Bill (No. 2) 2018. The bill makes a range of amendments to the Health Care Complaints Act 1993, the Health Practitioner Regulation (Adoption of National Law) Act 2009, the Poisons and Therapeutic Goods Act 1966, the Private Health Facilities Act 2007, and the Public Health Act 2010. I note that the bill has been introduced and passed in the other place. The amendments to the bill follow both the Ministry of Health's recent review into the regulation of cosmetic procedures and its regulatory review of legislation to ensure that it remains up to date and fit for purpose. I note that the Government is still reviewing certain aspects of the cosmetic services sector, including body modification procedures, and will continue to do so in the months ahead. I also note that when they become available, we will welcome the findings of the Committee on the Health Care Complaints Commissions from its inquiry into cosmetic health service complaints in New South Wales.

Before I deal with the bill in detail I also note that approximately 25 submissions already have been published on the committee's website. Those submissions raise a number of issues, including the roles and responsibilities of the Health Care Complaints Commission and other regulatory agencies, the collaboration between agencies, the regulation of medicines used in cosmetic procedures, the regulation of facilities in which cosmetic procedures are carried out, the regulation of non-registered health practitioners, the use of the term "cosmetic surgeon", and the need for better information and advice to patients. I have looked closely at a number of those submissions. The potential from that inquiry is quite substantial. I look forward to hearing what it has to say. I particularly noted the submission from the Australian Society of Plastic Surgeons, which contains some very interesting comments. At page two it states:

Most recently, we have been concerned by:

- The dramatic growth in cosmetic health service provision, most of which up until recently is unregulated and poorly credentialed.

That is obviously a serious issue.

Leaving aside surgical cosmetic health services, it is estimated that non-surgical cosmetic health services currently generate in excess of \$1bn in revenue each year for the Australian economy.

The society also notes:

The regulation of facilities is improving thanks to changes introduced first by the NSW Government and soon, we understand, to be adopted in other States. To be effective these changes should be accompanied by a greater emphasis on compliance and enforcement.

The acknowledgement by the Australian Society of Plastic Surgeons that New South Wales is leading the way is reasonable in the circumstances. I hope that the work we are doing in New South Wales will be able to inform and support other States and Territories. I am sure that Ministers in each of those States and Territories are watching closely the work that is being done in New South Wales. I am sure they also will look to some of the information that will be adduced in the Legislative Council inquiry.

Returning to the bill before the House, I point out that schedule 3 of the bill makes amendments to the Poisons and Therapeutic Goods Act to give the capacity for tailored regulations to be made for medicines and therapeutic goods commonly used in cosmetic procedures. These changes will enable a tailored regulatory framework to be developed after appropriate and detailed consultation. They also implement key recommendations arising from the review of the Ministry of Health of the regulation of cosmetic procedures. It is recognised that there are many responsible practitioners and cosmetic clinics that do the right thing by their clients.

However, members will be aware that in recent years there have been a number of serious incidents involving cosmetic procedures. Tragically, in 2017 a woman died following a cosmetic procedure in Sydney. Following her death, I directed the Ministry of Health to undertake a review of the regulation of cosmetic procedures. The review highlighted issues regarding medicines used in cosmetic procedures and it recommended that a tailored legal framework be developed for those medicines. Medicines commonly used in cosmetic procedures are regulated as "prescription only" substances, which means that they must be prescribed by a medical practitioner or other legally authorised person. In addition, the prescriber should be satisfied that the person administering the medicines is competent to do so. The Ministry's review uncovered concerns about the adequacy of the qualifications and supervision of persons administering these medicines in some cosmetic clinics.

Another area of concern is imported products not approved for use in Australia and that are of unknown quality, safety and efficacy being used in some cosmetic clinics. Due to these concerns, the review recommended the establishment of a legislative framework that would allow regulations to be made that are specifically tailored to medicines and therapeutic goods commonly used in cosmetic procedures. Tailored regulation will help better protect the public by improving oversight of the storage, access, use and administration of medicines used in cosmetic procedures. The bill implements this recommendation by inserting a new division 1A in part 3 of the Poisons and Therapeutic Goods Act. The new division establishes a framework allowing tailored regulations to be made in relation to the possession, supply, manufacture, administration, use, prescription, storage and disposal of therapeutic goods commonly used in cosmetic procedures.

It is important to remember that these medicines and therapeutic goods are not only used for cosmetic purposes. For example, botulinum toxin—commonly known as botox—is used to treat serious medical conditions such as spasticity in cerebral palsy, urinary incontinence and migraine prophylaxis. It is therefore vital that any new requirements in the regulations to be made do not detrimentally impact on clinical care. In recognition that many practitioners and clinics already do the right thing by their clients, new regulations should not seek to impede the reasonable and safe use of medicines used for cosmetic purposes in appropriate premises. As such, NSW Health will consult widely with stakeholders before any regulations are developed. A breach of the regulations will be an offence under the Act, with penalties to range from \$5,500 to \$111,000.

Schedule 4 to the bill implements another recommendation of the Ministry's review by including a new section 33A in the Private Health Facilities Act. This new section makes it an offence for a person to perform prescribed services or treatments in an unlicensed private health facility. The new offence complements changes made to the Private Health Facilities Regulation in 2016 which, at the time, introduced a requirement for certain high-risk cosmetic surgical procedures, such as breast augmentation or tummy tucks, to take place in a licensed private health facility. It is currently an offence under the Act for a person to conduct an unlicensed private health facility. However, the Act falls slightly short in that it does not make it an offence for a person to actually perform one of these high-risk cosmetic surgical procedures in an unlicensed facility. This means that at present if a person knowingly performs a breast augmentation procedure in an unlicensed facility, they are not guilty of an offence unless the person is also responsible for running the facility itself.

New section 33A will ensure that practitioners performing cosmetic surgery are responsible for checking that the facility they are operating in is licensed, as well as safely performing the procedure. It will be a defence if the defendant satisfies the court that they had reasonable grounds to believe the facility was licensed. Licensed facilities must clearly display a copy of their licence at the entrance of their facility and, in addition, a list of all licensed facilities can be found on the NSW Health's website. Practitioners who knowingly perform high-risk cosmetic surgical procedures, such as breast augmentation, in unlicensed facilities are putting patients at risk and under the bill will be facing a fine of up to \$55,000. The bill also includes amendments to the Private Health Facilities Act to improve the compliance and enforcement powers under the Act.

Under the changes, authorised officers will have the power to enter and inspect premises with other persons such as police officers, and authorised officers will have improved powers to require answers to questions and the production of documents. Appropriate protections relating to self-incrimination have been included in the bill, in line with other similar legislative provisions. These changes to the Poisons and Therapeutic Goods Act and the Private Health Facilities Act are important changes that will assist in improving patients' safety when undergoing cosmetic procedures.

I turn now to the other provisions in the bill. Schedule 2 to the bill amends the Health Practitioner Regulation (Adoption of National Law) Act to make a range of minor but important changes to the complaints scheme for registered health practitioners such as medical practitioners and nurses. The Health Practitioner Regulation (Adoption of National Law) Act is how the National Registration and Accreditation Scheme [NRAS] for registered health practitioners is implemented in New South Wales. The Health Practitioner Regulation (Adoption of National Law) Act applies the Health Practitioner Regulation National Law (Queensland) as a law of New South Wales, subject to the modifications in the Act. The Queensland law together with the New South Wales modifications set out in the Health Practitioner Regulation (Adoption of National Law) Act is known as the Health Practitioner Regulation National Law (NSW).

In implementing NRAS, although New South Wales agreed to the national approach to the registration of health practitioners, we did not sign up to the national complaints processes. Rather, New South Wales is a co-regulatory jurisdiction in that we kept our own complaints system involving the Health Care Complaints Commission, health professional councils such as the Medical Council of New South Wales, and the NSW Civil and Administrative Tribunal. The bill also makes a range of "housekeeping" changes to the Health Practitioner Regulation (Adoption of National Law) Act in respect of the complaints processes in New South Wales. The bill will allow the tribunal to review the conditions imposed on a practitioner's registration with their consent. This will ensure that there is a mechanism to appropriately amend and revise conditions, even when the practitioner originally consented to the conditions.

It will also allow the tribunal, on appeal, to substitute conditions imposed on a practitioner's registration for a suspension, and vice versa. This power will ensure that the tribunal has proportionate powers to make orders in the public interest. The bill will allow a health practitioner to appeal against a reprimand issued by a council. This change is in line with the current ability of a practitioner to appeal against a reprimand issued by a professional standards committee. It will also allow authorised officers to exercise their functions to monitor compliance with conditions imposed on a practitioner's registration. Finally, it will remove the ability of the Minister to remove members of an assessment committee and instead give the power to a council. This is a

consequential amendment to changes made in 2016 that provided for members of an assessment committee to be appointed by a council rather than the Minister.

In the bill changes are also made to the Health Practitioner Regulation (Adoption of National Law) Act, the Health Care Complaints Act and the Public Health Act in respect of suspended practitioners, and deregistered and disqualified practitioners. Deregistered health practitioners are those who have had their registration cancelled by the tribunal following a misconduct finding. If a person who is the subject of a complaint is not registered at the time of the tribunal hearing, his or her registration cannot be cancelled. Rather, the tribunal can disqualify the person from applying for registration in the future and the person becomes a disqualified practitioner.

Deregistered and disqualified practitioners are generally treated the same; neither can "hold themselves out" as a registered health practitioner. However, there is not always equivalency between these two groups. For example, under the Public Health Act, deregistered health practitioners must notify their patients that they have been deregistered before providing health services unconnected to their former registration. However, there is no requirement for disqualified practitioners to notify patients of their disqualification. Deregistered and disqualified practitioners have both been found unfit to be a registered health practitioner and should be treated the same way. The bill therefore amends the Health Care Complaints Act and the Public Health Act to ensure that disqualified practitioners are treated the same as deregistered practitioners.

In respect of suspended health practitioners, these are persons whose registration has been suspended by either a health professional council or the tribunal. This can be done either on an interim basis by the council—such as while a serious complaint is being investigated—or following a final hearing by the tribunal. Under the Health Practitioner Regulation National Law (NSW), suspended health practitioners are not considered to be registered health practitioners except for the purpose of complaints handling. The bill amends the Health Practitioner Regulation National Law (NSW) to clarify that any other legislation that refers to a registered health practitioner is not referring to a suspended health practitioner. In addition, clarifying amendments are made to section 176D to provide that once a suspension is lifted, regardless of how the suspension was first imposed, all of the person's rights and privileges as a registered health practitioner are revived, subject to any other action being taken against the practitioner.

Finally, I turn to the new section 12A in the Public Health Act. This new provision will establish a legislative framework for public warnings to be issued by the New South Wales Chief Health Officer. The Chief Health Officer, or NSW Health, currently issues public warnings about a range of matters, such as risks of particular services or risks to patients—for example, following infection control breaches by a particular health practitioner. Such warnings are important so that members of the public can understand the risk and the measures to take to mitigate the risk. There is no express power under the Public Health Act to issue such a warning.

In contrast, the Chief Health Officer has an express power to issue warnings about the safety of a public water supply under section 22 of the Act. The bill addresses this inconsistency by establishing a legislative framework enabling the Chief Health Officer to issue a public warning about risks to the health or safety of the public or a sector of the public. This will formalise the New South Wales Chief Health Officer's power to make public health warnings and better ensure that the public is made aware of public health risks and the measures they can take to mitigate the risk. The changes in the bill will help better protect public health and safety. I commend the bill to the House.

Second Reading Debate

Ms KATE WASHINGTON (Port Stephens) (19:19): As the representative of the shadow health Minister, the Hon. Walt Secord, in the other place, I lead for Labor in debate on the Health Legislation Amendment Bill (No 2) 2018. The Minister addressed a number of issues in this omnibus bill relating to consumer protection. The bill deals primarily with two areas of health policy—that is, the cosmetic service industry and its regulation as well as the public health warning aspect described by the Minister. Both areas of health policy have been prominent in the media because of a number of issues, including a death during a cosmetic surgery procedure. This bill is timely because the issues to which I refer desperately need to be addressed. The New South Wales Opposition does not oppose the bill and supports many of its provisions. However, it has some shortcomings—consumer protection involving cosmetic surgery and public warnings. Under this Government a significant number of issues have emerged in the health sector, in particular, hospital waiting lists for elective surgery and ambulance waiting times.

Mr Brad Hazzard: Point of order: The member for Port Stephens might not have much to say about the bill as it is technical, but she should address the bill and not embark on a broad discussion about other issues.

TEMPORARY SPEAKER (Mr Greg Aplin): The member for Port Stephens will address the bill.

Ms KATE WASHINGTON: I raised those matters as they need to be addressed, just as protections for cosmetic surgery consumers need to be addressed. This bill goes some way towards addressing concerns relating to the delivery of cosmetic and plastic surgery. I note that the bill gives effect to recommendation 7 of a review undertaken by NSW Health of the cosmetic and plastic surgery industry which amends the Poisons and Therapeutic Goods Act 1966 to establish additional controls relating to the possession, manufacture, supply, use, prescription, administration, disposal and storage of medicines that may be used specifically in cosmetic procedures, such as botox and dermal fillers. As the Minister said, this bill establishes a regulatory framework for the use of those substances in clinical practices that will need to be undertaken in consultation with the sector to ensure there are no implications in their positive application. However, these items are used primarily in cosmetic and plastic surgery. I note that this bill puts in place welcome additional controls around the use of these items.

The bill makes amendments to the Private Health Facilities Act 2007 to give effect to recommendation 1 of the review, which addresses problems with unlicensed health facilities, particularly facilities undertaking high-risk cosmetic procedures. We would all have read about the tragic death of a woman who underwent a high-risk cosmetic procedure in a health facility that was not equipped to undertake complex and risky surgery. The bill addresses the high-risk aspect of the delivery of cosmetic surgery. The bill also amends the Public Health Act 2010 to allow the Chief Health Officer to issue public health warnings, another positive element of the bill. I hope that these public health warnings offer greater protections for consumers of clinical procedures. A public health warning is a control that affords consumers greater understanding of any procedure they plan to undergo so that, when the consumer consents to undergo the clinical procedure, that consumer is better informed.

Enabling the Chief Health Officer to issue public health warnings is a positive step that could prevent consumers from undergoing surgery, such as pelvic mesh implants. We know that more than 700 women are involved in a class action concerning these implants. Had those women been warned about the problems caused by these implants prior to undergoing the procedure, they may not have embarked on that path. It is important that we have a robust public health warning system to ensure that consumers do not embark on high-risk investigative and surgical procedures without knowing about prior adverse outcomes from the procedure they are planning to undergo. In the case of pelvic mesh implants, there had been hundreds of adverse outcomes from the procedure, and yet there were no warnings in place to inform those planning to undergo this procedure. I hope that the amendments in this bill will result in a more robust public health warning system, which could prevent such incidents in the future.

I believe that a glaring shortcoming in the bill is the use of the term "surgeon" by cosmetic surgeons and plastic surgeons. There is a significant distinction between cosmetic surgeons and plastic surgeons. However, this bill does not address the use of the term "surgeon" by people who do not have the qualifications to practise as surgeons. By that I mean that you can have a basic medical degree and call yourself a cosmetic surgeon. That comes with enormous risk and confusion in the marketplace as to the difference between a cosmetic surgeon and a plastic surgeon.

Prior to coming to this place, I was a medical negligence lawyer. I acted on behalf of many people, particularly women, who had undertaken cosmetic procedures without knowing that the person whom they had sought that procedure from did not have qualifications to be a surgeon. Their outcomes were poor, and the effects of surgery were lifelong and affected their employment. There are still people who are using the term "cosmetic surgeon" and they are entitled to do so, because there is no law prohibiting them from so doing. This is a significant issue that the bill fails to address. As we have done for some time now, the Opposition urges the Government to do more to ensure there is greater understanding of the type of person being sought to perform cosmetic surgery.

As confusion remains regarding cosmetic surgeons and plastic surgeons, more people will continue to engage with surgeons who do not have the qualifications to undertake high-risk cosmetic surgery. I was involved in numerous cases where there had been horrific outcomes from surgery. The risks are infinitely higher when cosmetic surgery is performed by someone who does not have the qualifications. There is a risk of full facial nerves being severed, which affects how the person functions, including their speech, and how they continue in their employment.

Many surgeons in the industry are doing the right thing. Every day plastic surgeons are performing their job professionally. Surgery is performed for health reasons, not only for cosmetic reasons. Breast reductions are often performed for health reasons, and plastic surgery is undertaken after breast cancer. Plastic surgeons perform important work. It is the cosmetic surgeons that continue to use a title that they should not be using. The title is used because it indicates a standard that has not been attained. As the Opposition has done in the past, I urge the Government to do more to guarantee there are enough protections in the marketplace to ensure that people in the community do not embark on high-risk surgery performed by those without the correct qualifications. Aside from that shortcoming in the bill, the Labor Opposition supports the bill and urges the Government to do more to ensure that there are sufficient protections for consumers, particularly those seeking cosmetic and plastic surgery.

Mr GEOFF PROVEST (Tweed) (19:33): I speak in support of the Health Legislation Amendment Bill (No 2) 2018. The bill enables a number of important changes to improve the public health and safety, particularly in the area of cosmetic procedures. We all know that these procedures can carry risks, particularly where they involve surgery or the use of medicines. Medicines used in the cosmetic process, such as botulinum toxin, commonly known as botox, and dermal fillers, are schedule 4 substances under the Poisons List. This means that they should be prescribed only by a medical practitioner or an authorised person. However, NSW Health's recent review into the regulation of cosmetic procedures found that the existing regulatory framework in New South Wales can do more to protect public health and safety.

The review also noted the NSW Ministry of Health's concerns about whether medical practitioners currently have appropriate oversight of the storage, access, use and administration of these medicines and about the importation of these medicines from overseas. The review recommended stronger regulation with respect to the medicines commonly used in cosmetic procedures. I add that north of the great electorate of Tweed is an area called the Gold Coast. That is probably known best as one of the epicentres of cosmetic procedures conducted in Australia. There are private hospitals for that sole purpose. On the Gold Coast it is not called a cosmetic procedure; it is called a refresh. I am pleased that the bill before the House implements this recommendation. The bill amends the Poisons and Therapeutic Goods Act to create a framework to allow regulations to be made setting additional rules relating to the use, administration, supply, prescription and disposal of botulinum toxin and dermal fillers and other medicines which may be prescribed by the regulations.

To be crystal clear, this is not about banning the use of botox or dermal fillers for cosmetic purposes, because in many instances they are administered properly and safely. However, the Poisons and Therapeutic Goods Act is more than 50 years old and it is reasonable to amend the Act to allow for tailored rules with increased penalties around the use of medicines used in cosmetic procedures to help prevent instances of misuse. I also make clear that stakeholders, including medical practitioners and relevant industry groups, will be consulted thoroughly before any regulations are made.

The bill amends the Private Health Facilities Act to create a new offence for a person performing prescribed services in an unlicensed, private health facility. The current offence in the Act relates to the conducting of an unlicensed private health facility and does not appropriately set responsibility on the practitioner performing, for example, breast augmentation surgery. High-risk cosmetic surgery procedures should be performed only in a public hospital or in a licensed private health facility. Any medical practitioner who performs such surgery should satisfy themselves that the premises are appropriate for the procedure to be safely performed. While I support the bill, I remind anyone thinking of undergoing a cosmetic procedure to do their homework, because no procedure is risk-free. Consumers should seek advice from their general practitioners and check the qualifications and experience of the person performing the procedure. I commend the bill to the House.

Ms JENNY AITCHISON (Maitland) (19:38): I speak in debate on the Health Legislation Amendment Bill (No 2) 2018 introduced by the Minister for Health. This omnibus bill covers a number of health issues and, as shadow Minister for Women, I would like to particularly comment on the issues relating to the cosmetic surgery industry. Last year a woman went into cardiac arrest and died while undergoing botched breast surgery at a Sydney beauty salon. It was alleged that a Chinese tourist administered a local anaesthetic and breast filler to the deceased woman, despite having no medical qualifications in Australia. She was charged with recklessly—

Mr Brad Hazzard: Point of order: I remind the member that criminal charges are pending. I do not have a problem with her saying this, but she should be very careful what she says and should keep her comments to a bare minimum.

Ms JENNY AITCHISON: I thank the Minister. Since 2015 there has been a death last year and a number of other high-profile incidents in the cosmetic industry, including women being hospitalised with heart problems during breast enlargements at so-called shopping centre clinics. While this bill enacts one of the recommendations of the NSW Health Review of the Regulation of Cosmetic Procedures released on 28 April 2018 by responding to recommendation 27, we have not heard from the Minister for Health about recommendation 4 of the review regarding misuse of the title "cosmetic surgeon". It is still possible to call oneself a cosmetic surgeon despite only having the most basic medical qualifications. Recommendation 4 of the review called on the Minister to raise the issue of protecting the title "cosmetic surgeon" with the Commonwealth of Australian Governments Health Council. I ask the Minister to respond to this in his reply.

Given the seriousness of the deaths and critical incidents that have been raised that have led to this bill, it is important that we act to ensure that women, in particular, are not duped into breast augmentation and/or reduction surgery by those who are not properly qualified. I make particular mention of breast cancer survivors, mastectomies and reconstructions. I am a carrier of the breast cancer gene so I have a lot of knowledge from people who have a similar genetic make-up. There are lessons to be learned from the work that has been done with mastectomies and reconstructions for breast cancer survivors that should inform our position on how we deal

with cosmetic surgery. I know many people who have had breast cancer and then had mastectomies and reconstruction. In many cases they have undergone quite lengthy psychological counselling.

Those who have not had counselling have suffered serious psychological disorders and harm because of the dramatic changes to their body. Their expectations of returning to good health or to a particular body image—a particular perceived shape or size—may not be met, even with very qualified plastic surgeons who have carried out many of these procedures. Problems may even arise with their expectations of recovery times. For many women breast reconstruction, augmentation and reduction procedures strike at the heart of their psychosocial self-identification; it is how they feel about themselves. It is a vital part of a woman to be mucking around with. We must ensure that those who perform these procedures are eminently qualified. They should be both doctors and surgeons; they should understand not just the physiological and medical aspects but also be able to give women appropriate counselling to ensure they understand clearly what will happen to them.

Cosmetic surgery is now a billion dollar industry in Australia. It eclipses the United States for per capita spending, with tens of thousands of procedures such as botox, breast augmentation and liposuction being performed to the tune of some \$350 million every year. The top five most popular procedures are anti-wrinkle injections, fillers, lasers and intense pulsed light [IPL], breast augmentation and reduction, and liposuction. In an investigation by the *Daily Telegraph*, journalist Annabel Hennessy wrote of women as young as 21 being urged by clinics to start botox as a preventative measure, saying that "by the time the lines appear it is too late". Women in our society are prey to being judged on their appearances from a very early age. We see a range of medical issues arise in body dysmorphic disorder and eating disorders, such as anorexia nervosa and bulimia. A 2011 study of 619 Australian university students found:

Approximately two thirds of the sample were concerned about an aspect of their appearance, with one third of these individuals preoccupied by this concern. Fourteen participants (2.3%) appeared to meet the criteria for BDD ... Female subjects demonstrated significantly greater dysmorphic concern than male subjects ... This study suggests that appearance concerns are common among Australian university students, with approximately 1 in 50 fulfilling the criteria for a probable diagnosis of BDD.

Women are over-represented in this area. I have spoken to many women's groups in the community in my role as acting shadow Minister for Women and shadow Minister for the Prevention of Domestic Violence and Sexual Assault. There is something seriously wrong with our society when women feel undervalued, when they struggle for gender justice, and when they struggle to be valued for something more than their appearance. Journalist Tracey Spicer has written about this in *The Good Girl Stripped Bare*. She wrote of the pressure placed on her and on other people in some industries to look a certain way. We need to do more about this. Tracey Spicer refers to the seminal work of Naomi Wolf, the American feminist who wrote *The Beauty Myth*. Naomi Wolf highlighted that appearance is an issue for women, explaining how women try to change their appearance to be judged as more able to fulfil their roles and more likely to achieve success, whatever that looks like for them.

I again call on the Government to focus on educating students from kindergarten to year 12 about respectful relationships. We must shape positive attitudes and behaviours towards women in our society. It should not matter how big a woman's breasts are or how perfect her wrinkle-free face is; nor should anything else to do with her appearance matter. Women should be judged on their skills, their personalities and the contributions they make to society rather than superfluous issues because the consequences of making judgements about such issues can be damaging and dangerous and, at times, deadly. The member for Tweed spoke about cosmetic clinics referring to surgical procedures as "refreshers"—removing the idea that they are medical procedures.

Only today Plan International announced it had produced a map of Sydney highlighting hotspots for harassment and intimidation. Through the #MeToo campaign women in all professions have spoken about their experiences of being judged on their looks and of being treated differently based on their looks. Those are the main focuses of my concern with this legislation. It is very important to make this legislation strong. I urge the Minister to address the qualification of those who cut—and in some cases mutilate or even kill—women who seek to conform to society's expectations. I ask him, in his broader role as a senior Minister in the Government, to urge for respectful relationships education to start from kindergarten so that this culture—in fact epidemic—of forcing women to change their looks to fit in can be arrested.

Mr BRAD HAZZARD (Wakehurst—Minister for Health, and Minister for Medical Research)
(19:47): In reply: I thank the members for Port Stephens, for the Tweed and for Maitland for their contributions to debate on the Health Legislation Amendment Bill (No. 2) 2018. I will address some of the issues that the member for Port Stephens and the member for Maitland raised. The member for Port Stephens talked about a very significant issue for women—the use of transvaginal mesh implants for pelvic organ, or vaginal, prolapse. She said that the changes the Government is effecting in this bill will allow appropriate warnings to be given about the use of transvaginal mesh implants. Although I really appreciate her—

Ms Jenny Aitchison: Experience?

Mr BRAD HAZZARD: Although I appreciate her intent, she is in error. The fact that there has not been a legislative basis for the Chief Health Officer issuing a health warning has not stopped Kerry Chant, the Chief Health Officer, from doing so. As I pointed out in the second reading speech, she has been doing that, but the legislation before the House—which I understand both the Opposition and Government support—will make it clearer that she has that power. I can see on my phone one of the many safety notices that have been issued, safety notice 015/17, entitled "Transvaginal mesh implants for pelvic organ (vaginal) prolapse", which sets out very clearly the possible severe complications following the use of transvaginal mesh to surgically treat pelvic organ (vaginal) prolapse. The safety notice noted that it was reported by women in Australia and overseas. The notification went to chief executives of all the local health districts in New South Wales, directors of clinical governance, directors of regulation and compliance units, and the Clinical Excellence Commission. It was distributed very broadly.

I clarify for the member for Port Stephens and reassure her that women have been given the appropriate notifications, and all of our hospitals where this surgery was undertaken were notified of the risks. The Federal Government has also been involved, that is, the Therapeutic Goods Administration. I am not detracting from her intent in her saying that there should be appropriate safety warnings. I assure her that there have been appropriate safety warnings, and I am quite satisfied that they have been given. Having said that, I completely agree with her that the use of transvaginal mesh implants has been extremely problematic for many women. The Government and, I am sure, the Opposition are as one on this. We want to make sure that the implant is used appropriately, if at all. That is, of course, a clinical-surgical decision for medical practitioners, but with all the warnings the Government can possibly give.

The member for Port Stephens was concentrating on preparing her speech and perhaps did not hear what I said initially, and the member for Maitland was not in the Chamber when I delivered the second reading speech. That is no reflection on either one of them because it is difficult in this place to do everything you are expected to do. I can assure the member for Maitland and the member for Port Stephens that the use of the term "cosmetic surgeon" is very much at the forefront of what the Government has been considering and trying to improve. At the outset I read from a submission that was made to the upper House inquiry from the Australian Society of Plastic Surgeons, which says:

The regulation of facilities is improving thanks to changes introduced first by the New South Wales Government, and soon, we understand, to be adopted in other States.

That goes to a whole range of issues, including the definition of "cosmetic surgery". Clearly, people using the term "cosmetic surgeon" is a real problem when, in reality, they may not be trained in cosmetic surgery, and they may not be trained in surgery at all. That is a huge issue for us. That is one of the reasons the Government is so focused on this and I am very glad to hear that the Opposition will be supportive. It is not a political issue, it is simply a matter of trying to get the definitional aspects right to protect the public.

The member for Maitland's comments about women were very appropriate, reasonable and significant. However, it is not only women who seek to benefit from cosmetic surgery; in this day and age, it is also very much men. The legislation and the regulatory framework that will be developed will focus on ensuring that men and women are protected in the future far more than they have been in the past. I make that point only because the member focused very much on women. I completely agree with what she said, but men also can be subject to body image pressures.

The bill makes a range of changes to health legislation to protect the public. It implements two recommendations of the recent review of the regulation of cosmetic procedures by amending the Private Health Facilities Act to make it an offence for a person to perform prescribed services in an unlicensed facility. This will ensure that practitioners take responsibility for ensuring that the facility in which they perform cosmetic surgery is licensed. It also amends the Poisons and Therapeutic Goods Act to allow for regulations to be made in relation to the possession, supply, manufacture, administration, use, prescription, storage, and disposal of therapeutic goods commonly used in cosmetic procedures. Such rules may be set for botulinum toxin, hyaluronic acid injections—that is, dermal fillers—and other therapeutic goods prescribed by regulation. This change will ensure that there are appropriate rules in place in respect of drugs used in cosmetic procedures to protect the public.

The bill also amends the Private Health Facilities Act to improve the powers of authorised officers to inspect premises and to require the production of documents. These changes will assist in ensuring that authorised officers have the necessary powers to inspect premises and to conduct investigations. In addition, the bill amends the Public Health Act to establish a legislative framework for the Chief Health Officer to issue the public warnings that I have just addressed. It is important that the Chief Health Officer has the necessary tools to warn the public about risks to health and safety. These changes will provide a legislative framework—developed after appropriate consultation with the community and the various representatives of medical and clinical bodies—that will entirely focus on better protection for the public.

A broad-ranging bill like this requires a great deal of work to be undertaken by the Ministry of Health. I acknowledge Gemma Broderick, who did much of the work. I also thank the Chief Health Officer, Dr Kerry Chant, who does an incredible job for the people of New South Wales. I thank Jasmine Morgan in my office, who worked with the public servants to ensure that this bill was presented to the House in an appropriate form. I now look forward to its passing the House and, in due course after appropriate consultation, the establishment of new regulatory frameworks. I commend the bill to the House.

TEMPORARY SPEAKER (Mr Greg Aplin): The question is that this bill be now read a second time.

Motion agreed to.

Third Reading

Mr BRAD HAZZARD: I move:

That this bill be now read a third time.

Motion agreed to.

Private Members' Statements

AMATEUR BEEKEEPERS ASSOCIATION INAUGURAL CONFERENCE

Mr DAVID MEHAN (The Entrance) (19:59): The Amateur Beekeepers Association NSW [ABA] held its inaugural conference on the Central Coast over the weekend of 18 to 20 May. The conference was held at the Diggers Club in The Entrance electorate. It was my honour to attend the opening, which was performed by the Governor of New South Wales, His Excellency David Hurley, who is also a recreational beekeeper. My colleague the member for Gosford—who is one of the Central Coast's newest beekeepers—also participated in the conference over the weekend. It was a well-constructed conference, packed with very interesting speakers, including Stuart Anderson, the co-inventor of the Flow Hive and, with his family, the operator of that business on the North Coast, which has generated a bunch of jobs in that area and has generated a lot of interest in the idea worldwide.

New South Wales is home to about 29 per cent of Australia's beekeepers. The Amateur Beekeepers Association was founded in 1954 to promote beekeeping as a hobby. More than 6,000 individuals are registered as beekeepers in New South Wales, with more than 80 per cent of those being recreational beekeepers. The association does a great job of representing the interests of recreational beekeepers and supporting the industry. I acknowledge the president of the association's committee, Bruce White, who attended the conference. The conference was, by and large, organised on the Central Coast by the club development officer, Len Verrenkamp, assisted by the spokesperson, Barbara Elkins. The other members of the committee who attended the conference were the secretary, Dave Wilson; the treasurer, Lyall Zweck; the information technology officer, Sheila Stokes; the public officer, Arthur Garske; the education officer, Miskell Hampton; and the editor and resources officer, Sue Carney.

Currently, the association has 20 clubs and branches throughout New South Wales, providing information and support to more than 1,600 amateur beekeepers who are its members. There are nearly 20,000 known species of bees. They are found on every continent except Antarctica and in every habitat on the planet that contains insect-pollinated flowering plants. The best known honey bee is the western honey bee, or *Apis mellifera*, which has been domesticated for honey production and crop pollination. Honey bees play an essential role in agriculture, not only producing honey and beeswax but also pollinating a vast number of food crops. It is estimated that one-third of the human food supply depends on pollination by insects, birds and bats, most of which is accomplished by bees, whether wild or domesticated.

Beekeeping is a unique primary industry, depending on native flora for about 80 per cent of its production. However, the work done by this essential little insect is at risk. Since 2007, abnormally high die-offs—between 30 and 70 per cent of hives in total—of the western honey bee colonies have occurred in North America. Colony collapse has a variety of causes, some of which have been identified but none conclusively so. A number of well-known pests pose a risk to our ecology and to bees. Varroa mites are the most serious pests of honey bees worldwide. Varroa infects honey bees in every major beekeeping area of the world except Australia. These risks underline the importance of groups like the Amateur Beekeepers Association and the importance of maintaining our environment and biosecurity.

It is estimated that 40 per cent of apiary sites used by commercial apiarists in New South Wales are on public land. Three agencies are responsible for that land management: the Forestry Corporation of NSW, the National Parks and Wildlife Service and Local Land Services. Those three agencies have different policies relating to that land use by apiarists. The Department of Primary Industries provides a coordinating role with some effect, but more needs to be done. Protecting the environment has not been a high priority of this Government over the

past eight years. Cuts to the National Parks and Wildlife Service have resulted in the number of permanent staff being reduced, thereby reducing protection of the environment that bees rely upon and which we rely upon for food. Land clearing protections have also been reduced. Whilst there is an Australian Honey Bee Biosecurity Code of Practice, there is not a code protecting native bees. There is more to be done, but this Government is not up to the job of doing it. The ABA does a great job of providing that on the Central Coast and in other places in New South Wales. [*Time expired.*]

CAMDEN MEN'S SHED

Mr CHRIS PATTERSON (Camden) (20:04): Last week Governor General David Hurley, AC, DSC, (Ret'd), and his lovely wife, Mrs Linda Hurley, visited Camden Men's Shed. The Governor said that they make a point of visiting men's sheds when possible on their trips around New South Wales. Camden Men's Shed is located on a unique piece of land, the Bicentennial Equestrian Park. The 200-acre property is owned by the Camden Council and overseen by a section 355 committee. The park caters for many and varied equine activities such as equestrian, campdraft, polocrosse, recreational riding and pony club. The Minister for Primary Industries, Niall Blair, and his family regularly go horseriding in the park. It is great when they visit.

The men's shed members do an extraordinary amount of work on the park—maintaining 200 acres is a bit like painting the Harbour Bridge. Besides the regular equine events, many others are also held at the park. For example, the annual Anzac Run raises money for Lifeline Macarthur and the Camden Council's Paws in the Park promotes responsible pet ownership. The men's shed members always make sure that the park is in pristine condition. Of course, like many districts in New South Wales, Camden is dealing with a lengthy drought so maintenance of the park is becoming quite a challenge without water.

The initial \$360,000 grant in 2003 from the Howard Government to establish the park has certainly proved to be an extremely good investment. Camden Men's Shed has assisted in the establishment of the RSL Memorial Walkway and its grove of Gallipoli pines is propagated from a pine cone that Lance Corporal Benjamin Smith of the 3rd Battalion retrieved from Gallipoli. In 1928 Corporal Smith's mother planted seeds from the cone. The ongoing propagation of trees enabled the men's shed to obtain seeds to plant and establish the grove of pines. The skills of the men can also be seen in the scale models of historical Camden buildings, such as St John's Anglican Church, the Camden Milk Depot, a slab hut, the Camden Court House and the Camden Hotel that are scattered around the grounds. Some are used as jumps for equestrian events.

The men meet every week to get on with their never-ending list of projects at the park. Of course, morning tea is a very important time of the day. I have it on good authority that they are better at the town gossip than anyone else in Camden. I thank Debbie in my office for that information. When the Governor and Mrs Hurley were taken on a tour around the park they were amazed at its size and the work done by the men's shed. I thank President Neil Burns and men's shed members for their unwavering devotion to the park and the personal care they put into every aspect of it. Without them the venue would not be the jewel in the crown of Camden that it is.

I thank Neil Burns, Gary Brooks, Bob Brown, Stephen Butler, Colin Calver, Charlie Delicate, Trevor Firth, Geza John Goldstein, Phillip Goodhew, Leon Green, Ron Gunn, Tony Katon, Geoff Knowles, Geoff Lees, Richard Lowe, Peter Luther, Warwick McWhirter, Raymond Monahan, Michael Mitchell, David Funnell, Allen Nelson, James Norris, Bob Page, Keith Riches, Edward Turrington, Gary White, Patrick White and Ross Wyllie for all they do. During the visit of the Governor and Mrs Hurley the men mentioned that they had done more than 200,000 hours of community work at the park. That equates to millions of dollars in value but it has cost the community nothing. I thank every Camden Men's Shed member for his efforts.

KOSCIUSZKO NATIONAL PARK WILD HORSE MANAGEMENT PLAN

Mr JOHN BARILARO (Monaro—Deputy Premier, Minister for Regional New South Wales, Minister for Skills, and Minister for Small Business) (20:09): In the past 48 hours the New South Wales Government has announced that it will introduce historic legislation to acknowledge the wild horses—the brumbies—of Kosciuszko and their cultural and heritage connection to the park. More will be said about that over the coming days when the bill is introduced in the House. It is a significant announcement for my community. It is right that we strike a balance between brumby numbers and protecting the national park going forward. It has been a long seven-year campaign for me as the local member, but it is important to acknowledge those people who have been involved in the campaign even longer.

The very first person I acknowledge is Peter Cochran, a former member for Monaro, who was elected to this House 30 years ago this year. He gave 10 years of his life in service to this place before leaving 20 years ago, but he never lost his fight and passion for and connection to the Kosciuszko mountain brumby. Peter Cochran has led the charge. I have had the privilege of being mentored by Peter and of having his passion for the brumbies and all things Monaro rub off on me. Maybe it is the cold air and climate of the Monaro that makes us a little crazy

and so passionate when we fight for the communities we represent. The member for Ku-ring-gai, who is at the table, seems to agree.

There is no doubt that since my election to this House in 2011 as a representative of the Monaro the community has been 100 per cent behind the idea and concept that the brumby has a connection to the park. More than 130,000 walers left our shores to fight in foreign lands during the First World War. They were showcased in the opening ceremony of the 2000 Sydney Olympic Games and in Banjo Paterson's *The Man from Snowy River*. Peter Cochran is the modern-day Man from Snowy River. He is a passionate, strong advocate for the brumbies and those advocacy groups that have been fighting this campaign for a long time. He leads an army of volunteers. In the few days since the announcement, I realised through posts on Facebook and other social media how many people are behind the Government's position. Many others have used the media to attack the Government's decision, but I give credit to those pro-brumby supporters who have jumped on social media to support the Government's balanced approach. We will find a way for the park to host these brumbies while preserving its more sensitive areas.

I am lucky and privileged to have the opportunity to introduce a bill, lead the debate and be acknowledged in the media for the stance I have taken as the member for Monaro, the Deputy Premier and Minister for Regional New South Wales. I do it on behalf of so many who have supported and encouraged me. I acknowledge tonight key partners in this journey: Rebecca Atkinson, Leisa Caldwell, Jack French, Deanne Kennedy, the late Clive Edwards, Richard Armstrong, Jenny Boardman, Ted and Helen Taylor, Paul McIver, Henry Filtness, Kylee Hepburn, members of the Snowy Mountains Bush Users Group and Snowy Mountains Horse Riders Association, and the many volunteers and workers across the Snowy Mountains who have gathered signatures for petitions and raised funding for the campaigns of wild horse advocacy groups.

Last year many of those supporters travelled from my region and rallied out the front of Parliament House. They did so at their own expense, leaving the mountains at 3.00 a.m. to be in Martin Place along with their horses. Members heard loud and clear the passion of the community for the mountain brumby—they are part of the heritage and folklore of our region. The battle begins this week and will continue in the weeks ahead as we negotiate with crossbenchers to have the bill pass through the House. I acknowledge the many people who continue to advocate on behalf of the brumbies.

NEWCASTLE ELECTORATE TAFE SERVICES

Mr TIM CRAKANTHORP (Newcastle) (20:14): It is most apt that I speak immediately following the Minister for Skills this evening as what I am about to talk about relates to that portfolio and has had a considerable effect on people in Newcastle. It is all about TAFE and the inequitable way in which Sydney is treated as opposed to Newcastle. Sydney is being given preferential treatment over Newcastle even when it comes to positions in TAFE. In Newcastle the position of Institute Multicultural Education Coordinator has been abolished—an important role for people from different backgrounds wanting to get a vocational education at TAFE in Newcastle and the Hunter.

When this proposal was put forward towards the end of last year there was a huge backlash in Sydney. It appears as though the Government found the money and the means to keep eight of those positions in Western Sydney rather than abolish them, but it abolished all the positions in the Hunter. When one considers the number of culturally and linguistically diverse people who will be affected by this decision it is incredible that this Government can be so biased. This position, which is classified as a special program coordinator, has as its main purpose to lead the development and establishment of strategic support services and programs for students from culturally and linguistically diverse [CALD], backgrounds and for students who speak a language other than English.

TAFE NSW has gone through a restructure to create One TAFE and has done away with the institute model. As a result of the reorganisation, the multicultural education coordinator role has been abolished for the Hunter and Central Coast region, which is now part of TAFE NSW North. Interestingly, eight of these CALD community engagement positions have been created for Sydney and Western Sydney but none for the Hunter region or the North Coast. The rationale provided was that Sydney has more than 40 per cent CALD enrolments whereas the Hunter has 15 per cent. But mathematically each of the positions created in Sydney and Western Sydney might be responsible for 5 per cent of the enrolments. Whatever formula was used, the Hunter or northern region should have had a position or two at the very least.

Over the years that role has contributed to a growth in the number of CALD students participating in TAFE NSW programs and has resulted in increased retention and improved course module completion rates. More than ever, this role is vital in realising successful settlement and integration and, by extension, improving social and economic participation of CALD communities in our region. People in that role also provide specialist advice on training needs to staff and students as well as other key stakeholders, including government agencies

and community service partners. Abolishing the role at this time will have a huge impact on CALD students. Staff, students and the community will not have a designated person to contact on issues pertaining to multicultural access to education and training.

This conservative Government is promoting immigrants and people coming to this country moving into the regions, and moving out of Sydney specifically. It is well and good to encourage people to move to places such as the Hunter, but it is ludicrous to then take away the main person at a vocational education institute—and there is only one person to service a population of hundreds of thousands of people which amounts to 30,000, 40,000 or more TAFE students. There is one rule for Sydney and another for the Hunter. Northern Settlement Services is an organisation that works hard to integrate and settle refugees in the Newcastle and Hunter community. Having been on its board for a number of years, I am particularly distressed by this Government's callous action and insensitivity to that community—to the people moving into our area—and the lack of assistance for them to get jobs. Many of those people do not go straight to university; many of them come to TAFE. Now they are having a lot of trouble dealing with issues and the position that would help them is now gone. Shame on the Government.

BALLINA ELECTORATE SCHOOLS

Ms TAMARA SMITH (Ballina) (20:19): Without taking anything away from the comments made by the member for Newcastle about the gutting of TAFE, I speak today in praise of small public schools in my electorate. Small schools in regional areas are truly unique. Students and teachers are often part of a close-knit village community and schools in small towns are the heart of connectivity for surrounding villages. Every school, student and teacher in my electorate deserves my recognition, support and praise as their local member. However, today I will give a snapshot of incredible work that is going on in some of our small public schools.

The Goonengerry Public School community prides itself on parent communication and involvement. Last week a parent information session was held to talk about reporting children's progress to parents in a non-gobbledegook way. This year the school's principal and teachers focused much of their professional learning on visible learning outcomes where students are involved in designing the curriculum on a day-to-day basis and can independently track where they are in achieving their own learning goals and where they want to go next. Upper Coopers Creek School is a small one-teacher school with a wonderful advantage—learning is completely individualised and every student is truly supported through an individual learning program. Another advantage of a one-teacher school is that children of all ages can enjoy the same cross-curriculum learning at the same time.

At Upper Coopers Creek School all students—from kindergarten to year 6—have weekly lessons together in Indonesian, guitar and robotics. Older students naturally mentor younger students; the social and emotional learning outcomes are too numerous to mention adequately in this Chamber. Upper Coopers Creek School is also big on sport. In the past 12 months all students worked with specialist coaches in surfing, gymnastics, swimming, athletics and Australian Football League as well as taking first aid lessons, thanks to the Sporting Schools grants. To give members an idea of the talent at the school, four swimmers—one-third of the school population—competed in the State Swimming Championships in Sydney last month.

Small schools are great schools, but the achievements of their students often go unnoticed. When fewer than five students in a year group sit for the National Assessment Program—Literacy and Numeracy [NAPLAN] tests, those students' test results are not reported on the My School website. That can mean that the positive achievements of students and teachers in small schools are not celebrated. It is yet another reason why we need a new NAPLAN test that is based on assessment for learning and that is not about comparing schools. Rosebank Public School, a small school with only 40 students, is nestled in the hills behind Byron Bay. Thanks to the dedication of teachers, innovative learning design and strong community involvement, the small school has achieved outstanding results. Having lived on 100 acres in Rosebank some years ago, I was delighted to hear that in 2017 Rosebank embraced a "year of thinking differently", designing and delivering—on top of the usual curriculum—a unique bush study program for every student.

The program continues in 2018, with Bush School season opening at the Rosebank Public School this week. This Thursday Rosebank students will head off to the Rosebank bush reserve where they will build bush shelters, learn survival skills and first aid, and engage in land care, orienteering and art. Bush School activities align with the New South Wales curriculum and are designed to build resilience and foster a positive relationship with the natural environment. At Newrybar Public School the balance between the left and right brain seems to be attainable. All children are able to learn yoga as part of the curriculum and every student engages in science, technology, engineering, and mathematics activities on a weekly basis.

This term students built houses for the three little pigs, a bridge for the three billy goats gruff and a trap to catch the gingerbread man. I am reliably informed that the design ideas and constructions are improving each time. Newrybar Public School combines traditional education with the study of happiness and wellbeing. Positive

education emphasises the importance of training the heart as well as the mind. This year, students will engage with a positive education program that nurtures and celebrates their values and character strengths. I congratulate all of the public school principals and teachers in my electorate for their dedication to the highest ideal in our society, that of supporting young people to reach their full potential. I wish all students in my electorate a wonderful and scholastic year.

TRIBUTE TO DAVID SHAKESPEARE, OAM

Dr GEOFF LEE (Parramatta) (20:24): I pay my respects on the passing of David Shakespeare, a well-known and helpful contributor to Parramatta, to our State and to our nation. David passed away unexpectedly on Saturday 4 May 2018 after suffering a short illness. I offer my sincere condolences to his wife, Merril, his family and his many friends. David leaves behind an enduring legacy. He has been honoured and will be remembered for his service to our city and our heritage. In 2001 Mr Shakespeare received a Medal of the Order of Australia [OAM] for service to the community of Parramatta through historical research, preservation of historical sites and education. In 2013 he was awarded the Parramatta City Council Heritage Award for promotion of education of history to the schoolchildren of Parramatta.

David Shakespeare was a former history teacher. He was also an active member of the Parramatta and District Historical Society, a principal of the Arthur Phillip High School and the President of the Arthur Phillip Society. It was perhaps his career in education combined with his passion for history that saw Mr Shakespeare connect with and become so well respected in our local primary and secondary schools. He was a Parramatta and District Historical Society councillor for 18 years, and from 2005 to 2008 he took on the role of president. During his time at the Parramatta and District Historical Society he was instrumental in bringing together local schoolchildren and HMAS *Parramatta* (IV). Today, the historical society has an outstanding schools and naval liaison program, which includes public speaking, Anzac Day and Remembrance Day events and other activities.

Over the years I had the opportunity to meet with Mr Shakespeare on numerous occasions and at many events. In 2014 he came to see me about the 200th anniversary of the death of Governor Arthur Phillip. He wanted to ensure that the memory of Governor Arthur Phillip as first Governor of New South Wales and his achievements are remembered for many years to come. At Mr Shakespeare's request, I wrote to the Mayor of Bath in England to see if together we could recognise the work of David Shakespeare and the Parramatta and District Historical Society in highlighting the Arthur Phillip's importance to our communities.

Mr Shakespeare was also one of founding members of the Rotary Club of Parramatta's Daybreak in 1992. He served as president and held many executive positions. Through David's work, HMAS *Parramatta* (IV) and its crew have become honorary members of the Rotary Club of Parramatta's Daybreak. Many people will mourn the passing of David Shakespeare, OAM. He has made an enormous contribution to our community through his work and ensured that our city's history is not only preserved but also will be told for generations to come. Mr Shakespeare will be fondly remembered for his passion and commitment to heritage in Parramatta. Rest in peace, David Shakespeare. Your legacy will endure for generations to come.

DROUGHT ASSISTANCE

Ms JENNY AITCHISON (Maitland) (20:28): I will speak on a matter which has touched every farmer in my electorate and across New South Wales: the ongoing drought. Farmers in Maitland have braved many challenges since the onset of the drought last year. Earlier this year, Maitland recorded its driest January since 1932, with only six millimetres of rainfall. Some rains in March promised relief but they proved isolated. This managed to escalate the damage to farmland by encouraging the growth of toxic, fast-growing kikuyu grass, which can poison livestock. Several cases of kikuyu poisoning have already appeared in the Hunter region. As edible grass has disappeared farmers have turned to hay to feed their livestock, which is largely sourced from surrounding areas. As a temporary solution, the expense incurred by freight charges often outweighs the value of the crops to the farmer and it is not the only problem.

Agriculture farmers throughout the Hunter have also been pummelled by the drought. Without rainfall, those with dams have turned to irrigation to water their crops, including Mr Danny Stork in the neighbouring region of Glen Oak. Now five of Mr Stork's six dams have run dry. Two more farmers who sell their goods at Maitland's Slow Earth Food Market ran out of water completely in February. This also creates difficulty for our dairy farmers as they require water to flush their milking machines. As crops fail, the increased demand and limited supply of hay has pushed prices upwards. Herds from Dungog and Gresford are passing through Maitland Saleyards as farmers hastily rid themselves of animals they can no longer feed. It is a devastating process. With this downward pressure on livestock prices, some farmers are losing hundreds of dollars per animal.

In this difficult time I commend the courage and community of Maitland and the Hunter where residents have pulled together to support struggling farms through the Buy a Bale Hunter campaign. That campaign is the

fruit of a partnership between Rural Aid and several regional publications including the *Maitland Mercury*, the *Newcastle Herald*, the *Dungog Chronicle*, the *Scone Advocate* and *Hunter Valley News*. The money raised from this campaign funds much-needed water and hay for livestock. The funds also buy groceries for our farmers and their families. The campaign raised \$54,000 in the first week, with the bulk of donations stemming from Hunter residents. That so many were mobilised to give so much in support of their local farmers is a testament to the unique character of regional communities such as Maitland.

Last Saturday Rural Aid's chief executive officer, Charles Alder and his wife, Tracy, attended the Maitland City Bowling Club to support farmers through a fundraising event organised by Kate Schouten. Rural Aid has been operating since 2015 in Queensland but it is a national body. It was great to see such support from the shadow Minister for the Hunter and member for Port Stephens, Maitland and Cessnock councillors, a candidate for the Shooters, Fishers and Farmers Party in the Upper Hunter and an upper House member. However, there were no State representatives from The Nationals at the event. That is a disgrace. The region of Upper Hunter is next to my electorate and the farmers in the member for Upper Hunter's electorate are benefiting from these events. Members of Parliament from the Australian Labor Party and the Federal Nationals all donated money but no donations were received from State representatives.

I pay particular tribute to one of our region's finest journalists, Belinda Jane-Davis, who works for the *Maitland Mercury*. Belinda has been instrumental in highlighting the plight of our region's farmers and rallying our community behind them. Her articles in the *Maitland Mercury* have brought us the deeply personal and affecting cries for help from our primary producers. Our Maitland Citizen of the Year and Local Woman of the Year, Amorelle Dempster of Slow Food Hunter Valley, has been enormously successful in these difficult times by helping many farmers to offload some of their excess to where it might otherwise be needed.

Over the last few weeks and months we have had much-needed bouts of rain. However, this rain has not been enough and we need much more. I spoke to Michelle Viola, a local farmer, who was impacted terribly by the floods in 2015. Michelle told me she is down to her last bale of hay and she has lost all her livestock. It is a disgrace. However, it was great to see people such as Michelle, Maitland nurses Tim Peters, Emma Murphy and Zelda Johnsen, a new resident of my electorate, coming together and rallying in solidarity to help our farmers. I urge the Government to do more to help them too.

NATIONAL WALK SAFELY TO SCHOOL DAY

Mr ROB STOKES (Pittwater—Minister for Education) (20:33): Last Friday marked National Walk Safely to School Day. In scores of schools across New South Wales, including in my community of Pittwater, there was a conscious focus on the need to encourage young people to walk to their local school, wherever it is safe to do so. The day also illustrates a larger spatial, financial and social challenge in our cities and towns. That challenge is the issue of walking, active transport and an unconscious bias in favour of private motor vehicles over other mobilities, which has moved from preference and choice to dependence and even addiction.

In Sydney, we are blessed with a natural environment that most major cities around the world can only dream of. Therefore, as a matter of historical development we would expect that our city would be awash with pedestrian footpaths and cycleways that were developed over past centuries to enable us to enjoy the city's spectacular and natural beauty. This is not the case. Instead, we have developed a cultural affinity for private motor vehicle ownership, which has been ingrained in our national psyche. This obsession harks back to an era when cars were produced locally. Our parents and grandparents were often split down lines of allegiance to either Ford or Holden.

This unconscious enslavement to the automobile is reflected in public debate everywhere. A local example from my community is the announcement of the B-Line bus route. It faced initial opposition that I could not understand. After all, who could be opposed to better, faster, more convenient and comfortable public transport? When I reflected on it, I realised that often the opposition came from an older generation of people who perhaps unconsciously perceived public transport to be a threat to private car ownership. They opposed buses on the basis that they might impede road access for private vehicles. However, many of the people who were initially opposed to the B-Line are now among its most vociferous defenders. It shows that modal shift is possible not only in reality but also in people's minds.

Those who opposed public transport and the construction of better footpaths and cycleways are those whom sociologists Elizabeth Shrove and John Urry described as preferring automobility. Those people suffer from an unconscious preference for using motor vehicles that over time changes from a preference to an addiction. The treatment is to get out of our vehicles and start walking. It is crucial that we invest more in pedestrian infrastructure. We are facing an obesity epidemic and an environmental crisis. Susan Thompson from the University of New South Wales and Jennifer Kent from the University of Sydney have described the well-known health benefits derived from walking. David Bannister has highlighted congestion and suggested that because

many of our car trips are short they could easily be displaced by a quick, active walk or cycle. Social benefits include restoring the environment. Countless articles in the *Journal of Applied Psychology* and the *Journal of Public Health* point to the social benefits of active transport.

However, too often those who would walk to their local shop, school or park are discouraged from doing so because our footpaths are falling into disrepair or because the environment is unattractive or even dangerous. The everyday embrace of casual activity, such as walking to shops, is crucial if we are to reverse the sedentary lifestyles that cause so many of the serious illnesses that ruin quality of life. The *International Journal of Sustainable Transportation* reveals that car ownership and the total distance travelled by cars are likely to keep growing globally and in Australia. This means that emissions from private vehicles will continue to rise and the quality of air in our great city will continue to fall. Car ownership merely emphasises our dependence on imported petroleum. We need a city that has infrastructure that allows everyone to travel to their local beach, shop, pub or footy field by foot or bike if we are serious about combating congestion on our roads.

I am the first to admit that in an outer metropolitan area, such as the northern beaches, a car can be a wonderful servant, but for the reasons I articulated earlier it is a terrible master. It is great to see a movement for change. The bicentennial walkways are finally being delivered on the northern beaches. It is a 30-year-old dream that three councils on the northern beaches lacked the capacity to deliver. With a single council, there is a financial focus on delivering that dream of an integrated, shared-use pathway all the way from the Barrenjoey headland in the north to North Head in the south.

The work has already begun on the Mona Vale Beach walkway, Narrabeen Lagoon shared-use path and the Palm Beach walkway. New walkways are transecting Scotland Island linking Church Point to Bayview Heights. Need I say more? I thank the visionaries who fought for better pedestrian infrastructure: Jim Somerville, OAM; Hermione Swainton; Richard West; John Warburton; Virginia Christensen; Harold Scruby; David Owen; Janet Forrester; and Roberta Conroy—to name but a few. We must move on from our obsession with private vehicles as the only way to move. We must get people moving so they can be healthy mentally, physically and spiritually.

Mr ALISTER HENSKENS (Ku-ring-gai) (20:38): There is no greater example of someone who is committed to health and exercise than the Minister for Education. I often see him jogging at lunchtime and I know he looks after himself. It is clear that his private member's statement to Parliament on the importance of health and physical exercise was made with great sincerity. I thank the Minister for Education for highlighting to the House the importance of physical activity and health.

**The House adjourned, pursuant to standing and sessional orders, at 20:40 until
Wednesday 23 May 2018 at 10:00.**