



New South Wales

Legislative Council

PARLIAMENTARY DEBATES (HANSARD)

**Fifty-Sixth Parliament
First Session**

Thursday, 13 October 2016

Authorised by the Parliament of New South Wales

TABLE OF CONTENTS

Motions	57
Mental Health Week	57
Mr Donald Trump	57
Women's Agenda Leadership Awards Ceremony	57
International Day of the Girl Child	57
Supreme Court Annual Commercial and Corporate Law Conference	58
Jewish House Program for Drug and Alcohol Abuse	58
Fiji Independence Forty-Sixth Anniversary	59
India Independence Seventieth Anniversary	59
Diaspora Symposium: Refugees and Asylum Seeker Discourse	60
Rabbi Dr Dovid Slavin	60
Committees	61
General Purpose Standing Committee No. 6	61
Report: Crown Land in New South Wales	61
Documents	64
Auditor-General	64
Reports	64
Business of the House	64
Suspension of Standing and Sessional Orders: Order of Business	64
Order of Business	64
Distinguished Visitors	64
Distinguished Visitors	64
Motions	64
Death of Shimon Peres, A Former President and Prime Minister of Israel	64
Bills	73
Fair Trading Amendment (Commercial Agents) Bill 2016	73
Messages	73
Motions	73
Roman Catholic Church and Child Sexual Abuse	73
Intercity Train Fleet Contract	76
Questions Without Notice	85
Crown Land Tenure and Native Title	85
Sydney Harbour Bridge Traffic Accidents	85
Bondi Park Reserve	86
Pooginook Station Environmental Water	86
Assistance Dogs	86
Domestic Coal Sales	87
Whale Migration	87
Shark Management Strategy	87
Public Rail Lines	88

TABLE OF CONTENTS—*continuing*

Motorcycle Safety	88
Wentworth Park Administration	89
Taxi Compulsory Third Party Insurance.....	89
Goulburn Shopping Mall Disability Facilities	89
Cruise Ship Industry	90
North Coast Shark Net Barriers	91
Central Coast Algal Bloom.....	91
Gone Fishing Day	92
Industrial Noise and Rural Community Health	93
Penrith Railway Station Car Parking	93
King Georges Road Interchange.....	93
Shark Watch Program	94
Port Kembla Surf Life Saving Clubs	94
Whale Migration	95
Wentworth Park Administration	95
Bondi Park Reserve.....	95
Deferred Answers	96
Lannate L Insecticide	96
Crown Land Rent Arrears	96
Personal Explanation	96
Question Time Preparation	96
Motions	96
Intercity Train Fleet Contract.....	96
Adjournment Debate	100
Adjournment	100
Asylum Seekers	100
Greyhound Racing Industry Ban	101
Terrorism.....	102
Shark Management Strategy	103
Droving the Blues Away.....	104
Domestic and Family Violence.....	104

LEGISLATIVE COUNCIL

Thursday, 13 October 2016

The PRESIDENT (The Hon. Donald Thomas Harwin) took the chair at 10:00.

The PRESIDENT read the prayers.

Motions

MENTAL HEALTH WEEK

Mr JEREMY BUCKINGHAM (10:03): I move:

- (1) That this House notes that:
 - (a) 9 to 15 October is Mental Health Week, a week-long campaign focused on promoting the widespread and varied illness and 10 October marks World Mental Health Day, of which the theme for this year was "Psychological and Mental Health First Aid for All";
 - (b) the week aims to contribute to the goal of taking mental health out of the shadows so that people in general feel more confident in tackling the stigma, isolation and discrimination that continues to plague people with mental health conditions, their families and carers;
 - (c) nearly half of all Australians, being 45 per cent, will experience some form of mental illness during their lifetime, and around 690,000 Australians are living with it on a daily basis; and
 - (d) about two-thirds of Australians who will be affected by mental illness do not actually go and seek help.
- (2) That this House recognises that:
 - (a) everyone has a role to play in breaking down the walls of stigma and taboo when it comes to mental illness;
 - (b) all members of the public can learn basic skills to help people with mental health problems; and
 - (c) the community should aim to have large numbers of people trained to be able to provide mental health first aid in the same way that people are trained in the provision of physical first aid.

Motion agreed to.

MR DONALD TRUMP

Mr JEREMY BUCKINGHAM (10:04): I move:

That this House:

- (a) condemns the misogynistic, hateful comments made by the Republican candidate for President of the United States of America, Mr Donald Trump, about women and minorities, including the remarks revealed over the weekend that clearly describe sexual assault;
- (b) reflects on the divisive, destructive impact that hate speech from political candidates and members of elected office has on our community; and
- (c) agrees with those who have described Mr Trump as "a revolting slug" unfit for public office.

Motion agreed to.

WOMEN'S AGENDA LEADERSHIP AWARDS CEREMONY

The Hon. COURTNEY HOUSSOS (10:05): I move:

- (1) That this House notes that:
 - (a) the 2016 Women's Agenda Leadership Awards Ceremony was held on Wednesday 5 October 2016; and
 - (b) emerging female leaders were recognised for their determination to reshape their industry and create a smarter and more inclusive future.
- (2) That this House congratulates all the award finalists, especially Annabelle Daniel, Chief Executive Officer of Women's Community Shelters, who was the joint winner of the Emerging Leader in the not-for-profit sector recognising her innovative work to provide emergency accommodation for homeless women and children.
- (3) That this House congratulates Angela Priestly and the Women's Agenda team on organising such a successful event.

Motion agreed to.

INTERNATIONAL DAY OF THE GIRL CHILD

Dr MEHREEN FARUQI (10:06): I move:

- (1) That this House notes that:
 - (a) 11 October is the International Day of the Girl Child;
 - (b) this day highlights the gender inequality faced by girls worldwide, including in education, health care and legal protection; and
 - (c) empowering girls through education, health, services, and equal opportunities allows girls to build better futures for themselves, their families and their community.
- (2) That this House calls on all governments to prioritise gender equality and girls' progress as well as implement policy that promotes intergenerational equality.

Motion agreed to.

SUPREME COURT ANNUAL COMMERCIAL AND CORPORATE LAW CONFERENCE

The Hon. CATHERINE CUSACK (10:06): I move:

- (1) That this House notes that:
 - (a) the New South Wales Supreme Court's Annual Commercial and Corporate Law Conference will be held on 15 November 2016 and focus on increased use of trusts in real estate and infrastructure;
 - (b) the event is sponsored by the Supreme Court, the NSW Law Society and the University of Sydney; and
 - (c) it was announced that the seven presenters and panellists scheduled to appear are all men, such that women will only participate as members of the paying audience.
- (2) That this House calls on the New South Wales Supreme Court, the University of Sydney and the NSW Law Society to:
 - (a) reflect upon the inappropriateness of all-male speaking programs in 2016, the negative message this conveys to women engaged in law, and the adverse effect this has upon the reputations of all three sponsors;
 - (b) review why this is still happening in 2016; and
 - (c) consider "the speaking pledge" initiative of Male Champions of Change as a model for improvement.

Motion agreed to.

JEWISH HOUSE PROGRAM FOR DRUG AND ALCOHOL ABUSE

The Hon. DAVID CLARKE (10:06): I move:

- (1) That this House notes that:
 - (a) on Thursday 29 September 2016, at the Parliament of New South Wales, Jewish House under the auspices of its Chief Executive Officer, Rabbi Mendel Kastel, and Clinical Director, Dr Kieran LePlastrier, held the launch of its interventionist program to address alcohol and drug abuse;
 - (b) those who attended as invited guests included:
 - (i) the Hon. Pru Goward, MP, Minister for Mental Health, Minister for Medical Research, Minister for Women, Minister for the Prevention of Domestic Violence and Sexual Assault and Assistant Minister for Health;
 - (ii) the Hon. Gabrielle Upton, MP, Attorney General;
 - (iii) Mr Bruce Notley-Smith, MP, member for Coogee, and parliamentary host for the event;
 - (iv) the Hon. Walt Secord, MLC, Opposition Deputy Leader in the Legislative Council and shadow Minister for Health, shadow Minister for the Arts and shadow Minister for the North Coast;
 - (v) the Hon. Scott Farlow, MLC;
 - (vi) the Hon. David Clarke, MLC, Parliamentary Secretary for Justice;
 - (vii) Mr Ron Hoenig, MP, member for Heffron;
 - (viii) Ms Elma Fourie, Managing Director of the Sydney Clinic;
 - (ix) a representative of Ms Tracy Howe, Chief Executive Officer of the New South Wales Council for Social Services; and
 - (x) representatives of various drug and alcohol rehabilitation organisations.
 - (c) Jewish House, which was founded 33 years ago and whose Chief Executive Officer for the last nine years has been Rabbi Mendel Kastel, is a "help in crisis" centre specialising in homelessness, drug and alcohol abuse, domestic violence and mental health matters;
 - (d) the Interventionist Program, launched on 29 September 2016 by Jewish House is a new and innovative initiative in Australia pioneered by the United States based National Association of Drug and Alcohol Interventionists, which involves inclusion in the rehabilitation process of family or others with a personal relationship with those seeking treatment; and

- (e) at the launch of the Interventionist Program, Rabbi Mendel Kastel and Dr Kieran LePlastrier were each awarded a Certificate of Completion of Training as an Interventionist Trainer pursuant to standards prepared by the United States-based National Association of Drug and Alcohol Interventionists.
- (2) That this House congratulates Dr Rabbi Mendel Kastel and Dr Kieran LePlastrier on their award of the Certificate of Completion of Training as an Interventionist Trainer.
- (3) That this House commends Jewish House and its officers and staff for their ongoing work in support of those who suffer from drug and alcohol abuse, or from issues relating to homelessness, domestic violence or mental health matters.

Motion agreed to.**FIJI INDEPENDENCE FORTY-SIXTH ANNIVERSARY****The Hon. DAVID CLARKE (10:07): I move:**

- (1) That this House notes that:
 - (a) on Sunday 9 October 2016, the Ahmadiyya Muslim community in Australia under the auspices of its National President Imam Inamul Haq Kauser, held a celebratory function at the Bait-ul Huda Mosque Centre at Marsden Park to mark the forty-sixth anniversary of the Independence of Fiji attended by over 700 members and friends of the Ahmadiyya Muslim community and the Fijian-Australian community;
 - (b) those who attended as guests included:
 - (i) His Excellency Mr Yogesh Punja, High Commissioner of the Republic of Fiji;
 - (ii) Mr Zarak Khan, Consul-General for Fiji in Sydney;
 - (iii) Ms Michelle Rowland, MP, Federal member for Greenway and shadow Minister for Communications;
 - (iv) Mr Kevin Conolly, MP, member for Riverstone;
 - (v) the Hon. David Clarke, MLC, Parliamentary Secretary for Justice;
 - (vi) Ms Prue Car, MP, member for Londonderry, shadow Minister for Skills and shadow Assistant Minister for Education;
 - (vii) Dr Hugh McDermott, MP, member for Prospect;
 - (viii) Councillor Stephen Bali, Mayor of Blacktown City Council;
 - (ix) Councillor Moninder Singh, Blacktown City Council;
 - (x) Detective Senior Sergeant Vic Guillaumier, New South Wales Police; and
 - (xi) numerous community, civic and religious representatives.
 - (c) the Ahmadiyya Muslim Community in Australia has a laudable record of involvement in numerous humanitarian, interfaith and charitable activities pursuant to its guiding principle of "Love For All, Hatred For None".
- (2) That this House:
 - (a) congratulates the Fijian-Australian community on the occasion of the forty-sixth anniversary of the independence of Fiji; and
 - (b) commends the Ahmadiyya Muslim community for:
 - (i) its initiative in organising the celebratory function on 9 October 2016 to mark the forty-sixth anniversary of Fiji's independence;
 - (ii) its ongoing contribution to interfaith harmony and dialogue; and
 - (iii) its numerous humanitarian and charitable activities for the wider Australian community.

Motion agreed to.**INDIA INDEPENDENCE SEVENTIETH ANNIVERSARY****The Hon. DAVID CLARKE (10:08): I move:**

- (1) That this House notes that:
 - (a) on Monday 15 August 2016, the Consul-General of India in Sydney, Mr Bawitlung Vanlalvawna, hosted a reception at the Indian Consulate in Castlereagh Street, Sydney, to celebrate the seventieth anniversary of the Independence Day of India, which was attended by several hundred members and friends of the Indian Australian community; and
 - (b) those who attended as guests included:
 - (i) Dr Geoff Lee, MP, member for Parramatta, Parliamentary Secretary for Multiculturalism;
 - (ii) the Hon. David Clarke, MLC, Parliamentary Secretary for Justice;

- (iii) Mr Matt Kean, MP, member for Hornsby, Parliamentary Secretary for Treasury;
 - (iv) the Hon. Jodi McKay, MP, member for Strathfield, shadow Minister for Transport and shadow Minister for Roads, Maritime and Freight;
 - (v) Mr John Robertson, MP, member for Blacktown;
 - (vi) Ms Julia Finn, MP, member for Granville;
 - (vii) Councillor Susai Benjamin, Blacktown City Council;
 - (viii) Councillor Raj Datta, Strathfield Municipal Council
 - (ix) Dr G K [Harry] Harinath, OAM, Chairman, Multicultural NSW; and
 - (x) Mr John Kennedy, President, United Indian Associations.
- (2) That this House:
- (a) congratulates and extends best wishes to the Republic of India and the Indian Australian community on the occasion of the seventieth anniversary of Indian Independence Day; and
 - (b) commends the Indian Australian community for its ongoing contribution to the social, cultural and civic life of the State of New South Wales.

Motion agreed to.

DIASPORA SYMPOSIUM: REFUGEES AND ASYLUM SEEKER DISCOURSE

Dr MEHREEN FARUQI (10:08): I move:

- (1) That this House notes that:
 - (a) the Diaspora Symposium: Refugees and Asylum Seeker Discourse was held in Parliament House on 11 October 2016; and
 - (b) the symposium provided an opportunity to recognise feminist and refugee perspectives on social justice and human rights issues through poetry, music, and conversation.
- (2) That this House congratulates Saba Vasefi, the director, on the success of the symposium and on her ongoing contribution to women's rights and social justice.

Motion agreed to.

RABBI DR DOVID SLAVIN

The Hon. DAVID CLARKE (10:09): I move:

- (1) That this House notes that:
 - (a) on Friday 19 August 2016, at a ceremony organised by Waverley Council on the Bondi Beach promenade, Rabbi Dr Dovid Slavin was honoured when a bronze plaque was unveiled by the Mayor of Waverley, Councillor Sally Betts, which named him as the winner of Waverley Council's inaugural "Waverley Local Hero. Best of the Best Award for the period 2011-2015";
 - (b) the bronze plaque, which has been permanently embedded onto the Bondi Beach promenade, states that:

Rabbi Dr Dovid Slavin is the well-known founding director of "Our Big Kitchen", a charity that brings together people from all walks of life for community-building activities, feeding those in need. He is co-founder of Gift of Life Australia (for bone marrow donors), a member of the Ethics Committee of the Cancer Institute of NSW and the first Chaplain/Rabbi for the Ambulance Service of NSW.

A passionate educator and Executive Director of the Rabbinical College of Sydney, Rabbi Dr Slavin completed his PhD in 2013 and accepted Directorship of the Yeshiva College, Bondi.

Rabbi Dr Slavin's energy and community spirit is supported by his eight children and equal partner in all endeavours, his wife, Laya Slavin.
 - (c) those who attended as guests included:
 - (i) Dame Marie Bashir, AD, CVO, Governor of New South Wales from 2001 to 2014;
 - (ii) Councillor Sally Betts, Mayor of Waverley Council and host of the ceremony;
 - (iii) Mr Bruce Notley-Smith, MP, member for Coogee, representing the Hon. Mike Baird, MP, Premier of New South Wales;
 - (iv) the Hon. Gabrielle Upton, MP, member for Vaucluse and New South Wales Attorney General;
 - (v) the Hon. Philip Ruddock, former member of the Federal Parliament and former Federal Attorney-General and Minister for Immigration and Multicultural Affairs;

- (vi) the Hon. Walt Secord, MLC, Deputy Leader of the Opposition in the Legislative Council, shadow Minister for Health, shadow Minister for the Arts and shadow Minister for the North Coast;
 - (vii) the Hon. Mike Gallacher, MLC, former Leader of the Government in the Legislative Council and former Minister for Police;
 - (viii) the Hon. David Clarke, MLC, Parliamentary Secretary for Justice;
 - (ix) the Hon. Sophie Cotsis, MLC;
 - (x) Mr Ron Hoenig, MP, member for Heffron;
 - (xi) Councillor Tony Kay, Deputy Mayor of Waverley Council;
 - (xii) Mr Bawitlung Vanlalvawna, Consul-General for India in Sydney;
 - (xiii) Councillor Angela Burrill, Waverley Council;
 - (xiv) Councillor Leon Goltsman, Waverley Council;
 - (xv) Councillor Miriam Guttman-Jones, Waverley Council;
 - (xvi) Councillor Ingrid Strewe, Waverley Council;
 - (xvii) Councillor Bill Mouroukas, Waverley Council;
 - (xviii) Reverend Paul McFarland, Chief Chaplin of the Ambulance Service of NSW;
 - (xix) Dr Michael Flynn, Ambulance Service of NSW;
 - (xx) Ms Rosemary Hegner, Ambulance Service of NSW;
 - (xxi) Professor Konrad Kwiet, University of Sydney;
 - (xxii) Rabbi Eli Choen, President of the Rabbinical Council of New South Wales;
 - (xxiii) Rabbi Menachem Dadon, Principal of the Yeshiva College, Bondi;
 - (xxiv) Rabbi Eli Feldman, also representing his father Rabbi Pinchus Feldman, OAM, Spiritual Leader of Chabad New South Wales;
 - (xxv) Rabbi Yossi Schuchat, Director of Jewish Enrichment;
 - (xxvi) Judge David Kirby, Board of Directors, Our Big Kitchen;
 - (xxvii) Mr Richard Andrew, Board of Directors, Our Big Kitchen;
 - (xxviii) Mrs Faye Duncan, Board of Directors, Our Big Kitchen;
 - (xxix) Mr Jacob Waks, President, Bondi Surf Bathers Life Saving Club;
 - (xxx) Peter Brown, Executive Administration, Waverley Council;
 - (xxxi) Peter Monks, Executive Administration, Waverley Council;
 - (xxxii) Emily Scott, Executive Administration, Waverley Council; and
 - (xxxiii) Cathy Henderson, Executive Administration, Waverley Council.
- (d) in accepting the honour bestowed upon him, Rabbi Dr Dovid Slavin paid tribute to his wife, children and wider family, as well as the community, for being with him on his life's journey and made special mention of the inspiration he has received throughout his life from the teachings and life example of the Lubavitch Rebbe of Chabad.
- (2) That this House:
- (a) congratulates Rabbi Dr Dovid Slavin on being honoured by Waverley Council as the winner of its inaugural "Waverley Local Hero. Best of the Best Award, for the period 2011-2015"; and
 - (b) commends him for his life of selfless and humanitarian service to the people of the State of New South Wales.

Motion agreed to.

Committees

GENERAL PURPOSE STANDING COMMITTEE NO. 6

Report: Crown Land in New South Wales

The Hon. PAUL GREEN (10:09): I table report No. 4 of General Purpose Standing Committee No. 6 entitled "Crown land in New South Wales", dated October 2016, together with transcripts of evidence, submissions, tabled documents, answers to questions on notice and supplementary questions and correspondence. I move:

That the report be printed.

Motion agreed to.**The Hon. PAUL GREEN:** I move:

That the House take note of the report.

I am very pleased to present the report of the inquiry by General Purpose Standing Committee No. 6 into Crown land in New South Wales. My intention during the inquiry was to listen to the community and understand their expectations in relation to Crown land use and management. I endorse this report and its recommendations, which seek to create a Crown land management system for the twenty-first century that is accountable to the people and puts in place checks and balances to ensure that economic, social, cultural and environmental factors are taken into consideration. The Crown estate comprises 42 per cent of New South Wales and there are approximately 53,000 tenures over Crown land for a variety of private and community purposes. Commercial activity on Crown land has always been important to the State.

Since colonial times, our economy has been supported by the sale, leasing and licensing of Crown land. The proceeds generated from those activities have been key to enabling governments to fund infrastructure projects and provide programs and jobs to benefit the people of New South Wales. In the 2014-15 financial year alone, 40 parcels of Crown Land were sold, returning \$5.2 million to the State. The New South Wales Government has been working for a number of years to amend Crown land legislation, as it has become outdated and does not reflect the contemporary and changing needs of our communities. For instance, some legislation dates back to the 1890s, and the last major reform of Crown land was more than 25 years ago. The State's objectives and the needs and expectations of the community have changed markedly since then. I am supportive of the Government's current reform process to streamline Crown land legislation and reduce red tape.

I am also cautiously optimistic about the Government's proposal to vest the responsibility for Crown land in local government on a voluntary basis so that land can be managed locally, in line with local community interests. However, the Government should be mindful that this does not become a cost-shifting exercise. It must recompense councils for taking on the responsibility of owning and managing Crown land as local land. During the inquiry it became apparent that the community highly values the social, cultural and environmental importance of Crown land, while the New South Wales Government has tended to focus more on economic outcomes. I am pleased that new legislation will include governance provisions to recognise that managers of Crown land reserves are stewards of that land—

The Hon. Duncan Gay: Point of order: I am having trouble hearing the honourable member because of the high level of noise in the Chamber.

The PRESIDENT: The point of order is valid. There is too much audible conversation. The Hon. Paul Green should be heard in silence.

The Hon. PAUL GREEN: Thank you. I would have trouble hearing too; I am losing my hearing as I get older. I thank the Minister. New legislation will recognise that managers of Crown land need to exercise their powers of care, use, control and management appropriately to ensure that land is preserved and enhanced for future generations. The community needs to be meaningfully consulted on Crown land decisions.

Ms Jan Barham: Hear, hear!

The Hon. PAUL GREEN: I acknowledge the interjection. Consultation cannot be merely a public relations exercise. It must be genuine and it must be comprehensive. In turn, sections of the community must understand that sometimes decisions will not be made in their favour. This does not mean that there has been a lack of meaningful consultation; it might mean that only a small vocal minority in the community are against a decision that may bring broader benefits to that community. It would be unreasonable for Crown land legislation to contain weaker consultation practices than does local government legislation for plans of management. Due to the diversity in the size, parcels and uses of Crown land, there cannot be a one-size-fits-all approach to its management.

For that reason, I support new Crown land legislation that includes consultation methods based on provisions in the Local Government Act 1993 and that outlines model plans of management for different classes of land. That will ensure that parcels of Crown land are not included in land parcels with a higher value or with higher community expectations of use. It will also cut red tape. Our society has entered the digital age, and the public has a right to access information on Crown land electronically and in a timely manner. The Department of Industry—Lands needs to take urgent steps to ensure that it can provide accurate online information to the public on Crown land. This may include the department undertaking a stocktake of Crown land before completing a digitisation project to make the information available to the public online.

It became evident during the inquiry that the traditional custodians of the land are not adequately consulted by the Government on important Crown land decisions. To date, they have not been part of the local land pilot program and they are often not consulted on local environmental plans that dictate the use of land through zoning. This means that lands transferred back to Aboriginal people under land claims are often shackled by environmental zoning, making it difficult for them to manage the land for economic benefit. To alleviate Aboriginal disadvantage and support economic development, it is of vital importance that a process be introduced to allow land granted under Aboriginal land claims to be used for economic, social or cultural opportunities. Aboriginal people need a seat at the table and to be in control of cultivating economically viable land.

On behalf of the committee, I express our gratitude to all who participated in the inquiry, including the organisations and individuals who appeared at public hearings and made submissions. Their passion for and dedication to Crown land is an invaluable service to their communities. This report provides information to the community and recommendations to the Government that aim to assist the public to gain confidence in the future management of Crown land in New South Wales. I thank my colleagues the Hon. Lou Amato, the Hon. Catherine Cusack, the Hon. Scott Farlow, the Hon. Peter Primrose, Mr David Shoebridge and the Hon. Mick Stanley Veitch for their work and for their commitment to this inquiry. I thank the wonderful secretariat staff, particularly Sam, who rode shotgun with me on this inquiry, and Rebecca and all the support staff. I acknowledge the Minister for Lands and Water, the staff of his department and the Hon. Bronnie Taylor who replaced the Hon. Trevor Khan.

The Hon. Trevor Khan: And I was even reasonable.

The Hon. PAUL GREEN: Very reasonable.

The PRESIDENT: Order! A point of order was taken earlier about the amount of noise that made it difficult for the speaker to be heard. I ask the Hon. Paul Green not to invite interjections.

The Hon. PAUL GREEN: I thank the Minister for his help even before this inquiry was called for. I know he did his very best to put out a white paper for consultation. The Minister has been of great assistance to get a great outcome with the legislation that will be introduced in the near future. It is nice to work with a bunch of people who really have the best interests of New South Wales and our communities at heart and who value our land. I draw to the attention of the House a number of the committee's recommendations:

Recommendation 3

That the NSW Government include a provision in new Crown land legislation for the appointment of a Crown Lands Commissioner to oversee the implementation and management of new Crown land legislation.

We think it is very important to focus on the needs, the disposal of land or negotiated lands with land claims or other priorities as there are currently complications in the system. The report continues:

Recommendation 4

That the NSW Government develop a proposal to be included in new Crown land legislation that will recompense local councils for owning and managing Crown land as Local land, including transferring to local government equitable access to funds from any money generating capabilities on the land, such as telecommunication towers.

For instance, some local councils manage those towers but if they are on Crown land the State tends to get the fruit, rather than the local council or the local sporting group. We think if the local group, the caretaker, is hosting the telecommunications tower on Crown land that any money should go back into the local community group for community purposes. The report continues:

Recommendation 5

That the NSW Government include a provision in new Crown land legislation for showgrounds, travelling stock routes and reserves and Scout/Girl Guide halls to be classified as State land.

It is very important for the long-term affordable use of those facilities that they be classified as State land. The final recommendation I wish to draw to the attention of the House is:

Recommendation 6

That the NSW Government include a new Crown land legislation consultation methods based upon plans of management that currently operate in the *Local Government Act 1993*, including model plans of management for different classes of land.

The report contains 20 recommendations, many of which will not move far from the target set by the Minister in his aspirations for a new Crown lands management Act. The Minister provided the committee with a table which has been linked with its recommendations and we do not think there will be much effort required to integrate these recommendations into a good Crown lands bill. The Minister for Lands and Water should ensure that Crown land roads will also only be transferred as local land on a voluntary basis to local government once the Department of Industry—Lands has reduced the current backlog of closure applications to a manageable level.

That is very important in regional areas because some properties have roads on paper that will never be roads and could be well utilised for stockfeed or other purposes of the landowner. We are confident that the State could reduce its burden if it dealt with those roads. This legislation has been in existence since 1890. In the past few decades it has been chopped and changed but this is a further opportunity to trim and prune it to give the best opportunity to the people of New South Wales. I commend the report to the House.

Debate adjourned.

Documents

AUDITOR-GENERAL

Reports

The CLERK: In accordance with the Public Finance and Audit Act 1983, I announce the receipt of a performance audit report of the Auditor-General entitled, "Preventing and managing worker injuries: NSW Police Force and Fire & Rescue NSW", dated October 2016, received out of session and authorised to be printed.

Business of the House

SUSPENSION OF STANDING AND SESSIONAL ORDERS: ORDER OF BUSINESS

The Hon. NATASHA MACLAREN-JONES (10:38): I move:

That standing and sessional orders be suspended to allow the moving of a motion forthwith relating to the conduct of Business of the House.

Motion agreed to.

ORDER OF BUSINESS

The Hon. NATASHA MACLAREN-JONES: I move:

That the order of Private Members' Business for today be as follows:

- (1) Private Members' Business item No. 1009 outside the Order of Precedence standing in the name of Mr Green relating to Shimon Peres.
- (2) Private Members' Business item No. 5 in the Order of Precedence standing in the name of Mr Pearson relating to the Roman Catholic Church in Australia.
- (3) Private Members' Business item No. 1023 outside the Order of Precedence standing in the name of Ms Voltz relating to an order for papers concerning Wentworth Park.
- (4) Private Members' Business item No. 539 outside the Order of Precedence standing in the name of Mr Buckingham relating to the Mining Amendment (Climate Protection—No New Coal Mines) Bill.
- (5) Private Members' Business item No. 981 outside the Order of Precedence standing in the name of Mr Mallard relating to the 2016 Paralympians.
- (6) Private Members' Business item No. 1008 outside the Order of Precedence standing in the name of Mr Searle relating to an order for papers concerning the proposed ban on greyhound racing.
- (7) Private Members' Business item No. 968 outside the Order of Precedence standing in the name of Mrs Taylor relating to Dementia Awareness Month.
- (8) Private Members' Business item No. 937 outside the Order of Precedence standing in the name of Mrs Houssos relating to the intercity train fleet contract.

Motion agreed to.

[Business interrupted]

Distinguished Visitors

DISTINGUISHED VISITORS

The PRESIDENT: I welcome to the President's gallery Mr Vic Alhadeff, Chief Executive Officer of the NSW Jewish Board of Deputies, who is here for the first item of business today.

Motions

DEATH OF SHIMON PERES, A FORMER PRESIDENT AND PRIME MINISTER OF ISRAEL

[Business resumed]

The Hon. PAUL GREEN (10:40): I move:

- (1) That this House notes:
 - (a) the passing of the late Shimon Peres, former Prime Minister, President, and Foreign Minister, of the State of Israel and the last surviving member of the modern State of Israel's founding generation of leaders;
 - (b) the enormity of Mr Peres' contribution to the modern State of Israel, specifically during the years following Israel's independence when he was largely responsible for building the country's air force, and later the country's nuclear reactor in Dimona;
 - (c) that Mr Peres' official State funeral was Israel's biggest funeral since the assassination of Prime Minister Yitzhak Rabin in 1995, with over 90 delegations from 70 countries attending, demonstrating the great significance of the modern State of Israel to the world;
 - (d) Mr Peres was interred next to former Prime Ministers Yitzhak Rabin and Yitzhak Shamir in a section of the cemetery reserved for great leaders of the nation;
 - (e) the scope of Mr Peres' international standing resulted in world leaders, Israeli politicians and civilians gathering from across the political spectrum of the world to attend the funeral in Jerusalem, including Palestinian Authority Chairman Mr Mahmoud Abbas; and
 - (f) world leaders attending the funeral of Mr Peres included President of the United States, Barack Obama; former President of the United States, Bill Clinton; Britain's Prince Charles and Foreign Secretary, Boris Johnson; Governor-General of Australia, Peter Cosgrove; French President, Francois Hollande, accompanied by former President, Nicolas Sarkozy, and Mayor of Paris, Anne Hidalgo; Canadian Prime Minister, Justin Trudeau; former Canadian Prime Minister, Stephen Harper; President of Mexico, Enrique Peña Nieto; and others.
- (2) That this House notes that whilst not all members of this Chamber may agree with all of Mr Peres' political positions, like any of the founders of Israel, his contribution was phenomenal.
- (3) That this House offers its deepest sympathy to Mr Peres' family, to Israel's Prime Minister and President and to the people of the State of Israel.

Before I commence the condolence motion of Mr Shimon , I acknowledge Mr Vic Alhadeff, the Chief Executive Officer of the NSW Jewish Board of Deputies. I also acknowledge that the Hon. Walt Secord and Mr Bruce Notley-Smith oversee the Parliamentary Friends of Israel. I know that my colleague the Hon. Walt Secord has a great love and passion for Israel and I note that he will be speaking on this motion later. I acknowledge Mr Notley-Smith's initiative to place a condolence book in the Speaker's room for members to sign. It was a nice touch to enable us to send our comments formally to Israel.

I speak on this motion to acknowledge the life of one of the most prominent men of our time, Shimon Peres, former Israeli Prime Minister, President, Foreign Minister of the State of Israel and the last surviving member of the modern State of Israel's founding generation of leaders. Shimon Peres was born Szymon Perski on 2 August 1923 in Wiszniew, Poland. In 1932 Mr Peres' father emigrated to Mandatory Palestine and settled in Tel Aviv, and the family followed him in 1934. All of Mr Peres' relatives who remained in Wiszniew in 1941 were murdered during the Holocaust, many of them burned alive in the town's synagogue. In 1945, Mr Peres married Sonya Gelman, who preferred to remain outside the public eye, and they had three children.

Mr Peres was director of the defence ministry's delegation in the United States of America in the early 1950s. While in the United States he studied English, economics, and philosophy at The New School and New York University and advanced management at Harvard University. Shimon Peres spoke Polish, French, English, Russian, Yiddish and Hebrew. In his private life he was a poet and a songwriter. He wrote stanzas during Cabinet meetings and some of his poems were later recorded as songs in albums. As a result of his deep literary interests, he could quote from Hebrew prophets, French literature and Chinese philosophy with equal ease. Mr Peres was a Nobel Peace Prize winner and a giant in the annals of Israel's history. He won the 1994 Nobel Peace Prize jointly with Prime Minister Yitzhak Rabin and Palestinian leader Yasser Arafat for his role in negotiating the Oslo Accords, which envisioned an independent Palestinian State.

Whilst the Christian Democratic Party did not and does not agree with all of Mr Peres' visions and policies for Israel, we are very mindful that living in Israel, fighting for existence and being called to high office in that country is a very different calling to ours in the relatively peaceful nation of Australia. However, in faithful adherence to the Scriptures, we support peace and safety for Israel's citizens within Jerusalem. The supposed "dream" of Peres was for a divided Israel and for a Palestinian State established upon the pre-1967 borders with a shared Jerusalem. It has been said that if Israel's enemies lay down their weapons there will be peace. If Israel lays down its weapons, Israel may very well cease to exist. Gaza has been demonstrated to be a great challenge for both Israel and the peace-loving Arab families living in that area.

As I said, Shimon Peres was born on 2 August 1923 in Poland, now Belarus. In 1934 he arrived in British Mandatory Palestine. In 1959 he was elected as a member of Parliament for Mapai, which would later become the Labour Party. From 1984 to 1986 Mr Peres was the Prime Minister of a Labour-Likud unified government. In 1993 he oversaw negotiations with the Palestine Liberation Organisation, which led to the signing of the Oslo

Accords—which, unfortunately, have since proven to be a great challenge for Israel. As I previously mentioned, in 1994 Mr Peres was awarded the Nobel Peace Prize alongside other leaders for their role in the Israeli-Palestinian peace process.

In 1995 Shimon Peres succeeded Yitzhak Rabin after his assassination as Premier and head of the Labour party. In June 2007 Mr Peres was elected Israel's ninth president. In 2014 he stood down as president, nine days before his 91st birthday, which I think Reverend the Hon. Fred Nile would take great courage from. In a profound eulogy for Shimon Peres, Israeli Prime Minister Benjamin Netanyahu stressed the common goal of peace and security across the political spectrum. The following is the full text of that eulogy, and I hope members do not mind if I read it because it is such a touching, respectful speech. Prime Minister Netanyahu said:

You have come from near and far to Jerusalem, the capital of Israel, to pay last respects to Shimon Peres, one of the founders of the state, one of the greatest leaders of our nation, a venerable leader, the remarkable Shimon Peres.

That so many leaders came from around the world to bid farewell to Shimon is a testament to his optimism, his quest for peace, his love of Israel.

The people of Israel deeply appreciate the honor you have shown Shimon and the state to which he dedicated his life.

Shimon lived a life of purpose. He soared to incredible heights. He swept so many with his vision and his hope. He was a great man of Israel. He was a great man of the world.

Israel grieves for him. The world grieves for him. But we find hope in his legacy, as does the world.

Shimon Peres not only led a long life but a meaningful life.

He played an active role as a senior partner in the national rebirth of the Jewish people.

He belonged to the generation that emerged from bondage to liberty, that struck roots in our ancient homeland, and wielded the Sword of David in its defense.

Shimon made a monumental contribution to guaranteeing our capacity to defend ourselves for generations.

And for that he will have the gratitude of generations.

At the same time, he made every effort throughout his adult life to achieve peace with our neighbours.

It is no secret that Shimon and I were political rivals, but over time we became friends, close friends.

In one of our many late night meetings at the President's House, late at night, I asked him, "Tell me, Shimon, throughout your long career, who were the Israeli leaders you most revered?"

Before he managed to answer me, I said, "The first one is clear. You studied at the feet of Ben-Gurion." For indeed, as a young man, Shimon saw how Ben-Gurion forged our freedom and shouldered the responsibility for building Israel and securing its destiny. But in the same conversation, he also talked about Rabin, Begin and other leaders with genuine appreciation for their unique contributions to our state.

He then surprised me somewhat when he also mentioned one other person—Moshe Dayan.

Shimon talked about Dayan's valor on the battlefield and his originality, and one other characteristic. "Moshe never cared what anybody thought about him," Shimon told me. "Dayan completely ignored political considerations. He was what he wanted to be."

Shimon appreciated these qualities, but he also knew one other truth—that if you want to realize the things you believe in, your diplomatic, economic and social goals, you can't really disconnect from politics.

And therefore, in the 50 years that he served in Knesset and in government, Shimon lived in that inherent tension between statesmanship and politics.

He soared on the wings of vision but he knew that the runway passes through the rocky field of politics.

He was able to do all that—to be pummelled, to fall and get back on his feet time after time—thanks to his passion for activism and ideals.

I first encountered that passion, here, on this very hill 40 years ago.

Two days after the bold rescue operation in Entebbe in which my brother gave his life, Yoni's funeral was held here. As defense minister, together with Prime Minister Yitzhak Rabin, Shimon approved that operation.

At the funeral, he delivered a deeply stirring eulogy, which I will never forget. It was the first time I ever met him.

My late parents, my brother, and I were profoundly moved by what he said about Yoni, about the Operation, about the bond with our forefathers, and about the pride of our nation. From that point on, a special bond was formed between us.

Shimon and I disagreed about many things, but those disagreements never overshadowed our many warm and thoughtful discussions. Our friendship deepened with each meeting. Yet we never glossed over our differences of opinion.

In one of our nearly night-long discussions, we addressed a fundamental question: From Israel's perspective, what is paramount—security or peace?

Shimon enthusiastically replied, "Bibi, peace is the true security. If there will be peace, there will be security." And I responded to him, "Shimon, in the Middle East, security is essential for achieving peace and for maintaining it."

The debate intensified. We went back and forth for hours, flinging arguments at one another.

He came from the left, I came from the right. I came from the right, and he came back from the left. And in the end—like two worn-out prizefighters—we put down our gloves.

I saw in his eyes, and I think he saw in mine, that our principles stemmed from deep-seeded beliefs and a commitment to the cause—ensuring Israel's future.

My friends, do you know what surprising conclusion I reached with the passage of time? We were both right.

In a turbulent Middle East in which only the strong survive, peace will not be achieved other than by permanently preserving our power.

But power is not an end in itself. It's a means to an end.

That goal is to ensure our national existence and co-existence. To promote progress, prosperity and peace—for us, for the nations of the region, and for our Palestinian neighbours.

Shimon also reached the conclusion that no one camp has a monopoly on truth.

The day after his swearing-in as Israel's ninth president, he attended the official memorial ceremony for Ze'ev Jabotinsky, whom I regard as one of my spiritual mentors.

Addressing the ceremony, Shimon said, "History bestowed on the two major streams of Zionism—the Labor movement and the Jabotinsky movement—the task of building the Zionist enterprise. The many gaps between these two camps have narrowed on many issues. The adherents of these streams are today partners in political parties and in the leadership of the state—something that was inconceivable in the distant past."

"It seems", Shimon concluded, "that King Solomon was right. Two are better than one."

At the end of his speech, I approached him, shook his hand and warmly thanked him for his unifying message.

Nine years later, two months ago, my wife and I came to honor Shimon at the opening of the Peres Center for Innovation. Nano and medical technology, neuroscience and computer engineering, satellites and robotics—all were on prominent display.

Shimon radiated pride. I don't think I had ever seen him that happy.

Shimon Perez used to have a Presidential Conference where he brought to Israel people with great intellect to explore new technologies and the opportunities they created. It was the realization of one of his dreams.

He put a pair of 3-D glasses over his eyes—the same eyes from which his corneas have been donated for the benefit of the next generation. Nothing could be more symbolic.

Shimon always looked to the future. He believed, as we believe, in progress, in science and technology. They have the power to strengthen our security as well as to lay the future foundations for peace.

If we nurture these capabilities and act resolutely against the enemies of progress, modernity will triumph over barbarism, good will win out over evil, and light will defeat darkness.

Shimon, my friend, you said that one of the few times you shed a tear was when you heard the tragic news of the death of my brother Yoni in Entebbe.

You cried then, Shimon. And today, I weep for you.

I loved you. We all love you.

Be at peace, Shimon, dear friend, great leader.

We will cherish your memory in the heart of our nation and—I can confidently say—in the heart of all nations.

That is the end of the Prime Minister's eulogy. At the State funeral we witnessed the amazing spectacle of kings, princes, presidents, heads of state, political enemies, all gathering together in the most fought over piece of real estate in the world—Jerusalem and, in particular, the Temple Mount. Just as the Bible predicted 2,500 years ago, Jerusalem has become a major stumbling block to the world. It came after Israel, dead for thousands of years, came back to life in 1948. But even then they did not possess all of Jerusalem until, nineteen years later, Israel regained full possession of Jerusalem, but only after its enemies had attacked. Jerusalem is the city of Almighty God, the Supreme Zionist. The Bible has nearly 800 references to Jerusalem in which it is called the "City of our God". Jerusalem is God's city and the city of Zion. God has invested His name there and of course, as all Christians recognise, through Christ.

The Christian Democratic Party honours the late Shimon Peres but stands on the Word of God, rather than on words of men, regarding the future of Israel and indeed, the world. We note Peres' deep love of Israel. He had a deep spiritual connection to the land and culture of Israel, particularly through faith. It was a relationship much like that of our Indigenous Aboriginal and Torres Strait Islanders with their land and country.

Clarence H. Wagner Jr, former director of the Christian organisation Bridges for Peace, wrote an excellent paper entitled, "Twelve Keys to Understanding Israel in the Bible". The Christian Democratic Party had the honour to host a forum some years ago in this House at which Mr Wagner was the key speaker. I asked leave to table that document but I was not able to, in light of time and members paying respect through the condolence motion, but that paper is available if members would like to refer to it.

The day of Israel's full restoration is near. What does that mean to us? Messiah will make it possible and we shall all live in peace until He comes again. We who believe the Bible to be God's Word and that every promise of God will come to pass must stand and support Israel's right to its land. It is a divine right, as we see it. We are patient with those who do not believe as we do and with those who do not accept Israel's right to that land. Love for all. We must strongly support Israel, we cannot do otherwise with a clear conscience. We cannot on one hand say that we believe there is a God who has revealed perfect will in his Holy Scripture and on the other deny Israel's rights to the land that we believe God had promised them. The psalmist exhorts us, in particular in Psalm 122:6-9 to:

Pray for the peace of Jerusalem, may they prosper who love you.
May peace be within your walls, and prosperity within your palaces.
For the sake of my brothers and my friends I now say may peace be within you.
For the sake of the House of the Lord I will seek your good.

I take this opportunity to thank the former staff member of Reverend the Hon Fred Nile, Judy Russell, who put most of this speech together. She has a great love and passion for Israel. It is a wonderful opportunity to place this speech in *Hansard* because our party—and I have only played a short part in its history—has a great love for Israel. Indeed, we continuously pray not only for peace in Jerusalem but also for peace in the world of those with whom we do and do not agree. Christ's response to the world is love, not evil. In the absence of Reverend the Hon. Fred Nile, I offer the condolences of our party to the family of the late Shimon Peres and to the nation of Israel. May God protect and keep that land, and may Australia ever stand with the State of Israel for almighty God's sake. Rest in peace, Shimon Peres.

The Hon. JOHN AJAKA (Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism) (11:01:): The Government supports the motion of the Hon. Paul Green and thanks him for bringing this motion to the attention of the House. This House pays sincere tribute on the passing of Shimon Peres, the last link to Israel's founding fathers. On Tuesday of this week, together with the Hon. Paul Green and the Hon. Walt Secord, I had the honour of signing the condolence book. It was our way of showing united support and together we expressed our condolences.

Shimon Peres, who died on 28 September 2016, aged 93, spent an incredible 67 years in public service. He was a central player in the history of Israel and, just as importantly, in the history of the world. Born in Poland, in 1932 his family moved to Palestine when it was still under British rule. In 1947 he joined the Haganah, the forerunner of the Israeli Defence Forces, and while serving at the headquarters he met David Ben-Gurion, later Israel's first Prime Minister, and Levi Eshkol, the nation's third Prime Minister. He worked alongside Moshe Dayan as Director General of the Defence Department and was considered one of the architects of Israel's nuclear program. In the late 1960s he served in Golda Meir's cabinet, and when she stepped down in 1974 Peres lost the race to succeed her. He briefly became Prime Minister before being replaced by Menachem Begin in 1977. He had to wait until 1983 to become Prime Minister in his own right.

Alongside Rabin and Yasser Arafat, Peres won the Nobel Peace Prize in 1994 after brokering a peace deal. When Rabin was tragically assassinated in 1995 Peres again resumed the prime ministership. However, his career was not over. In 2001 he became Minister for Foreign Affairs and in 2007 he again became the President. Peres was the last giant standing after the founding of the State of Israel. He was a man who gave so much to his nation and to the world. His passing is mourned by many Australians, not just those in the Australian Jewish community. I should indicate that my mother was born in Jerusalem and as a young man I travelled many times to Israel to meet many of my first and second cousins, as well as my aunts and uncles. In May, I was fortunate to join the New South Wales Jewish Board of Deputies to mark the sixty-eighth anniversary of Israel Independence Day after the United Nations voted to end British control over Palestine.

I take this opportunity to acknowledge the presence in the President's Gallery of Mr Vic Alhadeff of the Jewish Board of Deputies. The Australian Jewish community has been a pillar of support for our multicultural harmony and social cohesion in our great State of New South Wales. At the last census, nearly 40,000 people identified as Jewish in New South Wales, which represents more than 40 per cent of the Australian Jewish community. Members of many Jewish community associations have reached out across religious divides to share dialogue and insights on our social cohesion.

Many of those associations are undertaking extensive volunteering activities to assist the vulnerable in our community. I see this every week as the Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism and in my capacity as Minister responsible for youth and volunteering. Just last week, for example, I was fortunate enough to meet many families helped by innovative programs at the Jewish House, Woollahra. Our thoughts and prayers are with the Jewish communities in Australia and around the world as we mourn the passing of a great statesman, one who has played a pivotal role in making Israel the great nation it is

today and in working for world peace. On behalf of the Government of New South Wales, I offer our deepest sympathies and condolences to the family of Mr Shimon Peres.

The Hon. WALT SECORD (11:05): As Deputy Leader of the Opposition and deputy chair of the New South Wales Parliamentary Friends of Israel, I lead for Labor to make a brief contribution and to formally associate myself with the motion acknowledging the passing of Israeli statesman Shimon Peres. I thank the Hon. Paul Green for bringing this matter to our attention and I note the presence in the President's Gallery of Mr Vic Alhadeff, Chief Executive Officer, New South Wales Jewish Board of Deputies. Much has been said and written about Shimon Peres. In fact, almost two entire editions of the *Australian Jewish News* seem to be dedicated to his life and legacy.

With the death of Shimon Peres on 28 September 2016, aged 93, we witnessed the passing of the last surviving member of the modern State of Israel's founding generation of leaders. This carries significance beyond that of any individual life for those of us who watched modern Israel's emergence with interest. Shimon Peres migrated—or made Aliyah—with his family in 1934, two years after his father migrated to what was then Palestine. He was first elected to the Israeli Knesset in 1959 and later became Israel's ninth President. He served twice as Prime Minister, and was also a Foreign Minister, and showed a deft, intelligent, yet compassionate approach to the complex issues before him. This approach ultimately resulted in his receiving a Nobel Peace Prize for his work on the Oslo Accords, with Palestinian leader Yasser Arafat. He was a dedicated servant to the State of Israel and to the Jewish people.

With his passing, we see the closing of an important chapter in Zionism and in Jewish and world history. His compassion was balanced with a strength and determination for the Jewish people. Shimon Peres did much in the early part of his 70 years in public life to create a safe and secure Israel, which was arguably a precursor to his ability to work towards peace. Despite the complexity and huge scope of his responsibilities, he brought a great positivity to his leadership. He was seen as an eternal optimist. Long-hailed abroad and by supporters in Israel as visionary, he was seen by his critics as a rose-coloured dreamer, set against the harsh realities of the Middle East. I expect that history will judge him as the former and less so the latter. I know that the New South Wales Jewish community deeply mourn his passing and many leaders have paid tribute to him.

More than 90 delegations, representing 70 countries, were at Shimon Peres' funeral in Jerusalem. Australia was represented by Governor-General Sir Peter Cosgrove. Among those represented included the Palestinian Authority President Mahmoud Abbas. He made a rare visit to Jerusalem and shook hands with the Israeli Prime Minister Benjamin Netanyahu during the funeral. I note that Hamas condemned Mr Abbas' decision to attend the funeral. That is extraordinary and shows its true intentions when it comes to Israel. However, the Australian, Canadian and United States governments list Hamas as a terror organisation, and the European Union lists Hamas for the purposes of its anti-terrorism financing measures. That aside, it was heartening to see Mr Netanyahu and Mr Abbas speak amicably to each other and shake hands.

Mr Peres' optimism is sorely needed in the world he leaves behind. His passing closes an important and significant chapter in Israel's history. We will continue to pray for a lasting peace with a two-state solution for Israel and Palestine. Such a result would be the ultimate testament to the life and work of Shimon Peres. Earlier this week, together with the Hon. John Ajaka, Minister for Multiculturalism, and the Hon. Paul Green of the Christian Democratic Party, I had the honour and privilege of signing the condolence book in the presence of State Zionist Council President Mr Richard Balkin. It was made available to New South Wales parliamentarians in the office of the Speaker by the State Zionist Council of New South Wales. I thank the member for Coogee, Mr Bruce Notley-Smith, for organising for the book to be placed in the Speaker's office for colleagues to record their official condolences. I wrote, "While a great statesman has left us, may the path to peace remain". Like Shimon Peres, I too dream of a two-state solution—a Palestinian state and a safe and secure Israel—and I hope that we have the privilege of seeing this occur in our time. I thank the House for its consideration and I commend the motion.

The Hon. Dr PETER PHELPS (11:10): I support this motion. I have no doubt that members will talk about the Oslo Accords in their contributions to this debate. In his 70 years of politics, it is important to put on the record the vital role that Shimon Peres played in the safety and security of the State of Israel. Wishes for peace are all well and good, but the security of a state is inexorably bound to its ability to defend itself. Shimon Peres served in executive roles well before entering the Israeli Knesset in 1959. He was Director-General for Defence at the age of 29. As part of that role it was his job to handle procurement for the newly formed Israeli Defense Forces. In that capacity he had numerous negotiations with the French, among others, who at that time were willing to help the burgeoning State of Israel.

Israel has achieved a remarkable feat, only equalled by Pakistan, of having military equipment from Britain, France, the United States and the Soviet Union in operation at the one time, depending on which super power sought to ingratiate itself into the hearts of the newly emerging state. During his negotiations with the French he created a trade relationship that saw the arrival of AMX-13 tanks and Mystere jets—both of which were

used in the 1956 war. It led to the formation of the Israel Defense Forces as we know them today, which are traditionally tank and armoured forces. Prior to that time the Israeli Defense Forces were overwhelmingly infantry, either mechanised or motorised. Peres was able to get the AMX-13s and up-gunned Super Shermans—the Sherman M-50 and later the Sherman M-51—and they formed the basis of the tank heavy land forces of the Israeli Defense Forces that have had such success.

Interestingly, Peres was the first person to achieve arms negotiations with the United States. It is quite remarkable that despite the fact that Israel had been independent for some 13 years, there had been no arms agreement made with the United States. So where did they get the Sherman tanks and Mustang fighters from for the 1948 and 1956 wars? They came from French World War Two surplus. In 1961 Peres negotiated the first arms agreement with the United States, through the Kennedy administration, for MIM-23 Hawk anti-aircraft missiles. That is interesting, but what import does it have? In the 1973 Yom Kippur War, incursions by Egyptian force's across the Sinai ran relatively rampant because Israel had no ability to counter the SA-2 Guideline on the western side of the Suez Canal. As the Egyptian forces outran their surface-to-air missile shields, they came across increasing numbers of Israeli aircraft that could operate in a relatively free environment. The Israeli fighter interceptors and the Hawk missile batteries were mobile and deployable in a way that the SA-2 Guideline was not. This enabled the Israelis to be victorious in the Sinai.

Some may wish to skirt around the role Peres played in achieving agreement with the British and French in relation to the Dimona nuclear reactor. Until recently, Israel was not a country thought to have been blessed with a great deal of resources. But I understand large reserves of natural gas have been found off the coast—as one was noted, Jews managed to find the only place in the Middle East without oil. With the aim of achieving energy stability and security, the creation of Dimona was vital and it was entirely ascribable to Peres' ability to deal with the French. As a consequence, the production of fissile material led to the Israelis achieving a nuclear deterrent. However one might not like the idea of nuclear deterrence, from 1948 onwards Israel has been surrounded by enemies who would like nothing more than to drive every last Israeli onto the beach and cut their throats. The creation of an Israeli nuclear deterrent is directly ascribable to the vision of Peres and the creation of the Dimona nuclear reactor.

As most people will know, Entebbe is a place in Uganda where the Palestine Liberation Organization [PLO] terrorists landed a hijacked jet. They were holding Israel hostage for the release of prisoners. Two options were presented at that time—military action to retake the jet or to accede to the demands of the terrorists. Peres, who is generally noted to be dovish in Israeli politics, made the exceedingly wise decision that one cannot succumb to terrorists or give in to threats and, over the objections of his own defence Minister, he authorised the raid on Entebbe. It was a highly successful raid with only one Israeli military casualty, and that casualty was Netanyahu's brother, who had advocated for and led the mission. The people were freed and the terrorists learnt that Israel does not accede to terrorist demands.

It would be remiss of me not to talk about the Oslo Accords because Peres will be most remembered for Oslo. Indeed, it fits into the narrative of Peres as a dove within the general context of Israeli political history. It is amazing that Peres suggested dealing directly with an organisation that since 1964 had engaged in an unrelenting terrorist campaign against the State of Israel rather than deal with Jordan and Egypt as the de facto authority for Gaza and the West Bank. It is remarkable. One can see the thinking behind it, and that is, if they legitimise the leadership of the Palestinian Liberation Organisation and make it the legal authority representing Arabs on the West Bank, then perhaps they will temper their language and start to behave in a manner that one would expect from a government. Peres was nothing if not an optimist.

The results of the Oslo Accords, on paper, were remarkable. They culminated in Ehud Barak's unprecedented offer to the Palestinian Authority; an offer that they rejected. They rejected the offer because, as someone later noted, they could not have survived if they had accepted it. Oslo ultimately was a failure, but it was not a failure because of Peres or the Israeli people or any Israeli government subsequent to that. It was a failure of will on the part of the Palestinian Authority. It was a failure of will by a group of people who, presented with almost everything that they could ever have asked for, refused to accept it because their interest lay in the creation of a state committed to continued conflict.

I had the good fortune to visit Israel a couple of years ago, and I visited the Peres Center for Peace. It is a beautiful building located on the shores of the Mediterranean. We were there as the sun went down over the Mediterranean. The Peres centre is a large building. It was still being done up at that stage, so it had large empty areas in it, which in many ways is symbolic of the peace process in the region: it has the best of intentions but a hollowness, at least on one side, about the outcome. I think Peres understood that. After all, he moved from Labor to join Ariel Sharon in Kadima and resisted attempts by Labor to bring him back.

Peres was a good man. Yes, Oslo was a failure, but there is something about Peres that was inherently attractive, and that was that he believed. He believed that it was possible to negotiate a peaceful settlement,

a two-state solution, which might not be pleasing to everyone. And remember, the original Oslo Accord passed the Knesset by only one vote—in unusual circumstances, it might be said. He believed that it was possible that you could negotiate an outcome with people whose constitution demanded the destruction of your state. He thought that it was possible. He thought that the application of reason and common sense and humanity could produce an outcome of peace for all people, not merely a truce, not merely the ending of conflict but the drawing of a line in the sand to say that history is history and we should move forward from there. It was not to happen. I fear that it is unlikely to happen in the future. Rest in peace, Shimon Peres.

The Hon. SCOTT FARLOW (11:23): I support the motion moved by my good friend the Hon. Paul Green, and I commend him for bringing it to the attention of the House. I acknowledge the presence in the gallery of Vic Alhadeff, who is a beacon for the Jewish community in New South Wales. I thank him for his friendship with this Parliament and with Jewish people across New South Wales. It is sad to reflect on what the world has lost with the passing of Shimon Peres, but it is a happy day to look back at what he was able to achieve for Jewish people around the world, and for the State of Israel in particular. It is amazing to think of the founders, the great Zionists, and their belief in that State, their belief that the Jewish people needed a homeland where they could be free to live their lives. Shimon Peres did not seek the dispossession of others; he sought a homeland for his people. While he defended it, he wanted that homeland to be a place of peace, a place where they could just be. Peres did that throughout his career.

Peres was one of Israel's longest-serving statesmen. On my trip to Israel last year, it was amazing how often one heard the name Shimon Peres. The esteem in which he is held by Israelis and the Jewish community is probably second only to Ben-Gurion. Israel is a wonderful, functioning and free democracy. It is a democracy that embraces all the people of Israel, including Arab Israelis. Israel has brought together people of many political persuasions. The Hon. Dr Peter Phelps reflected on the influence of the career and ideology of Shimon Peres, which was perhaps not to the extent of that of Billy Hughes—

The Hon. Dr Peter Phelps: It was literally 70 years.

The Hon. SCOTT FARLOW: I acknowledge that interjection. It lasted a long time. His journey traversed the political spectrum in Israel. He sought to unite people. He was the first person to have served as both Prime Minister and President of Israel. For the man who was defeated in 1996 by Benjamin Netanyahu to then be so moved by the fall of Netanyahu shows the unity of Israeli politics. Despite at times fierce and violent opposition, Israeli politics is conducted in a democratic and peaceful way. Peres served twice as Prime Minister and twice as interim Prime Minister. There are analogies with the career of Billy Hughes in his return. Peres yearned to realise the Zionist dream of the State of Israel.

Shimon Peres was born on 2 August 1923 in Wieniawa, Poland, and emigrated to Mandatory Palestine at the age of 11. He grew up in Tel Aviv and attended the agricultural high school at Ben Shemen. In 1941 he was elected secretary of the Labor-Zionist youth movement. In 1944 he returned to Alumot and worked as a farmer and shepherd. At 20 Peres was elected to the HaNoar HaOved VeHaLomed national secretariat, being one of only two Mapai party enthusiasts. Three years later he took over that movement, winning a majority. Throughout his career as a peacemaker in politics Shimon Peres was defined as a winner who was able to unite people to his cause. After that success, the heads of Mapai appointed Peres to the Mapai secretariat.

In 1944 Peres was jailed for two weeks—as has happened to quite a few political leaders who have fought for a cause. He was jailed and heavily fined for leading an expedition into the Negev, at the time a closed military zone, with the aim of establishing a Jewish settlement in the area. Ben-Gurion, the founder of modern Israel, retired to the Negev with the belief that Israel's future was in the Negev. That belief in the importance of populating and making the desert bloom remains. It is part of the enduring frontier spirit that I saw when I was in Israel. Ben Gurion and Shimon Peres not only fought for a peaceful existence but also for their land, their people and their place in that land to which they had been connected for thousands of years. That spirit is still alive in Israel today. These places are not necessarily the most peaceful, but the people who live in Israel have a great belief and a commitment to the dream of the nation and the dream of a homeland for the Jewish people.

Of course, like a lot of Israelis, Peres had a very close association with and a commitment to the defence of Israel. Peres was appointed to head the naval service when Israel received independence in 1948. Peres was director of the defense ministry's delegation in the United States of America in the early 1950s. While in the United States, he studied English, economics and philosophy at the New School and New York University and advanced management at Harvard University. He was no slouch and a very accomplished individual.

In 1952 Peres was appointed Deputy Director-General of the Ministry of Defense. In 1953, at 29 years of age—and I think that is somewhat tied to the youthfulness of Israel and its leadership—he became the youngest person ever to be Director-General of the Ministry of Defense. As the Hon. Dr Peter Phelps said earlier, he gave 70 years of public service. Peres was involved in establishing many strategic alliances for Israel, which remain

important today, securing close relations with France and quality arms that helped Israel secure its place in the region. Peres acquired for Israel the Dassault Mirage III French jet fighter, established the Dimona nuclear reactor and entered into a bi-national agreement with France and the United Kingdom, positioning Israel in what would become the 1956 Suez Crisis. Steering Israel through that period as director-general, Peres was involved in the planning of the Suez war.

Peres was an instrumental figure in negotiating the French-Israeli agreement for a military offensive. In the 1950s, an unprecedented, close relationship between France and Israel flourished. As the architect of this relationship, Peres was awarded the highest order of the French, the Legion of Honor, as Commander. As often happens in Israeli politics, defence and politics are very closely tied. Politics closely follows a career in defence. Peres was elected to the Knesset in 1956 and given the role of Deputy Defense Minister. In 1969 Peres was appointed Minister of Immigrant Absorption. In 1970 Peres was appointed Minister of Transportation and Communications. In 1974, after a period of time as Information Minister, he became Minister of Defense. In 1977 Peres became the unofficial acting Prime Minister and was then electorally defeated and became Opposition leader, again, looking at the hallmarks of Israeli democracy which continue to flourish today, acting as a beacon in the Middle East.

In 1984 his party won more seats than any other and he agreed to a unity government with Likud whereby Peres would be Prime Minister and the Likud leader Yitzhak Shamir would be Foreign Minister. They and they swapped positions mid-term, as often happens in Israeli politics and is happening in some governments throughout Europe. In 1986, following that period as Prime Minister, Peres became Foreign Minister. In 1988 the Alignment, led by Peres, suffered another narrow defeat. He agreed to renew the coalition with the Likud, this time conceding the premiership to Shamir for the entire term. In the national unity government, Peres served as Vice Premier and Minister of Finance. He and the Alignment finally left the Government in 1990, after what was known as "the dirty trick"—a failed bid to form a narrow government based on a coalition of the Alignment, small leftist factions and ultra-orthodox parties.

From 1990, Peres led the Opposition in the Knesset until in early 1992 he was defeated in the first primary elections of the new Israeli Labor Party, which had been formed by the consolidation of the Alignment into a single unitary party by Yitzhak Rabin, whom he had replaced 15 years earlier. After Rabin's assassination in 1995, Peres served as Acting Prime Minister and Acting Defense Minister for seven months until the 1996 elections, during which he attempted to maintain the momentum of the peace process. On 26 October 1994, Jordan and Israel signed the Israel-Jordan peace treaty, which had been initiated by Prime Minister Yitzhak Rabin and Foreign Minister Shimon Peres. On that occasion he said, "Peace is very much like love. It is a romantic process—you have to be living it, you have to invest in it, you have to trust it. As you cannot impose love, so you cannot impose peace."

On 11 April 1996, Prime Minister Peres initiated Operation Grapes of Wrath, which was triggered by Hezbollah Katyusha rockets fired into Israel in response to the killing of two Lebanese by an Israel Defense Force missile. Israel conducted massive air raids and extensive shelling in southern Lebanon. One hundred and six Lebanese civilians died in the shelling of Qana, when a United Nations compound was hit in an Israeli shelling. In 1996 Peres founded the Peres Center for Peace, which has the aim of "promoting lasting peace and advancement in the Middle East by fostering tolerance, economic and technological development, cooperation and wellbeing". During his term, Peres promoted the use of the internet in Israel and created the first website of an Israeli Prime Minister. That is a legacy of the technological wonder of innovation that Israel is today and how Peres set in train that part of modern Israel as well.

In 1997 Peres did not seek re-election as Labor Party leader and was replaced by Ehud Barak. In 1999 Barak appointed Peres to the minor post of Minister of Regional Co-operation. In 2000 Peres ran for a seven-year term as Israel's President, a ceremonial head of state position which usually authorises the selection of Prime Minister. However, he lost to Likud candidate Moshe Katsav. Peres, as his political career always showed, was not one to take no for an answer and made another comeback. They call Bill Clinton the "comeback kid", but I think Shimon Peres had many more than he did. Peres led Labor into a national unity government with Sharon's Likud and secured the post of Foreign Minister. Peres was criticised on the left for clinging to his position as Foreign Minister in a government that was not seen as advancing the peace process, despite his own dovish stance. But Peres was always somebody to see things through and to do what he thought was right. Peres left office only when Labor resigned from the government in advance of the 2003 elections.

After the party, under the leadership of Mitzna, suffered a crushing defeat, Peres again emerged as interim leader. The story continues of Peres coming back and being such a stable part of modern Israel. He led the party into a coalition with Sharon once more at the end of 2004 when the latter's support of "disengagement" from Gaza presented a diplomatic program Labor could support. Peres won the chairmanship of the Labor Party in 2005, in

advance of the 2006 elections. On 30 November 2005 Peres announced that he was leaving the Labor Party to support Ariel Sharon and his new Kadima party.

In the immediate aftermath of Sharon's debilitating stroke, there was speculation that Peres might take over as leader of the party; most senior Kadima leaders, however, were former members of Likud and indicated their support for Ehud Olmert as Sharon's successor. Peres had previously announced his intention not to run in the March elections. Following Kadima's win in the election, Peres was given the role of Vice Prime Minister and Minister for the Development of the Negev, Galilee and Regional Economy. On 13 June 2007 Peres was elected President of the State of Israel by the Knesset. Fifty-eight of 120 members of the Knesset voted for him in the first round. His opponents then backed Peres in the second round and 86 members of the Knesset voted in his favour, while 23 objected. Peres resigned from his role as a member of the Knesset the same day. Peres was sworn in as President on 15 July 2007.

On 20 November 2008 Peres received an honorary knighthood, Knight Grand Cross of the Order of St Michael and St George, from Queen Elizabeth II in Buckingham Palace in London, which demonstrates not only his role in Israel but also around the world. The death of Shimon Peres leaves a great hole in Israel but one which I am sure the Israeli people will fill in the future and will make a wonderful country that will shine as a beacon in the Middle East and throughout the world. The legacy of Shimon Peres will live for eternity, and the State of Israel is very much part of his baby. Vale Shimon Peres.

Debate adjourned.

Bills

FAIR TRADING AMENDMENT (COMMERCIAL AGENTS) BILL 2016

Messages

DEPUTY PRESIDENT (The Hon. Trevor Khan): I report receipt of a message from the Legislative Assembly agreeing to the Legislative Council's amendments to the abovementioned bill.

Motions

ROMAN CATHOLIC CHURCH AND CHILD SEXUAL ABUSE

The Hon. MARK PEARSON (11:39): I move:

- (1) That this House condemns the Roman Catholic Church in Australia for its abject failure to protect children from sexual abuse by members of its clergy and leadership, who either:
 - (a) sexually assaulted children whilst they were in their pastoral care; or
 - (b) by omission caused ongoing and aggravated suffering to child victims by failing to intervene and report these crimes to police in New South Wales and Australia over the past five decades, as evidenced before the Royal Commission into Institutional Responses to Child Sexual Abuse.
- (2) That this House conveys its utter disgust and profound disappointment in Cardinal George Pell for his ongoing failure to protect the innocent child victims of routine egregious sexual abuse who sought his help and assistance over many years.

Members might wonder why a fellow member of the Legislative Council would call upon this House to support a motion such as this when a royal commission is on foot. I think it is time—and it is expected by the traumatised victims and outraged community—for the Parliament to speak out on behalf of those who have elected us and for those who are not yet old enough to vote. It is time for New South Wales parliamentarians to speak to the actions of the church. We have parliamentary privilege and can therefore elucidate on the evidence and concerns that the judiciary cannot because of limitations on admissibility of evidence.

Childhood sexual abuse has blighted the lives of too many young people and for too long society has refused to see, hear or speak about their pain. It has caused premature deaths through drug and alcohol abuse, risk-taking behaviours, self-harm and suicide. It occurs within families and within educational, sporting, health, cultural and religious organisations—in fact, anywhere where adults are in authority over children. Children have been sexually abused by their music tutors, Scout leaders, swimming coaches, foster carers, doctors and dance teachers. Most damning of all, they have been abused by those who give instruction about the moral standards required to guide them through life, their religious leaders.

These pastors, priests and teachers are accorded great reverence and authority by not just their own religious hierarchies and communities but also mainstream society. Imagine that authority, by means of a person vested with its power sermonising from the pulpit or lecturing in the classroom, groping your genitals or sexually penetrating your body. Imagine the secrecy, the shame, the pain, the confusion and the fear and terror of not being believed, of being damned to hell if you tell. Imagine the waking nightmare of having participated, however

unwillingly, in breaking the very moral laws you have been told to live by. What moral compass then becomes the guiding principle of those people's lives? No wonder so many seek solace in obliteration.

Why has my motion singled out the Roman Catholic Church? In various commissions and inquiries we have learned that paedophiles have been active in other religions and denominations, such as the Anglican Church, the Salvation Army, Judaism, the Jehovah's Witnesses and obscure religious cults, to name a few. There are four reasons why my motion has singled out the Catholic Church. I formed my position even before an article substantiating it entitled, "Child sex abuse: Restoration of trust key to survival of Catholic Church", by Chris McGillion and Damian Grace was published in the *Sydney Morning Herald* on 19 September. The first reason for this motion is that it is important that the culprits are singled out and not allowed to cowardly seek refuge in the shadow of the more broad term "institutional responses to child sexual abuse".

The second reason for this motion is the sheer volume of offending in the Catholic Church. In evidence given at the 2012 Victorian parliamentary Inquiry into the Handling of Child Abuse by Religious and Other Organisations, police figures showed that since 1950 there have been 10 times as many abuse cases in the Catholic Church as in the Anglican Church, which was the next largest group for rates of offending. Given that Anglicanism and Catholicism have historically been the two largest religious denominations in Australia, at 17 per cent and 25 per cent of the population respectively, the massive difference in prevalence is compelling evidence of a serious problem within the Catholic Church and is indicative of its failure to protect children.

The third reason is the culture of clericalism in which the church leadership believes it is only answerable to itself. Obedience to canon law is of more importance than submitting priests to the secular criminal law system. The Congregation for the Doctrine of Faith has stated, "The bishop has a duty to treat all priests as father and brother." Patrick Parkinson, Professor of Law at the University of Sydney and a specialist in family law and child protection, argues that this has been interpreted by some as an obligation to protect priests and religious brothers from the criminal law. Examples of the impacts of clericalism include: transferring alleged offenders to other parishes or schools between parishes, interstate or overseas; permitting international trips for priest to undergo spiritual formation amidst child sexual abuse allegations; persuading complainants, victims and families to remain silent; ignoring schoolteachers' repeated requests for action against alleged child sexual abuse offenders; and not intervening after inadvertently discovering offenders in the act of child sexual abuse.

The final reason for this motion is the position of power and privilege that the Catholic Church has within society. The Catholic Church started out on the margins of Australian society. It was the spiritual home for Irish outcasts, political prisoners and prisoners of conscience. With the declaration of World War I, the church battled against the State in fighting against conscription. As the decades passed, however, the leadership of the Catholic Church aligned itself with the conservative establishment—fighting communism, socialism and upholding rigid standards of sexual morality as secular society became more permissive. The conservative establishment has been happy to provide support and protection from oversight. In August 2002 then Archbishop George Pell was stood down during an investigation into sex abuse claims against him. During the course of the investigation, Prime Minister John Howard contacted the archbishop to offer his support, and later publicly stated that he believed Dr Pell was innocent. In 1996, as public outrage grew over the failure of the Catholic Church to adequately respond to child sexual abuse, then Victorian Premier Jeff Kennett said:

I was reassured that George said "yes, he'd get stuck into it" ... I was told that he had put together a response ... it's not for me to sit in judgment ... of whether the response was adequate or not.

Cardinal Pell is on record as saying that he set up the Melbourne Response in 1996 after Mr Kennett told him, "Now you clean this thing up and there won't be a royal commission." In his essay "The Prince: Faith, Abuse and George Pell", David Marr said:

For twenty years, in the face of growing public anger about paedophile priests, political leaders had backed the Catholic Church. Despite protests from victims, their parents, Anglican bishops, lawyers, academics, child protection advocates, a number of Catholic priests, newspapers and police, the business of cleaning up the mess of child abuse had been left to the churches themselves. When Pell provoked an outcry by walking the paedophile Gerald Ridsdale into court in 1993, Jeff Kennett hosed down calls for a royal commission. When Pell was accused himself of abusing boys, John Howard blocked calls for a royal commission. The evidence uncovered by the media and whistleblowers as well as commissions and inquiries has shown that the church cultivates an aura of untouchability. Through strategic relationships, it has been able to keep a lid on the scandal of its systemic failure to hold perpetrators accountable for abuse. One example of a disturbing collaboration between the police and the church is the activities of the Professional Standards Resource Group [PSRG]. The Police Integrity Commission investigation, known as Operation Protea, was established after the ABC's *Lateline* program reported in 2013 that the church had an agreement with police to allow it to withhold information about paedophile priests.

The investigation found that the police failed to act on multiple allegations of child sexual abuse raised in the PSRG meetings, a clear breach of their duty. This was done through a process of "blind reporting" where the names of alleged victims of child abuse and other details were deleted from reports to the police. Only recently it was reported that the Catholic Church has finally agreed to cease blind reporting to police. Hundreds of child sex abuse cases going back decades may be reopened as police finally have access to the names of suspected

paedophiles. So let us examine in more detail the failure of the Catholic Church to protect children from sexual abuse. In the words of Melbourne Archbishop Denis Hart in his evidence to the Royal Commission into the Institutional Responses to Child Sexual Abuse:

The Catholic church failed to act on the "horror story" of paedophiles in its midst. There was knowledge and a failure to act.

Royal commission data shows that since 1980 the church had received child sexual abuse complaints from 335 people against 84 priests covering the period 1950 to 1989. Campaigners say the true number of abuse victims could be as many as 10,000 children. Counsel assisting the commission, Gail Furness, SC, stated that under "Towards Healing" the largest number of complaints were made against the Christian Brothers, Marist Brothers and the De La Salle Brothers, all Catholic. In all, 2,215 victims had come forward and 1,700 people commenced the process, although not all claims were pursued or substantiated. The most complaints, 43 per cent, were made against religious brothers, 21 per cent against diocesan priests and 14 per cent against religious priests. Most of the abuse happened between 1950 and 1980 in orphanages and schools.

As evidenced by both the Victorian parliamentary Inquiry into the Handling of Child Abuse by Religious and Other Organisations and the royal commission, time and again, over many decades, church authorities concealed the crime from the police, civil authorities, parishioners and Catholic school staff, pupils and their parents within the diocese. Archbishop Hart spoke about a "failure to act", but that is not quite accurate. Church officials often did act but in the worst possible way. Sexually abusing priests were frequently transferred to a new parish or a new school, where they continued to offend.

The damage to the victims was immense. The breach of trust, secrecy and silence frequently caused deep psychological pain and disrupted a victim's schooling or personal development. Victims felt hurt by knowing that their offender was being protected by the church. Many victims went on to live broken lives, struggling with drug and alcohol addiction and unable to form adult relationships or pursue stable employment. Sadly, many died young as a result of damaged mental and physical health. Police reports have detailed the suicides of at least 40 people sexually abused by Catholic clergy in Victoria.

When I was only 16 years of age and in year 10 at Marist Brother High School, Hamilton, Newcastle, New South Wales, I witnessed Brother Patrick and Brother Romual walking up and down the aisles of the classroom and stopping near "desired" boys, placing one hand under their robes on their penis and masturbating it while running their other hand down the pants of boys and rubbing their bottom and genitalia. I observed these boys freeze in fear and confusion. At the beginning of each term we could select a new seat and desk in the classroom. The perimeter desks were up against the left and right walls. Boys would arrive as early as possible so they could clamour to a seat adjacent to a wall because they knew that this would position them too far from the Brother for him to be able to molest them. I reported those Brothers to another Brother whom I respected. He tried to help, but nothing happened and he soon left the Brotherhood.

The evidence is overwhelming that the leadership within the church looked the other way. This encouraged the church's offenders to continue committing similar crimes. The offenders knew that their church status would protect them from being arrested and convicted. It was only through the incredibly brave and tenacious campaigning by the families and victims themselves and groups such as Broken Rites that the true scourge of clerical abuse became a matter of public knowledge and outrage. Over the past 30 years we have seen the scandal within the Catholic Church unfold. Some perpetrators were finally brought to justice. A number of priests were convicted and jailed. It took decades for their child victims to be believed and to experience vindication. In many other instances, charges could not proceed due to lack of evidence or due to the death or incapacity of the accused.

And what was the response of the Catholic Church when these priests came before the courts? Who can forget the image of Cardinal, then Archbishop, Pell walking side by side with the notorious paedophile Gerald Ridsdale as they entered the court precinct for his trial. The message that Archbishop Pell and the Catholic Church signalled to the Australian community was, "We place the might and majesty of the church against these child victims." Cardinal Pell has been subject to rigorous cross-examination before the royal commission about what he knew and when. At all times he seems to have not seen, not heard and not spoken out. In his own words:

It's a sad story and it wasn't of much interest to me.

As a prince of the church, it is clear that the investigation of sexual abuse of children by its servants is a low priority. Let us look at Gerald Ridsdale—just one example of what the church knew and what it did. At Ridsdale's 1994 trial it was claimed that as early as 1971 he had been sent to a psychologist for treatment for his paedophilia. At Inglewood in 1973 a parent complained that Ridsdale had molested their son. A police officer spoke to Bishop Mulkearns, who promised to deal with Ridsdale, but he moved him on instead. Ridsdale was sent to and moved from five more parishes until he was sent overseas to New Mexico. He returned and was appointed chaplain at St John of God Hospital in Richmond, New South Wales, where he was finally arrested. He was charged with

30 counts of indecent assault against nine boys aged between 12 and 16 between 1974 and 1980. He was then convicted and sentenced in 1994 after pleading guilty to 46 charges of abusing 20 boys and one girl between 1961 and 1982.

Given that the Catholic Church has portrayed itself as a moral pillar and has been accorded significant social status for its stance on sexual behaviour and moral authority, it beggars belief that its leaders would place themselves at arm's length from the actions of those who carried the authority of the church into day-to-day life. The Catholic Church has failed abysmally to protect young people in its care. The leadership of the Catholic Church has consistently and deliberately, over many decades, prioritised the reputation of the church and the protection of paedophile priests over the safety of children. Cardinal Pell may compare the church to a transport company with the odd dodgy truck driver but in doing so he exposes the hypocrisy of an organisation that has fought to maintain the illusion of moral authority.

Debate adjourned.

INTERCITY TRAIN FLEET CONTRACT

The Hon. COURTNEY HOUSSOS (12:00): I move:

- (1) That this House notes that according to the Australian Bureau of Statistics:
 - (a) the unemployment rates in the Illawarra, Hunter and Western Sydney regions are all higher than the State average; and
 - (b) the youth unemployment rates in the Illawarra and Hunter regions are more than 15 per cent.
- (2) That this House notes that:
 - (a) the Baird-Grant Government announced on Thursday 18 August 2016 that it would not mandate any local manufacturing or materials on the new intercity train fleet contract;
 - (b) this failure to mandate local content will result in up to 1,200 jobs from the \$2.3 billion project being sent offshore;
 - (c) this is a devastating blow to the domestic manufacturing industry; and
 - (d) industrial hubs in the Illawarra, Hunter, and Western Sydney would all have stood to gain from a Government mandate to include local manufacturing and materials as part of the project.
- (3) That this House condemns the Baird-Grant Government for its announcement that the \$2.3 billion intercity train fleet will be sent offshore.

On 18 August the Baird-Grant Government announced the next 65 intercity trains with 512 carriages to be designed, built and commissioned overseas. This Government is making history. This is the first time that New South Wales trains will have not one component of their building or manufacture done in this State. At a time when regional unemployment rates are more than three times the State average, when apprenticeships are more valuable than ever, when there are thousands fewer students in TAFE, this Government opted to send these valuable jobs overseas. These are not just jobs on the tools, so to speak; these are the valuable stem jobs that this Government loves to talk about—engineers and innovators—that are being shipped off shore.

It is not as though New South Wales has never made trains before. New South Wales has a strong history of industrial manufacturing dating back to the 1800s. The rolling stock manufacturing industry currently employs 5,000 workers and indirectly supports thousands of other jobs. Indeed, the previous intercity train fleet was designed, manufactured and assembled in New South Wales in the Hunter Valley, and that project was delivered on schedule and under budget. Our local industry proved it can deliver, but this Government chose to go overseas. For too long we have seen the continuing shutdown of heavy manufacturing jobs. In a report released only a few months ago, the Centre for Future Work at the Australia Institute showed that we have the lowest proportion of manufacturing jobs of the Organization for Economic Cooperation and Development [OECD] member countries. We have sadly come to see this decline as natural.

In fact, there is a significant tone of doom and gloom among commentators around this industry. Too many people see manufacturing as an old and tired industry. Outside the blue-collar towns and suburbs across our State there is a complacency around the buzzwords of "international comparative advantage" and views that these so-called "old jobs" should be and will be replaced with new jobs. According to the report I mentioned earlier, this complacency is fuelled by ignorance. Manufacturing is the most innovation-intensive sector in the economy. If a country wants to rely on innovation and productivity to drive jobs growth and economic activity, it must have a fully functioning manufacturing sector. The simple fact is that Australians are buying more and more manufactured goods over time, and we are not alone. Manufacturing output is growing considerably around the world. It is true that making steel, making trains and creating and building things is a growing industry.

Sadly though, the report shows we are performing terribly when compared with other industrialised countries because conservative governments have been unwilling to invest in the manufacturing sector. It is not just the direct jobs we are talking about here, it is all the supply chain multipliers. It is the local fabrication companies that are making the train seats or the train brakes and then spending their money in local businesses. At a time when the mining boom is declining, these jobs and their multipliers play an even more important role. Jobs have been lost not just from the mines but from the local rail manufacturing business as well. No longer are they manufacturing trains for freight, and the New South Wales Government has failed to support them with its latest passenger rail contract.

This was not a simple error of judgement. This is a government that has deliberately chosen to drive the rail manufacturing industry overseas. Everyone knew that a new intercity train contract would be required but this Government stalled and postponed making a decision, even as the industry warned the Government that it needed to make a decision as it was being forced to demobilise and then finally lay off its workforce. The costs in re-employing, mobilising its workforce, meant that the industry struggled to afford to compete with the international competitors, effectively pricing it out of the tender. It is a bit rich for the transport Minister to then offer the excuse that, of course, everyone is pro-Australian manufacturing and jobs but at the same time you have to weigh it up in terms of cost. I will have a bit more to say about that later.

This is from a government with budget blowouts left, right and centre. WestConnex is \$7 billion to \$10 billion over budget. The Tibby Cotter bridge was \$28 million over budget. The Learning Management and Business Reform [LNBR] program is at least \$500 million over budget. Mismanagement by this Government is costing the State at least \$24 million each and every day. I will say that again: it is \$24 million every day in budget blowouts alone. This is a government extremely prone to budget blowouts, but when it comes to working men and women in industries with long-term potential they are on their own.

The Hon. Adam Searle: It is outrageous.

The Hon. COURTNEY HOUSSOS: I acknowledge that interjection. It is clear that this Government's refusal to offer meaningful existence is ideological and it is an ideology that is hurting this State. Australia used to have a proud rail industry but this Government has malevolently acted to destroy it. Other governments are acting to support their manufacturing industries—whether it is the Federal Government building submarines in Australia or the Victorian Labor Government implementing a 50 per cent local content rule in its procurement policy for rolling stock. These governments are exercising their purchasing power to support local jobs and the local economy. It is not as though New South Wales will be getting a superior product. The only technological advancement on these trains that we can find is wi-fi—an Australian invention in itself.

Indeed, commuters will be getting a poorer service with fewer seats than are on the existing intercity fleet, the OSCARs. Experts say that on one key line that these trains will run on, by the time the train gets to Thirroul those boarding will have to stand. I pay tribute to my colleague the member for Blue Mountains in the other place who, after reading the tender documents for the new intercity train fleet, exposed that the new trains will not fit on the Blue Mountains line. The current limitations on the line mandate a maximum train width of approximately 2.9 metres. After combing through the finer detail of the tender documents, the member for Blue Mountains discovered that the new trains are to be built at an approximate width of 3.1 metres. Further, the new 10-car sets replacing the current eight-car sets will mean that at stations such as Linden and Warrimoo where an eight-car train is already longer than the platform, up to four carriages will be inaccessible to passengers getting on or off the train.

The Government justifies its decision to go overseas on the basis of a cheaper contract. Yet it is clear that if these trains are to run on the Blue Mountains line—one of the key lines the intercity train fleet would be expected to operate on—almost all platforms at Blue Mountains stations will have to be lengthened and extensive engineering work will have to be undertaken to widen tunnels and bridge stanchions. One wonders whether the Government considered this or whether it simply forgot about the commuters in the Blue Mountains. Luckily for those people, they have a good local member in the member for Blue Mountains, and I pay tribute to her work. The Government talks about the justification for sending the contract overseas when it should be looking at the longer term costs. The introduction of another new fleet into the older fleet, the decision to seek a new source of trains, has added to the hodgepodge mixture of trains that will operate on the New South Wales railway system.

In the industry it is called introducing an orphan train. That means that these will be totally new trains requiring totally new maintenance systems and the costs of maintaining these new trains will increase. The decision to go offshore is an ideological one. It is not a decision driven by costs or efficiency because the overall maintenance costs will increase and the overall efficiency of the maintenance will decrease. This Government has pointed to the 200 jobs this project will bring to the Central Coast through the maintenance of the new trains. That is a cop-out because the idea that maintenance of our existing rolling stock could be done overseas is beyond the

pale. The Australia Institute study I referred to earlier found that the new free trade agreement could allow the import of Korean workers to perform this maintenance work.

I call on the Government to guarantee that these will be local jobs. It is not a question of high or low wages; it is a question of where the Government directs and prioritises its government spending. In the building of new rolling stock, the wages component is only 15 per cent of the total cost of building a carriage in Australia. I say that again: the wages component is 15 per cent. I have heard Government members' interjections about unionised Labor and high wages. This is an ideological decision by the Government to drive local jobs offshore and to lose our local manufacturing industry. It prioritises offshore jobs over local jobs and their multiplying effects. This Government has sought to detract attention from the decision by promoting mobile charging stations and cup holders on the new trains. I doubt that that will be of great comfort to passengers who are standing from Thirroul. This is not a zero sum gain. The Government could have purchased new trains and also supported local jobs.

NSW Labor, when in government, built trains in Newcastle. At other times the trains were sourced from China but a large amount of the work was also performed in the Hunter. It was estimated that at least 600 jobs were involved in preparing the raw materials for service. One of the unsuccessful tenderers for the current contract said that its manufacture of a component of the trains locally would create 600 to 700 direct jobs in the Illawarra, with 500 flow-on jobs. That is roughly 1,200 local jobs that this Government has blindly shipped offshore. It is a telling fact that the Liberal Party is not running a candidate in the Wollongong by-election. Clearly, the Government has woken up that this is a deeply unpopular decision, whether it is in the Illawarra, Western Sydney or the Hunter, and it understands just how unpopular it will be in the electorates. These ideological and ultimately poor decisions have deep electoral implications. The public understands the importance of having a manufacturing industry. The Government will have to answer for its poor decision when the people have their say in 2019. I guarantee they will not forget.

The Hon. SHAYNE MALLARD (12:16): I indicate from the outset that the Government does not support this motion. This motion is yet again an example of the Labor Party's simplistic and misleading approach to issues of manufacturing in this State. I will go into detail about the tender and other Government speakers will follow up with more detail. I hope the members opposite listen to what is said because this motion is all about tabloid appeal. The Opposition should be condemned for its approach to manufacturing in this State. The Government is continuing to deliver to the people of this State with a contract for \$2.3 billion worth of the next-generation intercity fleet, as was announced in the other House last week by the Hon. Andrew Constance, the Minister for Transport and Infrastructure. What a great Minister he is.

The contract includes the building and maintenance of more than 500 brand-new carriages. The new double-deck trains will begin rolling onto our rail lines from 2019, transforming intercity travel for customers in Newcastle, on the Central Coast and the South Coast and in the Blue Mountains. The new fleet allows us to improve the customer experience not only for regional travellers and commuters but also for Sydney customers, with the existing OSCAR fleet being reallocated to the Sydney suburban services. Customers have been consulted to help identify key features—including safety, reliability and comfortable seating—that they would like to see in the trains. The previous speaker, the mover of the motion, made mirth of those features. The customers have asked for them, and they have been ridiculed by the mover of this motion, by the Labor Party. The new trains will deliver increased comfort and will have features never before seen on our long-distance services. Perhaps those opposite want to bring back the red rattlers—and do not forget, they were made overseas.

The Hon. John Ajaka: Point of order: The Hon. Courtney Houssos had the opportunity to give her speech in silence. I ask that she affords the same courtesy to the Hon. Shayne Mallard. Interjections are disorderly at all times.

The Hon. Daniel Mookhey: To the point of order: The Hon. Shayne Mallard knows that in his contribution he should not invite interjections by addressing remarks to other members of the House.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): That is a new point of order. The member is entitled to be heard in silence and should address the Chair rather than addressing the other side of the Chamber and inviting injections. It is one all.

The Hon. SHAYNE MALLARD: The customers have been consulted. The member in her speech ridiculed the consultation process. The public indicated they wanted charging stations for mobile phones on each seat and two-by-two seating on upper and lower levels rather than the three-by-two in current trains. They wanted wider fabric-covered seats with armrests and more space. They wanted cup holders and tray tables; dedicated space for luggage, prams, wheelchairs and bicycles; accessible toilets; and digital screens for announcements. Heaven forbid that we would give them what they asked for.

The new intercity fleet features new and better onboard technology that improves safety, such as closed circuit television cameras, customer help points, auto selective door operations, robust structure, fire detection technology, fire-resistant materials, fault diagnosis, and access to real-time information. As a rail commuter who has utilised the intercity trains from Emu Plains, the lower Blue Mountains and Penrith, I appreciate the comfort features. In my day, we had smoking carriages and plastic seats. There is a big change in the technology on these new trains. As a new home owner in Katoomba, I am looking forward to catching the trains when they come online.

The refurbishment of the V-set carriages has been completed and will ensure during the interim period prior to delivery of the new fleet that customers will continue to experience high levels of comfort. The contract was awarded this month to RailConnect NSW and it is a joint venture between Hyundai Rotem Company, Mitsubishi Electric Australia and UGL Rail. The Government has worked with Australian and overseas train manufacturers to identify the most suitable train design. The Hon. Scott Farlow will expand on that issue in his contribution to the debate. The Government is committed to value for money for the New South Wales taxpayers. Designing, building and fitting out the new intercity fleet overseas represents a saving of around 25 per cent for New South Wales taxpayers and will deliver the new trains more quickly than expected.

By choosing an existing design with proven technology, the Government has ensured the best value for money, service and delivery. The tender for the new intercity fleet was a level playing field for international and Australian competitors. The unfortunate reality is that the Australian bids were not competitive. Working together, the Hyundai Rotem Company and Mitsubishi Electric have delivered over 4,000 rail cars from New Zealand to New York. For 40 years Mitsubishi Electric Australia and UGL Rail have worked together and delivered either trains or train systems to New South Wales projects. Labor and its union mates are trying to turn back the clock and return to an era of protectionism.

The Hon. Dr Peter Phelps: Trumpism.

The Hon. SHAYNE MALLARD: Trumpism. Labor has no credibility when it comes to train procurement. Do members recall the Millennium trains? The honourable member will receive a history lesson if she listens to what I have to say. The Millennium trains were to be introduced in time for the 2000 Sydney Olympics. They were not in service until 2002 and the cost blowout exceeded \$100 million. By mid-2013 Michael Costa had to remove them from the train tracks due to mechanical problems and they were scrapped. Then there were the Waratah trains.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): Order! I warn members that if they continue to interject they will be placed on calls to order.

The Hon. SHAYNE MALLARD: The Waratah trains were first announced in 2006 by Minister John Watkins. He promised that they would be on the tracks in 2008, then 2009, then 2010, but the delivery did not commence until 2011. Guess who came into office in 2011? The O'Farrell Government. These trains were delivered and the Government inherited a lemon fleet of trains. The incoming Coalition Government had to provide a \$175 million bailout for the Waratah lemons. Guess where those trains were built? Labor procured those trains from China—another Labor hypocrisy. They signed off on the Waratah trains being built in China. This Government is proud of its record investment in public transport, heavy rail, new rail carriages, metro rail, light rail, and buses. I call on members to support the Government and not this motion.

Dr MEHREEN FARUQI (12:25): The Greens support the motion put forward by the Hon. Courtney Houssos. I moved a similar motion on 13 August in support of the Australian Manufacturing Workers Unions campaign "Build them here". That motion related to the Baird Government's plan to acquire 500 new train carriages and six new ferries, estimated to be worth more than \$3 billion. The "Build them here" campaign estimated that if the trains and ferries had local manufacturing and materials requirements 1,200 jobs could be created in Western Sydney and the Hunter. That would have offset significant job losses in the Hunter region at Hunter Rail and the shipworks at Tomago.

It is not a revolutionary concept. The Victorian Government is spending \$257 million for 21 new Velocity regional carriages to be built in Dandenong. It has stipulated a 50 per cent local content requirement for the \$1.3 billion to be spent on 37 new high-capacity metropolitan trains. Buying trains off the shelf that are not designed for the specific requirements of Sydney and the wider New South Wales network limits the options to customise. The new fleet of intercity trains procured offshore will not fit on the Blue Mountains line and will require modification of station platforms and rail lines in the Blue Mountains to allow them to go further than Springwood and on to Lithgow and Katoomba.

I feel sorry for the Hon. Shayne Mallard, who will not be able to ride on this new whiz-bang train to Katoomba. I am aware that previous train tenders included requirements for noise attenuation measures.

I understand the current tender has no such requirements. This is symptomatic of the terrible and incompetent transport planning of the Government resulting in suboptimal outcomes and a massive waste of public money. The Baird Government solution for any issue is to throw money at all the problems without long-term thinking.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): Order! I am at the point of putting Government members on a call to order. Members will remain relaxed. The member has the call.

Mr Justin Field: Put them on a train.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): I can also place The Greens member on a call.

Dr MEHREEN FARUQI: There is no long-term thinking or any thinking at all. There are significant cost blowouts in almost every infrastructure project. Over the years governments of both persuasions have hollowed out and whittled down the public service where it now has a diminished capacity and capability. Without in-house technical and engineering skills in the public service, there will be little scrutiny of design, procurement and delivery from consultants and contractors and no oversight of infrastructure planning.

This is how we end up with trains too big to fit on stations. It is also how we end up with a \$1.1 billion cost blowout on the new trains just 18 months since the procurement was first announced. This Government has no vision for the future. It has no plan to invest in local jobs, local skills, local training and local apprenticeships. That is patently obvious from its decision to abandon manufacturing jobs in New South Wales and go offshore. The community has been crying out for a new intercity fleet for years. Of course we need one that is modern and meets twenty-first century needs, but it has to be built here. Perhaps the Baird government could do a backflip on this decision and make sure that manufacturing jobs remain in New South Wales.

The Hon. DANIEL MOOKHEY (12:30): The Government and the Minister take great pride in the decision on train procurement, and so they should. Under the contract, 1,200 jobs will be created. There will be multibillion-dollar spillover effects. It will create long-term employment capable of sustaining entire communities. It is the chance to create a global innovation hub. It will move an entire manufacturing chain to the higher end, creating tremendous export income and enough supplies and assembly components to compete in a global market. The only problem is that the 1,200 jobs that the Government is creating and the opportunities that it is funding are in Seoul, South Korea. None of them will be in New South Wales. None of them will be in Sydney. None of them will be in Wollongong. None of them will be in Newcastle. The Baird Government made a choice; it did not choose the Illawarra or the Hunter.

The question is: Why? From the Minister's public statements and from the contributions in this debate the reason is clear. It is because, again, the Government is putting ideology before common sense. To understand just how ideological this decision is, one need only distinguish the Baird Government's decision on trains from the Turnbull Government's decision on submarines. The Turnbull Government understands, far more than the Baird Government does, the validity of Labor's call for a modern industry policy. It understands the extent to which government procurement policy can be used as a catalyst. The Turnbull Government, in its purchase of submarines, has been prepared to embrace the very things that we are calling for in the purchase of trains.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): Order! The Minister took a point of order about the Hon. Shayne Mallard being interrupted. I ask the Hon. Shayne Mallard to extend the same courtesy to the Hon. Daniel Mookhey or leave the Chamber.

The Hon. DANIEL MOOKHEY: I am looking forward to hearing from the Government why this decision is different from the decision the Federal Liberal Government made on submarines. Tell us why, if the policy that we are calling for is protectionist, the policy of the Federal Government is not? This is not about free trade versus protection. This is about new thinking and old thinking. We are proud to stand on the side of new thinking; the Government stands on the side of old thinking. The Government remains stuck in the 1990s view of economic policy. We have moved on.

I turn to the expression of interest procedure that led us to this point. We have not heard from the Government how many companies bid for the contract. We know from some of the other bidders what their bids were. We have heard that in the expression of interest process there was a proposition on the table that was comparable in cost to the winning bid. The only difference was that 600 jobs would have been created in the Illawarra. A Swiss company said that it was prepared to build the trains, hire Australian workers, use steel from the Illawarra, undertake the upskilling of the workforce, invest in apprenticeships, undertake technology transfer and link that to the global supply chain so that this project would make Australian rail manufacturing part of the global export market. The reality of how the market works is that no project is created in one spot. The only way to participate in this market is to link to a global supply chain. A company that was prepared to do that put a bid on the table.

We have not had an explanation from the Government about why it was not prepared to accept that. The Government has not released any evaluations of the bids. It has not released the contracts. It has not provided adequate information for this Parliament to judge whether the billions of dollars we are spending are creating all the effects that it is possible to create when one spends \$2.5 billion to upgrade a once-in-a-generation train project. If the Government is so proud of its record, if it thinks that its record will be enhanced by this decision, then it has nothing to fear from putting more information on the table about this tender process. That would allow the Parliament to scrutinise the decision. It would allow the people of the Illawarra to understand why they were not given these jobs and why the jobs are to be created in Korea. That is the base level of respect that one would expect from a competent government. We do not have that.

I paid attention to the Minister's explanation in the media. I had the opportunity to ask questions about this at estimates as well. He was proud of his performance when he made this announcement. He would probably describe it as a premier performance. It was almost as though he was auditioning for a higher position at some point. It was as though he thought this could win him support in quarters where he does not yet have it. The only explanation that he tendered for awarding the contract to the winning bidder was that any other bid was 25 per cent higher. Then he took to Twitter. I have to say to the Minister's media advisers, if any of them are paying attention, that Twitter is a forum from which he should perhaps abstain. He is not Trumpesque but he is not far from it, given the calibre of his tweets. He was happy to engage in debate with members of the public on Twitter.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): I invite the member to address the motion. I am concerned that he is straying off topic.

The Hon. DANIEL MOOKHEY: I will tie my comments to the leave of the motion. To an extent, these questions were answered by the Minister in his comments on Twitter. He addressed concerns by attacking members of the public who asked him questions. He engaged in what some would probably say was troll-like behaviour. His arguments had a troll-like quality when he responded to legitimate public concerns about his decisions. It captured many people's attention when he called this an exercise in union greed. One would expect people to ask him about the origin of the claim, repeated in this debate by the Hon. Shayne Mallard, that the alternatives were 25 per cent higher in cost. Where did the cost disparity of 25 per cent come from? Did the Government undertake any form of economic analysis? Was this modelled? Is any of that modelling available? These questions have been asked by not only relevant interested parties but also the media. When asked point blank by a media outlet where it got the figure of 25 per cent, the Government said, "From international research examples." The Government googled it. It googled whatever study it could find—

The Hon. Courtney Houssos: On their iPad.

The Hon. DANIEL MOOKHEY: The Government googled it on an iPad. That is how it proved that the Minister was not lying at his press conference or on Twitter. Labor asked him this question at estimates, "Minister, have you undertaken any research that led to this figure?" He said no. I look forward to the Government continuing to hold up its case for the 25 per cent figure. I call on the Government to release the modelling that justifies it. Tell us when it was undertaken. Tell us who undertook it. Tell us precisely what was evaluated. If the Government cannot tell us, it should google it to see if there is any better information than that which it has been relying on. That would provide us with much more information than we have had so far.

The other argument we have heard in this debate about why this decision was necessary is that, apparently, the only way to get toilets, wi-fi and drink carriers on a train is if the trains are built in Korea. I have checked with the Swiss manufacturers. Believe it or not, their trains also have wi-fi. It is a miracle. They also happen to have toilets. They have the things that the Hon. Shayne Mallard referred to as being the reasons why the Government has to spend \$2.5 billion in Korea. Korea does not have a monopoly.

The Hon. Shayne Mallard: Point of order: The Hon. Daniel Mookhey is misrepresenting what I said in the debate.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): There is no point of order.

The Hon. DANIEL MOOKHEY: It may come as a shock to members of the Government but Korean manufacturers do not have a monopoly on trains and toilets. They do not have that patent. It is entirely possible to install toilets in trains that are built in the Illawarra. They are not mutually exclusive. One would think that a sensible government would not necessarily make that the basis of a \$2.5 billion decision. I am sure that the people of the Illawarra are comforted that they may not have jobs in the Illawarra but they will have toilets on their trains. I have looked into the record of the company that won. Indeed, I have proudly googled the record of Hyundai Rotem, the company that was awarded this \$2.5 billion contract, to which earlier speakers have referred to.

It was a bit disturbing and troubling when I discovered it had been banned and that its projects were taken over by the Philadelphian metro authority because it was not capable of delivering. Equally as troubling is that Hyundai Rotem is now banned from any further work on the Delhi metro after it failed to deliver on any of its promises in those contracts. Equally as worrying is Hyundai Rotem's rollout of carriages in Boston. They are not cities that have greater needs than New South Wales and they are absolutely relevant examples for this Parliament to judge whether this is a company that we can trust. But we have not heard from the Government what distinguishes its contract from the work this consortium undertook in those cities.

We have no idea what measures have been put in place by this Government to make sure that the same mistakes that happened in Delhi, Boston and Philadelphia are not going to be repeated here. The Government should explain the measures it has put in this contract. What are the penalties? What are the performance frameworks? What protections are available to the taxpayers of New South Wales to ensure that the record of this consortium in other like cities is not repeated here? The Government can talk about other forms of train procurement but it should be careful given it has just handed a \$2.5 billion contract to a company that other cities will not allow anywhere near their networks. We are asking for an explanation about that. I commend the Hon. Courtney Houssos for moving this motion. I look forward to the Government responding much more comprehensively than it has so far. The Government should understand that this is not simply an example of Thursday morning cheap politics. The people of the Illawarra and the wider Wollongong region and the people of the Hunter are entitled to answers because we are debating their future.

The Hon. SCOTT FARLOW (12:42): It's Thursday, so it must be Brussels, as they say. But it is protection day in this House because it seems that every Thursday we revisit another bit of protectionism from the members opposite, and today is no different. The best thing a government can do for jobs is to deliver quality transport infrastructure and services. Since this Government was elected in 2011 it has delivered 274,000 jobs for the people of New South Wales. Those jobs are not just in Sydney, as Mr Deputy-President Khan, a member representing a regional area and a good member of The Nationals, would recognise. Recently we saw that 60 per cent of the total regional jobs in Australia were created in New South Wales, and we on this side of the House are very proud of the 44,100 jobs that were created in the past 12 months in regional New South Wales. That is a 3.6 per cent growth. If we look across the spectrum, New South Wales is leading the way in relation to employment in jobs growth with the lowest State unemployment rate for the past 15 months. In the latest Australian Bureau of Statistics we again saw that jobless rate in this State fall down to 5 per cent—a fall of 0.2 per cent.

One may ask what this Government is doing for jobs. We are growing services in the transport sector and since March 2011 we have introduced more than 15,800 extra weekly public transport services. This Government has a strong infrastructure program, including the new train intercity fleet. We are also delivering the rail lines for the trains to run on, which those opposite, as the Minister for Roads constantly reminds us, were unable to do. The former Government promised to deliver a \$500 million Sydney Metro project but not one track was laid, and the Epping to Chatswood rail link, which was originally supposed to be the Parramatta to Chatswood rail link, cost twice as much as originally budgeted for and delivered two years late. It is not a great record from those members opposite.

The Government is rolling out across the State at the moment the Sydney Metro, the CBD and South East Light Rail, the Wynyard Walk, the Wynyard Station upgrade, not to mention the North West Metro as well. This Government has a strong infrastructure program, which includes its \$2.3 billion investment in the new intercity fleet. That program will deliver those things to which the Hon. Shayne Mallard referred that the people of New South Wales, particularly in the regions by way of the intercity fleet across the Hunter, in the Illawarra, in the Blue Mountains, and on the Central Coast, are demanding from a modern transportation system. Together these major projects will directly create thousands of jobs during construction and, significantly, more indirect jobs.

As this motion is all about jobs I will look at jobs. The Sydney Metro North West is a \$3.7 billion Northwest Rapid Transit project currently supporting more than 500 jobs. The tunnelling of that project supported approximately 900 jobs, with recruitment particularly targeting Western Sydney. A pre-employment training program with TAFE is another project initiative to provide students with the skills to gain employment. The CBD and South East Light Rail project, which those opposite want to hold up at every turn, will be delivering approximately 1,800 jobs per year in the construction phase.

The Hon. Shayne Mallard: They don't support it.

The Hon. SCOTT FARLOW: They don't support it. When The Greens talk about any light rail project in this place they always find fault with it—

The Hon. Dr Peter Phelps: The Greens hate public transport.

The Hon. SCOTT FARLOW: They hate public transport. From what Dr Mehreen Faruqi said, we would be seeing a return to the old days of steam trains at Eveleigh being produced but, of course, not running on coal. That is how a lot of these things work.

The Hon. Dr Peter Phelps: Running on unicorn dreams.

The Hon. SCOTT FARLOW: I note that interjection. The policies of The Greens seem to run on fairy dust. There will be approximately 100 jobs per year in the construction phase of the Newcastle light rail. The Wickham Transport Interchange, which will be critical to creating a modern, vibrant Newcastle, will deliver approximately 100 to 150 jobs per year in the construction phase. The Lidcombe to Granville upgrade program will deliver approximately 200 jobs per year. Together these major projects will directly create thousands of jobs during construction and significantly more indirect jobs. One only needs to go down George Street—which I did this morning when I forgot my shoes and had to buy a new pair—to see the construction works for our light rail underway.

The Hon. Shaoquett Moselmane: Did you walk in bare feet?

The Hon. SCOTT FARLOW: Unfortunately, in gym shoes. These jobs are local jobs and real projects for the people of New South Wales. This Government is delivering the infrastructure this State needs to enable businesses across New South Wales to create jobs in every industry. When those opposite laugh at talks of 25 per cent more cost, what projects do they want to scrap to pay 25 per cent more?

The Hon. Dr Peter Phelps: Hospitals.

The Hon. SCOTT FARLOW: I note that interjection. What hospitals are going to be cut from Jillian the builder? What other transport projects would they cut? What will this \$2.5 billion project that will deliver new intercity trains do for the people of New South Wales? It will create 200 jobs on the Central Coast during construction and the maintenance term of 15 years. Our new maintenance facility at Kangy Angy will be state of the art and will provide a significant boost to the local economy on the Central Coast. Do those members opposite propose that the Government go to the Central Coast and say, "Sorry, those 200 jobs are not there any longer"? Is that what those members opposite propose? Members opposite are reaching into a grab bag. Opposition is easy, in a sense. I will now make a point about steel and the new intercity trains. Members opposite claim that we should build the trains in the Illawarra with steel from BlueScope.

The Hon. Shayne Mallard: That is important.

The Hon. SCOTT FARLOW: I note the interjection from the Hon. Shayne Mallard. It is a very important point. The new intercity fleet will be made predominantly with a type of stainless steel that is not produced by BlueScope Steel.

The Hon. Dr Peter Phelps: No.

The Hon. SCOTT FARLOW: No, say it isn't so. Only one of the four bidders, Stadler, considered any part of the train building process taking place in the Illawarra. That would have been for the fit-out of the trains only, while the trains would have been built in eastern Europe. The plot thickens. The claim of members opposite about 1,200 jobs in the Illawarra is pie-in-the-sky thinking. They continue reaching into their grab bag. The jobs would have been in the order of only a couple of hundred. We are talking about 200 jobs being delivered on the Central Coast. The Stadler train would not have been able to use BlueScope steel because that train is predominantly made from aluminium. Once again the arguments of members opposite are shown to be hollow. Labor's claim that the trains could have been built in the Illawarra, creating 1,200 jobs and using steel from BlueScope, is wrong on all counts. Does that surprise anyone? I think not.

The Hon. Shaoquett Moselmane: Time.

The Hon. SCOTT FARLOW: I thank the Hon. Shaoquett Moselmane for reminding me I have six minutes and 22 seconds remaining. This Government will continue to put good economic management front and centre of its approach to procurement. Members opposite talk about the new and exciting period we are moving into. They say that Government members are stuck in the 1990s while they are part of a new protectionist movement around the world. Members opposite are in the Trump coalition. They are going to ride the Trump train all the way, taking the view that we can turn our backs on the rest of the world. They think we can restart the Eveleigh train works, bring back the steam engine and return to the good old days. The Trump world order that members opposite want to sign up to sounds very impressive but that train has well and truly left the station.

Members on this side of the House will continue to deliver what the people of New South Wales want: a new, modern intercity fleet. More importantly, we will continue to deliver the infrastructure projects that the State desperately needs. We will not turn our backs on infrastructure and do nothing other than produce some

glossy brochures. We will ensure that the New South Wales taxpayer receives a quality product at a reasonable price through a procurement process that is both robust and transparent. We oppose the motion.

Mr JUSTIN FIELD (12:52): I support the motion moved by the Hon. Courtney Houssos as a South Coast resident and The Greens spokesperson on trade.

The Hon. Duncan Gay: That's an oxymoron.

Mr JUSTIN FIELD: There are lots of things we could trade if this Government wanted to. Instead, its approach is ideological. It sells assets, outsources business and offshores manufacturing—the building blocks of connected and sustainable communities. Today I will talk about my experiences travelling on the train line through the South Coast region. The Hon. Scott Farlow spoke about the number of jobs that the Government has created. We can argue the toss about the number of those jobs and their locations, but the reality is that the unemployment rate in the Illawarra and South Coast is high, particularly for young people at 15 per cent. It is all well and good to talk about jobs created but this project is a lost opportunity to create more jobs on the South Coast. It would also create a sense of hope for the future for young people on the South Coast, who are losing opportunities for training and education and to enter new industries.

Where is the Government creating an opportunity for a high-end manufacturing sector on the South Coast? I do not think that the wheels and undercarriages of the new trains will be made from stainless steel or aluminium. Let us not pretend that there are no real opportunities to create manufacturing jobs through projects such as this. I have ridden on the South Coast line. The trains are pretty good, although it would be nice if we could extend the electrification to Nowra. Perhaps one day we will cross the Shoalhaven River and become a bit more adventurous about the train network. I am glad that we will have all the new mod cons. As a previous speaker mentioned, there will be wi-fi and even toilets. Those are fantastic things.

The Hon. Shayne Mallard: There will be accessible toilets.

Mr JUSTIN FIELD: I appreciate that. I have ridden trains all over this State. But the idea that we could not build trains with those facilities in Australia is nonsense. It is a slap in the face to local workers. This Government is throwing those workers under the train in that regard. The Greens support mandating local content in manufacturing. Before I joined this place there was a big debate in this House about the steel industry in the Illawarra. We must take account of the impacts of the steel industry on our natural environment and water catchments as well as a future of climate change, but steel remains an important industry not just for products such as train carriages but also for renewable energy technologies and other things. High-end manufacturing is what is needed in that region. We can do more.

This rolling stock project is not the only one that will be important for the future of New South Wales. In an age impacted by climate change we will need to build more public transport networks and more inner-city and intercity connections with rail lines. This Government seems to want to shut down rail lines. It wants to move away from decentralisation and centralise everything in the city. Government members are most proud about the upgrades to inner-city train services. That is what they spoke about in this debate. This motion is primarily concerned with increasing manufacturing opportunities in the regions.

One reason that we want to build up our manufacturing sector is so we can build new rail lines to connect our regional centres. In an age of climate change it will be increasingly important to make those connections, and we should be building the infrastructure to support that in New South Wales. In addition, we need a long-term strategy for manufacturing and employment in the Illawarra, particularly for young people. We must also factor in the real cost of these sorts of economic decisions. It is not just about the money that will travel overseas through the awarding of this contract. We will also lose out on technological developments and training opportunities for young people, as other members have said.

I know this will be an issue in the upcoming Wollongong by-election. The Greens candidate Cath Blakey will be talking about the importance of local content in manufacturing and the future of the steel industry in the Illawarra. The fact that the Liberal Party is not standing a candidate in that by-election says something. It makes me think that they do not want a marker of the community's anger about this project, their management of the economy or their approach to creating real jobs for the future. The Greens are proud to support this motion. I thank the Hon. Courtney Houssos for bringing it to the House.

The DEPUTY PRESIDENT (The Hon. Trevor Khan): I will now leave the chair. The House will resume at 2.30 p.m.

The PRESIDENT: Order! According to sessional order, proceedings are now interrupted for questions.

*Questions Without Notice***CROWN LAND TENURE AND NATIVE TITLE**

The Hon. ADAM SEARLE (14:30): My question without notice is directed to the Minister for Primary Industries, and Minister for Lands and Water. What is the Minister's response to community concerns about uncertainty in his department's advice to more than 500 Crown land tenure holders who were told that despite their tenures being extinguished as a result of native title determinations they can continue to use the land?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (14:30): I thank the member for his question. It is a good question and it is a question that I asked the department at the original stage of this issue. The department has advised me around 520 Crown land licences and permits in the north and west of the State have been automatically terminated following the Bandjalang, Yaegl and Barkandji determinations due to a clause contained in those agreements. In any cases where the recognition of native title has had an impact on Crown land tenures, the Government is committed to working with all parties to address the issues.

Preliminary discussions have been held with native title groups. I reiterate that these discussions are preliminary and will no doubt be ongoing as the department works through what is no doubt a complex and sensitive issue. At the start of September, the Department of Industry—Lands wrote to those 520 licence and permit holders directly, notifying them that the department is reviewing all affected licences. A second letter was sent to all affected licence holders at the end of September, providing further information on the process for this review and likely time frames.

This week, commencing on 10 October, the department commenced holding community information sessions in the Far West and on the North Coast to address any concerns and to provide these communities with information on the process moving forward and an opportunity for the community to raise any concerns. The department will work to ensure that tenure holders and native title holders are engaged in the process of recognising the co-existence of each other's rights, which is fundamental to the native title system. The Native Title Act 1993 (Cth) provides for Indigenous Land Use Agreements [ILUAs] as a possible mechanism for agreement making between native title holders, government and other land users. The Government encourages their use.

The department is reviewing each individual affected licence. Where a licence is consistent with the future Act provisions under the Native Title Act and the land is being used consistent with the Crown Lands Act, the licence will be reissued as quickly as possible. Where the licence is unable to be issued under the future Act provisions of the Native Title Act, the licence may potentially be granted under an ILUA. Some licences that are not consistent with the Crown Lands Act will not be reissued. This issue does not affect holders of other Crown land tenures such as leases.

This is an important but complex issue. The correspondence sent to those licence holders was sent with careful due diligence after advice had been sought on the status of those title holders. It is my understanding that any advice that has been given on this issue is the latest advice, which has been checked, and those who are affected should have confidence in that advice. However, as I have said in my answer, workshops are being held and people who wish to raise any issues have also been contacted directly by the department and can continue to engage.

SYDNEY HARBOUR BRIDGE TRAFFIC ACCIDENTS

The Hon. DAVID CLARKE (14:34): My question is addressed to the Minister for Roads, Maritime and Freight. Can the Minister update the House on the incident that occurred this morning on the Sydney Harbour Bridge and the New South Wales Government's response to the incident?

The Hon. DUNCAN GAY (Minister for Roads, Maritime and Freight, and Vice-President of the Executive Council) (14:35): I thank the member for his question. I know a lot of people were concerned when they heard about this accident that occurred this morning when a car travelling southbound approaching the Sydney Harbour Bridge crashed into one of the northern toll plazas. The crash damaged the centre toll booth, pushing part of the toll booth into the bus lane, while the vehicle was wedged within the structure. At about the same time, a car overturned at the other end of the bridge, blocking two of three northbound lanes on the Western Distributor.

It is days like this that highlight the importance of our incident response processes. It also highlights the professionalism of New South Wales' traffic management teams when a serious road incident occurs, particularly when it is on the main artery of our network, the Sydney Harbour Bridge. Today's event had the capacity to send the whole Sydney network into chaos during peak hour but, thanks to the hard work of the Traffic Management

Centre and the CBD Coordination Office, run by Marg Prendergast, traffic was almost at normal levels through this operation. Emergency services and traffic crews, including a dedicated Sydney Harbour Bridge tow truck, responded to the toll booth incident. Two people were removed from the vehicle, neither of them injured. The toll booth that is not normally used was opened to maximise traffic flow and minimise disruption. Once the vehicle was removed, the damaged toll booth was moved back into position and secured between two lanes. Simultaneously, the vehicle that crashed on the Western Distributor was towed on its roof to a safe location, allowing all lanes to reopen.

This operation was carried out within 30 minutes and all normal available lanes were returned to traffic within 45 minutes, which is exceptional work by our guys and girls on the bridge today. The Transport Management Centre conducted widespread communications throughout the incident. Spokespeople distributed media alerts and provided interviews or updates for television, radio, print and online. The Live Traffic website, apps and social media channels were regularly updated over the duration of the incident. Variable message signs were adjusted on southbound approaches to the Harbour Bridge, advising motorists to expect delays. Fortunately, due to the time of the crash, the quick response to the incident and the ability to keep lanes open, those delays did not eventuate. Crews were back onsite again at about 11.00 a.m. to investigate the toll booth structures and to ensure safety for motorists. Members would be aware that we are about to embark on removing the toll booths, but we do not suggest the incident today as a way of doing it. Once again, on behalf of the House, I thank the crews and the teams involved in the incident response this morning—it was exemplary.

BONDI PARK RESERVE

The Hon. WALT SECORD (14:38): My question without notice is directed to the Minister for Primary Industries, and Minister for Lands and Water. In light of the Minister's answer yesterday in which he stated that he was yet to formally adopt Waverley Council's draft plan of management for Bondi Park Reserve, which includes the national icon the Bondi Pavilion Community Cultural Centre, and given that it is a site of State and national significance, when will the Minister make a determination on Waverley Council's plan?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (14:39): I thank the member for his question. I am happy to take the question on notice because I need to confirm the status of that plan. I believe it was a draft plan that was put out for consultation. I do not know whether the council had finalised that plan to be submitted, if it even needed to be submitted. I will take the question on notice and come back to the member.

POOGINOOK STATION ENVIRONMENTAL WATER

The Hon. ROBERT BROWN (14:39): My question is directed to the Minister for Disability Services, representing the Minister for the Environment. Will the Minister explain the rationale behind the Office of Environment and Heritage [OEH] applying environmental water through an inefficient, decommissioned channel on to Pooginook Station in April this year? What environmental outcomes was the OEH seeking, given that it is not a natural wetland, nor is it part of the Riverina landscape?

The Hon. JOHN AJAKA (Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism) (14:40:3): I thank the honourable member for his question. I am seeking extensive detail. I will refer to question to the Hon. Mark Speakman, the Minister for the Environment, and come back with a detailed answer.

ASSISTANCE DOGS

The Hon. BRONNIE TAYLOR (14:40): My question is addressed to the Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism. Will the Minister outline the importance of assistance dogs for people with disability?

The Hon. JOHN AJAKA (Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism) (14:41): I thank the honourable member for her question and I note her continued interest in assisting people with disability. I know that she is keen to see programs of this nature. The influence that assisted animals such as dogs can have is life changing for people with disability. An assistance animal can give people with disability not only joy, freedom and companionship but, as importantly, if not more importantly, they give them independence. Assistance animals allow their owners to live the life they want to live. They help their owners go where they want to go and to do what they want to do when they want to do it. I am a strong supporter of initiatives and ideas that promote the use of dogs as assistance animals for people with disability.

The New South Wales Government is successfully delivering the once-in-a-generation National Disability Insurance Scheme [NDIS] which supports the use of assistance animals. The NDIS will provide reasonable necessary support to assist participants in achieving their goals. Guide dogs, hearing dogs and autism

assistance dogs have already been funded for several participants under the NDIS as part of a range of reasonable and necessary supports identified in their plans. Future participants will also have the option of requesting assistance animals as part of their plan to achieve their goals.

Last week I had the privilege of attending the Assistance Dogs Australia graduation ceremony in Martin Place. This amazing national charity trains beautiful labradors and golden retrievers to assist people with disability. Each dog takes two years to train, costing roughly \$30,000. Importantly, Assistance Dogs Australia ensures that every assistance dog undergoes tailored training to meet the individual needs of its owner. I am advised the organisation has placed seven assistance dogs in New South Wales just in the past 12 months. It was fantastic to see some of the assistance dogs display the incredible range of skills they are using in order to assist their owners. It was great to also hear firsthand how assistance dogs have deeply touched and enriched the lives of the people they support and to learn of their involvement in schools and of the support the organisation receives from businesses and the community.

The graduation ceremony was a fitting celebration and a recognition of the dogs, staff, generous donors, volunteers and, of course, the dogs' owners. I thank and congratulate all the dedicated and passionate volunteers and trainers for their hard work and for the incredible difference they are making in the lives of people with disability and their loved ones. I look forward to informing the House over the coming months about the New South Wales Government's continued work with Assistance Dogs Australia.

DOMESTIC COAL SALES

Mr JEREMY BUCKINGHAM (14:): My question without notice is directed to the Minister for Primary Industries, representing the Minister for Industry, Resources and Energy. Will the Minister explain why the forecasts for domestic coal sales in the 2016-17 budget have been reduced by 20 per cent since the 2015-16 budget, from 30 million tonnes per annum down to 24 million tonnes per annum? Does this reduction reflect an expected drop in coal consumption in the New South Wales electricity sector?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (14:45): I thank the member for his question. I ask the member to clarify whether the forecasts he refers to are Treasury forecasts or Resources forecasts?

Mr JEREMY BUCKINGHAM: They are both.

The PRESIDENT: Does the Minister wish to respond?

The Hon. NIALL BLAIR: I do not represent the Treasurer in this House.

WHALE MIGRATION

The Hon. PENNY SHARPE (14:45): My question without notice is directed to the Minister for Primary Industries, and Minister for Lands and Water. Last week a whale became ensnared in a line within the marine aquaculture lease area set aside for yellowtail kingfish production in Port Stephens. Given that it is still whale season, why did the Department of Primary Industries [DPI], which oversees New South Wales' fisheries, ignore advice from the Office of Environment and Heritage that it is too early to begin this work without a risk to whales?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (14:46): I thank the member for her question. It is a question that requires some detail. I would have to go back and check to see if there were some interactions between the agencies on that issue and come back to the member in due course with a detailed answer.

SHARK MANAGEMENT STRATEGY

The Hon. CATHERINE CUSACK (14:46): My question is addressed to the Minister for Primary Industries, and Minister for Lands and Water. Will the Minister update the House on the actions the New South Wales Government is taking to mitigate the risk of shark attacks on the New South Wales coast?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (14:46): I thank the Parliamentary Secretary for her question. On Tuesday we saw another shark attack off Ballina at Sharpes Beach. This was the second in two weeks. There have been 23 shark incidents in New South Wales waters since 2014, of which three were fatal. Thankfully, the surfer involved in Tuesday's attack only sustained minor injuries. There is no one measure that can entirely remove the risk of a shark attack. That is why, since October, the New South Wales Government has invested a record amount into a suite of measures: some previously used, such as increased aerial surveillance; and some new, such as smart drum lines and trials of drones. The Government has put \$16 million into our Shark Management Strategy and we have ensured that the community of the North Coast has been brought with us at every stage of this implementation.

The circumstances that we are seeing on the North Coast are clearly extraordinary. We have said all along that every option was on the table. That is why yesterday the Premier and I announced that we would add another tool to our suite of measures. We have taken the decision to seek approval from the Commonwealth Government to implement a six-month trial of traditional shark meshing nets on the North Coast. Marine life is important, which is why at every stage we have sought to balance our approach, but human life must be our first priority. I have asked the Department of Primary Industries [DPI] to convene a meeting of the North Coast Shark Management Strategy Community Reference Group as soon as possible. It is important that the community guides the design of this trial, including locations. Once we receive approval from the Commonwealth Government, we will be moving to put the nets into the water off the North Coast as soon as possible.

We know that traditional nets will not be a silver bullet, as no one measure can remove the risk of a shark attack entirely. But we are determined to have a suite of measures in place to do what we can to reduce that risk and to give confidence back to the people of the North Coast. I take this opportunity to place on the record the New South Wales Government's thanks to all of the staff of DPI—Fisheries who have worked so hard on the implementation of this strategy. New South Wales is a world leader in shark research. I thank our team of experts for their dedication. We are continuing to invest in the most effective environmentally friendly and cutting-edge shark mitigation technology there is on the planet. I have had the chance to look at the Opposition's latest press release on this matter.

The Hon. Walt Secord: Six-point plan.

The Hon. NIALL BLAIR: Six-point plan. People say that plagiarism is a form of flattery. The Opposition has clearly woken from its slumber: I have been asked 15 questions about sharks in this House.

The Hon. Walt Secord: I have held a press conference at Bondi Beach.

The Hon. NIALL BLAIR: At Bondi Beach.

The PRESIDENT: Order! I call the Hon. Walt Secord to order for the first time.

The Hon. NIALL BLAIR: The Hon. Walt Secord has not even gone to the North Coast to discuss this issue. He stood on Bondi Beach behind the protection of the shark nets and said we were doing nothing. Bondi Beach is a long way from the North Coast. This Government has acted. Those opposite are playing catch up.

PUBLIC RAIL LINES

Dr MEHREEN FARUQI (14:50): My question is directed to the Minister for Roads, Maritime and Freight. Given that the Government has caved in to the demands of the Murdoch press and done a backflip on the greyhound racing ban, in the interests of balance could the Minister now also listen to the Fairfax media and perform a backflip on privatising public rail lines?

The Hon. Catherine Cusack: Point of order: The honourable member, who clearly thinks this issue is funny, has included argument in her question, not comment

The PRESIDENT: Order! There was a lot of argument in the question. Ordinarily I allow Ministers to answer those parts of a question that do not contain argument, if they wish. On this occasion, I will do so. It is a matter for the Minister.

The Hon. DUNCAN GAY: I was hard-pressed to find anything that was not argumentative.

The PRESIDENT: The Minister in that case is most welcome to sit down.

The Hon. DUNCAN GAY: Equally, I was hard pressed to find anything that was accurate in it.

MOTORCYCLE SAFETY

The Hon. LOU AMATO (14:52): My question is addressed to the Minister for Roads, Maritime and Freight. Will the Minister inform the House about efforts to improve motorcycle safety in New South Wales?

The Hon. DUNCAN GAY (Minister for Roads, Maritime and Freight, and Vice-President of the Executive Council) (14:52): I thank the honourable member for his question. On Tuesday—a sunny, great day—I had the pleasure of attending the launch of Motorcycle Awareness Month, an important time on the roads calendar as the safety of our riders becomes increasingly significant. Sadly, even though motorcycles only represent 4 per cent of motor vehicle registrations, motorcycle riders account for 19 per cent of road deaths. It is not a good number.

So far this year there have been 52 motorcycle fatalities, compared to 49 for the same period last year. It is that time of year with the better weather that plenty of riders will be pulling bikes out of the garage to enjoy some of our most scenic routes. It is a great way to go and a great sport. That is why we continue to invest in those

roads to ensure that users have a safe journey and make it home to their families. We have spent \$1.7 million on the Motorcycle Safety Infrastructure program for projects along popular motorcycle routes, including Putty Road, Old Northern Road and Snowy Mountains Highway—and Main Road 248 at Crookwell is a popular one as well.

The Hon. Walt Secord: It is right in front of your family farm, isn't it?

The Hon. DUNCAN GAY: That is why I get paid the big bucks—to put up with him. Motorcyclist safety work includes installation of motorcycle underrun barriers to prevent fallen riders from sliding into support posts or roadside objects. This is important because 49 per cent of serious crashes on regional roads occur on a curve, as one can understand with a cycle. It also includes improved line markings at the edge and centre of roads; installation of signage, including road hazard advisory signage along the whole route; and curve advisory signage. Following the installation of six telephones along Putty Road, an additional five emergency telephones will be unveiled this year along a 50-kilometre stretch of the Oxley Highway between Walcha and Wauchope—another well-known and very popular scenic cycle route. This will ensure emergency services can attend to injured riders in the quickest possible time, increasing a person's chances of survival.

Improving motorcycle riding in New South Wales is not just about the road network. This time last year I announced that New South Wales riders were able to use helmets that meet the international standard. To help motorcycle riders make the safest choice, we work closely with the National Roads and Motorists Association [NRMA] and the Victorian Transport Accident Commission to regularly assess helmets and provide ratings on protection and comfort. Today the latest helmet crash test results have been released and I encourage riders to visit ridetolive.com.au and follow the link to pick the safest and most recommended helmets available in Australia. Congratulations to the Motorcycle Council of New South Wales on the launch of another Motorcycle Awareness Month. We appreciate its efforts to improve motorcycle safety, particularly Chris Burns. The time he puts into helping cyclists is incredible. [*Time expired.*]

WENTWORTH PARK ADMINISTRATION

The Hon. MICK VEITCH (14:56): My question is directed to the Minister for Primary Industries, and Minister for Lands and Water. In light of information obtained through the Government Information (Public Access) Act [GIPA] which revealed that the Wentworth Park Sporting Complex Trust administrator was appointed by his office at 11.17 a.m. on 25 August when it notified Crown Lands of the appointment, and the administrator was subsequently notified at 2.26 p.m. on the same day, why did the Minister state to the House later that afternoon that the appointment was "still going through the Cabinet process"? Did the Minister mislead the House?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (14:57): I thank the member for his question. At all times the advice that I am given is the advice that I provide in response to questions. The member has given some very specific details within his question about time lines. I am happy to take that on notice and come back to him.

TAXI COMPULSORY THIRD PARTY INSURANCE

The Hon. PAUL GREEN (14:57): My question is directed to the Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism, representing the Minister for Innovation and Better Regulation. I have been contacted by a concerned taxidriver who recently received his renewal costs for his compulsory third party [CTP] green slip and comprehensive car insurance totalling \$15,000, up from \$12,000 last year. Following the introduction of the Point to Point (Taxis and Hire Vehicles) Bill, the Transport for NSW website advises that taxi and rideshare owners will pay a base premium plus an additional component based on their vehicle usage to ensure CTP insurance accurately reflects a motor vehicle's risk and usage. Will the Minister update the House regarding the new CTP premium arrangement for point-to-point vehicles? Further, will the Minister provide some idea of when these fairer changes will begin?

The Hon. JOHN AJAKA (Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism) (14:58): I thank the honourable member for what is truly a good question seeking quite a bit of detail. What an outstanding job the Minister for Innovation and Better Regulation, the Hon. Victor Dominello, is doing in this space. Since extensive detail is being sought, I will refer the question to the Minister and come back with a detailed answer.

GOULBURN SHOPPING MALL DISABILITY FACILITIES

The Hon. ERNEST WONG (14:59): My question is directed to the Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism. Will the Minister inform the House of his response to community concerns that Goulburn shopping mall customers who have a disability are forced to use a portaloos in

the car park because there are no toilets for people with disabilities? What steps will the Minister take to help them?

The Hon. Walt Secord: Point of order: I cannot hear the Minister's reply due to the wall of noise from Government members. It is clear that the question refers to the main shopping mall in Goulburn.

The Hon. Duncan Gay: To the point of order: Goulburn is not a coastal holiday destination so the member probably has not been there. Goulburn has two malls.

The PRESIDENT: Order! The Minister will resume his seat. The question has been asked. If it was deficient, that is a matter for the member. The Minister has the call.

The Hon. JOHN AJAKA (Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism) (15:01): It is an excellent question and I am more than happy to answer it. When asked what action I have taken there is a simple answer. I was the Minister who introduced the Disability Inclusion Act in this Parliament. I was the Minister who ensured that every government department and local council has a Disability Inclusion Action Plan. When I brought that bill into this House there was not overwhelming support from those opposite.

The Hon. Ernest Wong: Point of order: My point of order is relevance. The question was explicitly with regard to the shopping mall at Goulburn.

The PRESIDENT: Order! I am dealing with the point of order of the Hon. Ernest Wong.

The Hon. Dr Peter Phelps: To the point of order: The Hon. Ernest Wong indicates that it is a specific question, but it is a specific question to a non-specific mall.

The PRESIDENT: The Hon. Dr Peter Phelps knows that that was a debating point.

The Hon. Penny Sharpe: To the point of order: While Government members find this amusing, I do not think those with disabilities in Goulburn find the lack of disabled toilets at all amusing. Government members should not make debating points.

The PRESIDENT: Order! The member's point of order is to relevance. The Minister was being relevant. The Minister has the call.

The Hon. JOHN AJAKA: The purpose of the Disability Inclusion Act and of every government department and local council having a Disability Inclusion Action Plan is to address the issues raised by the honourable member in his question. That was the purpose of the Act. Funding for the Disability Inclusion Action Plan has been provided by my agency to Local Government NSW to meet the preparation commitment of 1 July 2017. A number of councils have lodged their Disability Inclusion Action Plans. I recently launched the Disability Inclusion Action Plan for Wollongong City Council. The plan is the reason that extensive work is being done by the department and various stakeholders in the area of accessible tourism. That includes ensuring accessible toilets, bathrooms and change rooms—which was not mentioned in the question.

The Government is providing funding to ensure accessible change rooms. It is disturbing to hear stories of a mother changing her 16-year-old son on a toilet floor. I assure the Hon. Ernest Wong that I take the issue seriously. I am proud to be the Minister of this Government which is taking action to ensure these issues are addressed. One of the reasons it has taken so long is that the Opposition during its 16 years of government failed to take any action whatsoever. Labor was not concerned about inclusion for people of disability or ensuring more accessible toilets and change rooms in order to provide accessible tourism. I am the Minister taking action. I am proud of my record and I will continue to take action.

The Hon. ERNEST WONG (15:06): I ask a supplementary question. Will the Minister elucidate upon his answer by informing the House what he is going to do with this particular shopping mall?

The PRESIDENT: Order! The member is making debating points and will resume his seat. The member's supplementary question is out of order as it is a restatement of his question; it is not seeking an elucidation of an aspect of the answer. The House will come to order.

CRUISE SHIP INDUSTRY

The Hon. SHAYNE MALLARD (15:06): I direct a question to the Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism, representing the Minister for Trade, Tourism and Major Events. How is the New South Wales Government supporting Australia's fastest growing tourism area?

The Hon. JOHN AJAKA (Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism) (15:07:): I thank the honourable member for his question. Summer is coming and New South

Wales is about to see the biggest cruise season in this State's history. This is fantastic news for restaurants, cafes, tourism activity providers and retail stores.

The PRESIDENT: Order! I call the Hon. Penny Sharpe to order for the first time.

The Hon. JOHN AJAKA: Up and down the coast we will welcome thousands of new customers. A record 336 ships are scheduled to visit Sydney between now and next April, including 10 maiden voyages. The *Ovation of the Seas* is a \$1 billion ship. It will grace our shores for the first time in December, bringing with it 5,000 passengers. I commend my colleague in the other place, the Minister for Trade, Tourism and Major Events, Stuart Ayres, for his commitment to putting Sydney and New South Wales on the map as the Premier cruising destination in Australia.

Sydney has just received two international titles: the best cruise destination in Australia and the best Australian home port. Sydney is again number one. Cruising is the fastest growing tourism sector in Australia and Sydney is the number one destination to visit anywhere in Australia or New Zealand. This comes as no surprise. Sydney is blessed with natural beauty and a rich architectural history. Sydney is home to the famous Australian icons the Opera House and the harbour bridge. Sydney Harbour is a dramatic and stunning scene after having been days at sea. The scene is particularly welcome to the one million Australians who go on cruises each year.

Growth in this sector means growth in our economy. The cruise industry is worth \$3.6 billion nationally. The New South Wales economy enjoys the lion's share of those cruise dollars, receiving 67 per cent. This record-breaking cruise season comes at an ideal time, as the New South Wales Government has invested in new facilities and infrastructure to ensure that Sydney can cater for and attract cruise ships from around the world. The Leader of the Government in the Legislative Council, the Hon. Duncan Gay, has recently invested \$135 million to expand the cruise ship capacity of Sydney Harbour. I thank the Hon. Duncan Gay. This investment in the upgrade of the overseas passenger terminal in Sydney Harbour means that ship turnaround time is better than it has ever been. The improvement means that the city can receive more cruise liners each day and this booming tourism sector can continue to grow.

In February, for the first time in the State's history, two cruise ships docked simultaneously at the overseas passenger terminal. What a sight that was to see on our great harbour, and all thanks to the investment this Government has made to upgrade the facilities at Circular Quay. These are necessary and welcome steps taken by a government that is committed to keeping Sydney in the top spot of cruise destinations. It is fantastic news for tourism in this region. It is my great pleasure to congratulate Nadine Emmerton, the departmental liaison officer for the Minister for Tourism, Stuart Ayres, for her three decades of service to New South Wales tourism bodies. Well done, Nadine. We thank you for your service and we wish you a stellar final year before your retirement.

NORTH COAST SHARK NET BARRIERS

Mr JUSTIN FIELD (15:11): My question is directed to the Minister for Primary Industries, and Minister for Lands and Water. Noting that in the last reporting year almost 200 marine animals were killed in the existing shark mesh installed under the New South Wales program, how many whales, dolphins, turtles and stingrays does the Minister anticipate will be killed in the shark nets to be installed on the North Coast?

The Hon. Duncan Gay: You are asking for an opinion.

Mr JUSTIN FIELD: Surely there will be an estimate if we are asking the Federal Government to allow the trial? What plans will the Government put in place to ensure that the impact on local marine life is minimised?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (15:11): That is a question with a sprinkle of argument.

The PRESIDENT: It is a question with a sprinkle of response to an interjection that should not have occurred.

The Hon. NIALL BLAIR: I thank the member for his question. We are going through the process of seeking approval for an exemption from the Commonwealth Government. We will then work with the North Coast community to finalise the details of the installation of nets on the North Coast.

CENTRAL COAST ALGAL BLOOM

The Hon. GREG DONNELLY (15:12): My question is directed to the Minister for Primary Industries, and Minister for Lands and Water. In light of a recent investigation by the Environment Protection Authority that found that algal toxins caused hundreds of pelican and fish deaths on the Central Coast, what steps has the Minister's department taken to control the algal bloom gripping the Central Coast?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (15:12): I thank the member for his question. As Minister for Lands and Water, I receive regular updates on the status of algal blooms across New South Wales through the Department of Primary Industries[DPI]—Water. From memory, the last status report that I read highlighted three current areas of algal bloom in the State. I think two of them are in small lakes that are used only for amenity purposes, and they are under the control of local government. Again from memory, one of them is on the Central Coast. DPI-Water plays a number of roles throughout the State, one of which is to provide advice to local government authorities about water quality issues. The department is at the ready to provide information to many of those authorities. As Minister I receive regular updates on the status of bodies of water throughout the State.

The Hon. GREG DONNELLY (15:14): I ask a supplementary question. Would the Minister elucidate his answer by detailing the form of consultation being undertaken with Central Coast residents regarding the algal bloom?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (15:15): In the case of a body of water that would be under the control of council, I imagine the council would undertake that consultation. As I said, DPI-Water provides advice in a lot of these matters. I suspect it would be the case that the council would undertake that consultation with residents. I do not have formal written advice with me at the moment. If I receive advice to the contrary, I will be happy to inform the member.

GONE FISHING DAY

The Hon. TREVOR KHAN (15:15): My question is addressed to the Minister for Primary Industries, and Minister for Lands and Water. Would the Minister update the House on plans for the inaugural Gone Fishing Day this Sunday?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (15:15): I thank the member for his question. Recreational fishing is an extremely popular activity with people of all ages and from all walks of life, right across New South Wales. I have spoken previously about the importance of the recreational fishing industry in this State. We are fortunate that our State boasts some of the best fishing spots in the country. About 850,000 anglers fish in New South Wales waters each year, and the recreational fishing industry contributes approximately \$3.4 billion to our economy, creating the equivalent of 14,000 full-time jobs.

Against that backdrop, I am pleased to say this Sunday 16 October marks the first national Gone Fishing Day. I encourage all New South Wales residents to join me and thousands of other fishers by participating in one of the many events on offer. To mark Gone Fishing Day, which encourages participation in recreational fishing, the New South Wales Government has waived the usual requirement for fishers to carry a valid recreational fishing licence on the day, so anyone can wet a line and get involved. The NSW Department of Primary Industries [DPI] will be running six free major events, at Port Macquarie, Newcastle, Sydney, Lake Illawarra, Dubbo and Wagga Wagga, featuring "try fishing" workshops, casting competitions, touch tanks and activities for the kids.

The DPI has also provided grants for 37 fishing clubs across the State to run community events in their local area. For example, the Anna Bay Tavern Fishing Club will host a fishing clinic, casting competition and family day, with information stalls and a barbecue. The Basin Lure and Fly Club will host an open day at St Georges Basin, providing information about how to cast and how and why to catch and release. The Capital Region Fishing Alliance at Queanbeyan will have a demonstration of how to fish responsibly and how to identify different species. The Tomakin Fishing Club has an event for school-aged children to teach kids how to rig a line, bait the rig and cast properly. Across the State, clubs and associations like these will be opening their doors to help people discover the joys and rewards of recreational fishing. I am looking forward to helping to launch the day at a celebrity fishing tournament in Sydney Harbour at Sydney Game Fishing Club, Watsons Bay, on Sunday morning.

I encourage those who plan to get involved with Gone Fishing Day to make use of the new FishSmart NSW app, which is designed to improve the fishing experience for saltwater and freshwater anglers. The app, which was developed by NSW DPI and funded from the New South Wales Recreational Fishing Trust, provides 24-hour access to the latest information on where and how to fish, ensuring fishers are equipped with all the information they need before heading out onto our waterways. It is an excellent example of how the trust, via the contribution fishers make through the fishing fee, continues to benefit fishers and the industry as a whole. The app is an easy-to-use resource providing bag and size limits, spearfishing information, tips on fishing safety and a function for reporting illegal fishing.

It also provides a real-time app to locate the nearest fish aggregation devices, recreational fishing havens and marine park zones, as well as regional fishing guides for inland and saltwater locations and guides to identify New South Wales fish species. I congratulate the Department of Primary Industries on the launch of this excellent

free-to-use app and I encourage all those who want to learn more about recreational fishing to get involved in the fun-filled activities on Sunday for the inaugural Gone Fishing Day. I encourage everyone to get involved and I will report back to the House on how I go in the tournament and hopefully get one up on Mark Taylor.

INDUSTRIAL NOISE AND RURAL COMMUNITY HEALTH

The Hon. PAUL GREEN (15:19): My question is addressed to the Minister for Ageing, and Minister for Disability Services, representing the Minister for the Environment. Will the Minister explain how rural community health and amenity will be protected from intrusive mine noise through the proposed changes to the Industrial Noise Policy, particularly noting the application of the Department of Food, Environment and Regional Affairs criteria in the United Kingdom which appear to result in a lower noise measurement than the current methodology by a significant difference of five decibels, as was reported in an independent noise review for Moolarben Coal mine? Will the Environment Protection Authority conduct public information sessions on the comparison of the Industrial Noise Policy and the draft Industrial Noise Guidelines prior to finalising any changes to the management of industrial noise in New South Wales, particularly in relation to large open-cut coalmines in remote rural areas? If not, why not?

The Hon. JOHN AJAKA (Minister for Ageing, Minister for Disability Services, and Minister for Multiculturalism) (15:20): This is a very detailed and important question. Noise and loss of hearing are very important issues to me. As a number of members of this House know, I suffer every day from a loss of hearing in both ears by greater than 50 per cent as a result of noise. I will refer this question, which seeks extensive detail, to the Minister for the Environment and I will come back with a response.

PENRITH RAILWAY STATION CAR PARKING

The Hon. SHAOQUETT MOSELMANE (15:21): My question is directed to the Minister for Roads, Maritime and Freight, representing the Minister for Transport and Infrastructure. In light of the decision by Transport for NSW to remove and then temporarily reinstall 15-minute parking in front of Penrith Railway Station, will the Minister detail the extent of community consultation before the changes were made and provide details on a permanent solution?

The Hon. Dr Peter Phelps: Which side of Penrith station?

The Hon. DUNCAN GAY (Minister for Roads, Maritime and Freight, and Vice-President of the Executive Council) (15:22): I think that is a valid interjection. An earlier question from the Opposition that referred to the mall in Goulburn ignored the fact that there are two malls in Goulburn, both of which have car parks, one on a single level and the other on two levels.

The Hon. Walt Secord: Point of order: My point of order is relevance. The question was specifically about Penrith train station and the Minister is talking about Goulburn.

The PRESIDENT: There is no point of order. I will allow the Minister to continue with his answer.

The Hon. DUNCAN GAY: I was probably giving too much background. I will ask the Minister for Transport and Infrastructure, as I am not aware that the 15-minute car parking had been removed and then reinstalled and I do not know what consultation occurred. I know that the Department of Transport and Minister Constance would have acted appropriately. He is an outstanding Minister. One of the spoils of several shadow transport Ministers sits in this Chamber. He was overlooked because he was not able to cope as our Ministers are shining so brightly in the transport area. I will take this question on notice and get a detailed answer.

KING GEORGES ROAD INTERCHANGE

The Hon. GREG PEARCE (15:24): My question is addressed to the Minister for Roads, Maritime and Freight. Will the Minister update the House on the progress of upgrading the King Georges Road interchange as part of WestConnex?

The Hon. Shaoquett Moselmane: Which side of King Georges Road?

The Hon. DUNCAN GAY (Minister for Roads, Maritime and Freight, and Vice-President of the Executive Council) (15:24): It is the middle of King Georges Road. The Hon. Shaoquett Moselmane from the Labor Party had to ask a bloke from Crookwell which side of King Georges Road. He lives in that area and he does not know. The Labor Party is so out of touch. I thank the member for his question. I was delighted to visit this project recently, along with the Federal member for Banks, David Coleman, and the State member for Oatley, Mark Coure, to inspect progress on this important upgrade. Work has been steaming ahead to fix this notorious pinch point, and I am pleased to report that more than 80 per cent is now complete. Crews have been working hard to widen and extend the on and off ramps at King Georges Road at Beverly Hills. Last week, the westbound off ramp opened to motorists, and in coming weeks the new city-bound on ramp will open. Motorists will notice

the changes immediately, particularly when they use the much-improved on ramp, as this is the point where traffic has slowed significantly to get onto the M5.

It is exciting to think the entire interchange upgrade, which is costing \$131 million, is scheduled to be finished in coming months. This will be a great milestone and, what is more, it will be the first major project as part of WestConnex to be completed. This project has been fast-tracked so that motorists can take advantage of the benefits as soon as possible. Quite frankly, there was no time to wait; this pinch point needed to be fixed. Anyone who has sat in traffic at this intersection knows how much precious time it can chew up. In fact, almost half of the 100,000 motorists who use the M5 every day get stuck in congestion at this point. This upgrade will improve capacity on all ramps at King Georges Road, reduce congestion and improve travel times.

The Cooloongatta Road Bridge across the M5 has also been extended to accommodate the longer ramps between King Georges Road and the M5 East and is now open to two-way traffic. This project is a precursor to the start of tunnelling for the new M5, which will slash travel times by doubling the capacity of the existing M5 East. This is another exciting step in the delivery of WestConnex, with work also well underway on widening the M4 and extending it via the underground tunnel. We are also in the process of designing the last piece of WestConnex, the link that brings the M4 and M5 together to form a free-flowing motorway. Those who have long complained about losing precious time at the King Georges Road intersection now can enjoy the immediate benefits, which will only increase as, step by step, the rest of WestConnex comes to fruition.

SHARK WATCH PROGRAM

Ms JAN BARHAM (15:28): My question is directed to the Minister for Primary Industries. Will the Minister advise whether the Government's suite of options to address public safety in relation to shark attacks on the North Coast will involve supporting the community initiative Shark Watch, which is based on the successful South African model looking at real-time warning systems?

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water) (15:29): I congratulate the member on her continued support of the community group associated with the Shark Watch program on the North Coast, particularly in the Ballina area. This matter was raised during the shark summit and I have had meetings about it. However, our initial decision was to implement other measures as part of our strategy. That being said, we have consistently said that all options are on the table. As part of our investment and our examination of the science and technology we have been willing to look at other measures. I thank the member for providing me with the latest updated information on the group that is now up and running. We did not have to implement it; it started off the back of support from the community and council. As I have committed, I am happy to read through the information the member has sent me. As I said, over the five years of this program we will be looking at a range of options. We have said from the start that we are open to all options. We remain open.

The Hon. DUNCAN GAY: Unfortunately, the time for the questions has expired.

The PRESIDENT: Order! There is too much audible conversation in the Chamber. Members will either converse less audibly, leave quietly or give their full attention to the Minister.

PORT KEMBLA SURF LIFE SAVING CLUBS

The Hon. DUNCAN GAY (Minister for Roads, Maritime and Freight, and Vice-President of the Executive Council) (15:31): Yesterday in question time the Hon. Lynda Voltz asked me a question about whether the long-term leasing of ports has stopped surf life saving clubs accessing the inner and outer harbour at Port Kembla. It is no real surprise that the question is factually wrong because it follows a series of questions from her that have been factually wrong. I will come to that in a moment. It also shows that the member does not really understand how the port operates. The waterside operations in Port Kembla are managed by the State-owned Port Authority of New South Wales under the direction of the Harbour Master, as they have been for decades. That has not changed with the ports transaction. Port Kembla's harbour is restricted to commercial vessels specifically authorised by the Harbour Master. This has been the case for many years. There has been no change.

Surf life saving boats are classified as recreational vessels. Recreational vessels have always been prohibited from accessing the inner harbour. This did not change with the port transaction. The reason we do this is safety. We do not want small vessels running in and out between large ships and tugs as they are manoeuvring in a confined area such as the inner harbour. It just makes sense. Surf life saving boats and other recreational vessels are allowed in the outer harbour. In fact, we encourage recreational vessels to use the outer harbour. There is a large boat ramp there that is so popular Roads and Maritime Services [RMS] is currently planning a \$500,000 upgrade. That will include installation of a pontoon and an upgrade of the car park.

The Harbour Master has designated safe areas for recreational vessels to operate. There are signs at the boat ramp showing where recreational vessels can operate safely. A longstanding code of conduct signed by the Port Authority, RMS and local surf life saving clubs detail where surf life saving boats can train safely in the outer harbour. I am aware that there have been incidents in the past where surf life saving boats have been involved in close calls with bulk carriers in the dedicated shipping channels. Warnings have been issued both by the Port Authority and the water police on occasions to ensure the safety of all boaters. However, no new restrictions have been imposed as a result of these incidents.

To make it very clear to the member: Surf life saving boats have never had access to the inner harbour. Surf life saving boats are allowed to access the outer harbour in accordance with the code of conduct. This was the case before the port transaction and remains the case today. I have previously suggested that Opposition members need a question time committee. It seems they may well have such a committee in place, because I have seen the Hon. Walt Secord distributing questions. I can only suggest that the Hon. Lynda Voltz should be wary if the Hon. Walt Secord is intending to continue giving her inaccurate questions that set her up. She needs to be wary of the Hon. Walt Secord because he is not here to help her.

WHALE MIGRATION

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water)
(15:34): Earlier in question time the Hon. Penny Sharpe asked me a question relating to the Marine Aquaculture Research Lease [MARL]. NSW Department of Primary Industries [DPI] has received a report of a whale seen with a rope across its back while within the Marine Aquaculture Research Lease. Images provided of the incident show a rope on the whale of a type not used on the MARL. The temporary anchor line ropes used on the MARL are 40 millimetre orange ropes used to be visible to whales. Other photos also indicate a small surface float commonly used for fishing traps on the surface near the temporary anchor buoys. After a short period, the whale moved away from the site without incident. DPI is investigating this report further.

DPI has worked with the Office of Environment and Heritage [OEH] to mitigate risks to marine fauna during the deployment and installation of the sea pens at Port Stephens. An OEH-appointed observer has been on hand to monitor any interactions. A Marine Fauna Interaction Plan was approved with an interaction response protocol before work commenced and a training course is being developed for staff and members of the Port Stephens tourist industry. Observations of whales, dolphins and seals during deployment on the Marine Aquaculture Research Lease since 21 September have shown no negative interactions.

WENTWORTH PARK ADMINISTRATION

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water)
(15:36): Earlier in question time the Hon. Mick Veitch asked me a question relating to my response to this House on 25 August 2016 about the appointment of the administrator for Wentworth Park. A review of *Hansard* indicates that I told the House:

... we know that the end of term of the current administrator is looming. It is very near. The steps to determine what happens after that are going through the Cabinet process.

This Government has a robust Cabinet process at its core. The process for discussing Cabinet minutes and appointments is overseen by the Department of Premier and Cabinet. The Department of Premier and Cabinet website states:

After Cabinet has approved the appointment, the relevant Minister is notified of the decision and can proceed to formally make the appointment. This is usually done by way of an instrument of appointment which sets out the term of the appointment, remuneration (if any) and other relevant details. A copy of the instrument of appointment is usually forwarded to the appointee for his or her records.

Thus, as can be seen, the Cabinet process begins well in advance of any discussion in the Cabinet room and can be assumed to finish only after decisions are formally recorded or gazetted. I stand by my comments on 25 August 2016.

BONDI PARK RESERVE

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water)
(15:38): Earlier in question time the Hon. Walt Secord asked me a question relating to Bondi Pavilion. Waverley Council has not submitted to me a plan of management that relates to refurbishment of the Bondi Pavilion. If the plan of management is submitted for approval I will consider it on its merits and in accordance with the requirements of the Crown Lands Act.

*Deferred Answers***LANNATE L INSECTICIDE**

In reply to **the Hon. MARK PEARSON** (13 September 2016).

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water)—
The Minister provided the following response:

Lannate-L is an insecticide registered by the Australian Pesticides and Veterinary Medicines Authority [APVMA] for treatment of a range of insect pests in crops, it is not approved for wild animal control.

CROWN LAND RENT ARREARS

In reply to **the Hon. MICK VEITCH** (14 September 2016).

The Hon. NIALL BLAIR (Minister for Primary Industries, and Minister for Lands and Water)—
The Minister provided the following response:

Of the organisations referred to in the Auditor-General's report, no government organisations owe \$100,000 or more for Crown land leases.

*Personal Explanation***QUESTION TIME PREPARATION**

The Hon. WALT SECORD (15:39): By leave: I wish to make a personal explanation. During question time I was misrepresented by the Leader of the Government in relation to Labor's question time preparations. For clarification, we have a committee that meets at least three times a day to shift through the sheer volume of submissions due to the many inadequacies of this Government.

*Motions***INTERCITY TRAIN FLEET CONTRACT**

Debate resumed from an earlier hour.

Mr SCOT MacDONALD (15:42): I am very much looking forward to this debate on the intercity train fleet. The Hon. Courtney Houssos and the Hon. Daniel Mookhey are framing the Hunter as a victim. This is about the old argument that the Hunter Valley is going through a very tough process with high unemployment, that BHP has left the area, and that it has lost its way. The Hon. Courtney Houssos is trying to paint a doom-and-gloom picture of the Hunter with a victim narrative. The latest Australian Bureau of Statistics unemployment figures for the Hunter Valley show that in August this year for the Hunter Valley—excluding Newcastle—unemployment is now sitting at 4.8 per cent.

The Hon. Dr Peter Phelps: Lower than the national average.

Mr SCOT MacDONALD: Lower than the national average and lower than the unemployment figures for New South Wales. In Newcastle and Lake Macquarie unemployment sits at 5.9 per cent—a little bit above. It is true that youth unemployment is above the State and national averages, but the story of the Hunter Valley now is that it is very much on a path of transformation. It is not the old Newcastle; it is not an economy reliant on the manufacture of ships or trains or all those things that we want to hold on to as our vision of the old Newcastle. The new Newcastle has had a huge injection of funds from this State Government adding up to about \$1 billion, including \$510 million for light rail, urban transformation and redeveloping the green space in Newcastle. A couple of weeks ago the Government funded \$12.9 million for the cruise terminal, and the Government has provided \$10 million for the Innovation Hub, matched by Newcastle City Council and the University of Newcastle.

The new Newcastle is about new jobs, diversification, the digital economy, the services economy, tourism, health and higher education. All members should understand that what they hear from the opposite side of the House is a decade-old argument. It is about trying to drag Newcastle back to what it used to be in the 1990s—heavily reliant on subscale industries with relatively low skills and with no guarantees that when contracts expire there will be a continuation of those businesses in the future. It is called the cliff of death and like the shipping industry, as we have seen elsewhere around Australia and around the world, when those contracts finish, unfortunately, hundreds of people will be left with nowhere to go.

Mr Jeremy Buckingham: Unless in the United States, which protects its shipping industry.

Mr SCOT MacDONALD: Protection—that was my next point. We must not forget that the winning contract was 25 per cent cheaper than the next nearest contractor. It was about \$575 million—half a billion dollars—a pretty similar figure to what Labor wasted on the Rozelle Metro. That half a billion dollars or more

would have gone onto the shoulders of the consumers, onto higher train fares and onto higher debt for the State or it would have been taken away from hospitals and roads and all those very necessary capital works. Indeed, those who are backing this motion have failed to say where we would have had to go to get that \$575 million. Who would have missed out? What extra taxes would have had to have been raised? What would it have cost the daily consumer—probably the users of this inner-city service—for their daily train fare? I urge members to be mindful of that \$575 million.

A week ago today Ford stopped its production in Australia. The arguments for Ford exactly resemble this motion. Government money over decades went into the car manufacturing industry, amounting to billions of dollars. Here we were going to waste half a billion dollars on one contract but I think the final figure for the car industry was \$30 billion worth of taxpayers' money wasted—higher vehicle costs, higher costs for the consumer and a burden on the taxpayer. What we are hearing today is the old union movement argument and the old Labor argument. Labor has not learnt the lessons of the car industry or Kodak or any of those other industries and sectors that were on the government take for years and years and ultimately did not produce a sustainable industry. Money does not buy a sustainable industry. Five hundred and seventy-five million dollars would have been a sugar hit to local manufacturers. How long would it have lasted? Three years, four years, five years and then one reaches that valley of death, one falls over, the contracts have finished, the work dries up and the people who had all those expectations then have to go looking for work.

The model of Labor and The Greens is a burden on taxpayers and it is a burden on consumers. It is playing a trick on the working people of the Hunter in particular, but also on working people across New South Wales. It is essentially saying, "We will buy you a job." As we saw in the car industry, that translated to about \$100,000 per job. In New South Wales we would have had to spend about \$100,000 to subsidise those jobs. It is an horrendous figure. I despair of the Labor Party and its lack of financial acumen on this. It is easy for the Labor Party to go for the political hit and to say how terrible it is that the train contract has gone overseas, but Labor will never explain to workers the consequences for its long-term sustainability prospects and the higher cost to taxpayers and consumers.

We could excuse the Hon. Courtney Houssos who probably does not visit Newcastle or the Hunter Valley very often. The region is not stuck in 1999 or in the 2000s; it has moved on. We have technology and innovation sectors backed by the city council and by the State and Federal governments. That is where the jobs are coming in. They are not large employers; they are people who employ two, three, four or five people and they are sustainable jobs. We also have the innovative destruction, if you like, where people are trying—sometimes they succeed, sometimes they fail—but the net result is that jobs are coming to the Hunter Valley. They are not the old jobs where this crew on the other side of the Chamber are stuck in 1999; they are jobs in health, education and tourism.

I turn now to tourism. Earlier today we talked about the cruise industry going gangbusters. The only thing stopping the cruise industry and the tourism sector is The Greens. The Greens continue to blockade the Port of Newcastle, inhibiting those cruise ships from coming into Newcastle and undermining the confidence in the cruise industry in Newcastle. Those opposite are proud of themselves. They jump in their fossil fuel-created kayaks—those poly kayaks—and go out on the harbour. They slap each other on the back and take their selfies.

The Hon. Duncan Gay: They ought to make them out of their own natural products.

Mr SCOT MacDONALD: I am looking forward to a hemp kayak. It should go well. The message here is that there are two choices—the old Labor stuck in 1999 and thinking that BHP and those old jobs are coming back; and those on this side of the Chamber being responsible with taxpayers' money. We are the most successful State in the country. New South Wales is leading on all the State indicators. Over the past 5½ years we have come up from the bottom of the heap. We are leading on employment, growth confidence, building, consumer confidence, business confidence and regional employment, as Mr John Barilaro reported today. The jobs are increasing in the regions and jobs are coming to the city.

The Government is getting on with building the \$20 billion-worth of infrastructure—that is, when those opposite are not obstructing us. The Hunter Valley is like a butterfly emerging. It does not need to be held back by the old arguments that ultimately cost the taxpayer and are a drain on the economy. We can deliver these trains, we can deliver the intercity fleet. The maintenance facility at Kangy Angy will provide 200 jobs, which is welcome in that part of the world. There will be 200 new jobs in construction and I think 200 jobs in maintenance as well. That is a fillip for that part of the world. Those opposite are stuck in the past. The Baird Government is forging ahead with responsible economic management of our infrastructure and responsible economic management of our procurement.

That brings us back to the \$575 million that will be saved. Those opposite can say that we should not go ahead with this project yet they cannot identify what extra taxes will need to be raised, what capital works they

are willing to forego or what hospitals will not be built to cover the extra \$575 million. Is the Opposition going to ask the Minister for Roads not to build and repair roads in the Lachlan and those sorts of areas? This false and old argument shows that the Labor Party has failed to evolve. The Liberal-Nationals are delivering for the consumer, for the train users and for the people of the Hunter Valley. I strongly condemn the motion.

The DEPUTY PRESIDENT (The Hon. Shayne Mallard): I remind members that they should listen to the member in silence.

The Hon. Dr PETER PHELPS (15:53): It is spring—the time for wooing. What we have here is nothing more than an attempt by the Labor Party and The Greens to try to woo the Australian Manufacturing Workers Union [AMWU] through a nonsense motion. This is not so much *The Love Song of J. Alfred Prufrock* as the love song of Arthur Rorris. This is an attempt by the Labor Party to try to woo back the AMWU that feels it is probably a little far outside the existing pattern of trade unionism in Australia. The Greens look on the AMWU as a potential source of funding and members. So we have this wonderful battle for the hearts and minds of the AMWU conveniently concealed behind this noxious motion.

We are talking about trains here. I am glad that The Greens have indicated their support for those trains because these are, of course, coal-fired trains. Coking coal is required to make the steel and in New South Wales black coal, which is produced for use in power stations around the State, provides that electricity. So I wholeheartedly welcome The Greens' endorsement of coal as a clean, green and efficient means of public transport in this State. I thank them for their support on this. Whilst on the subject of coal, I could not go past noting the concern of the mover of the motion for people in the Hunter and Illawarra. In the last election the Federal Labor Opposition's Climate Change Action Plan stated:

Labor knows that we need to chart a course to dramatically reduce our carbon pollution levels along with the rest of the world to keep global warming to well below two degrees Celsius.

...

We do recognise that there will be uneven impacts across Australia, with some industries and regions impacted by change; especially those with a heavy reliance on fossil fuels, like the Latrobe Valley, Illawarra, the Hunter and the Collie River Valley and other emissions intensive trade exposed sectors.

Here we have a Labor Party saying, "We are terribly concerned about the Illawarra and the Hunter but we acknowledge in our own policy document that, were our Climate Change Action Plan to be given effect to in the Federal parliamentary sphere, we are going to be hitting these very regions." They name the regions they are going to damage through their green extremist policies, which they are trying to hijack from The Greens. Interestingly, the Labor Party is trying to hijack the environmental lunatics and The Greens are trying to hijack the AMWU. Fight it out amongst yourselves. Get a room and work it out. Labor and The Greens need to work out who they are representing and get on their way. Do not bring silly motions like this to the Parliament. It is interesting also that they are so concerned about sending jobs overseas for the production of trains. Where did the Waratah train contract go that was initiated by Labor? It went to China. This is what Manufacturers' Monthly had to say at the time:

The first of 78 China-made—

China-made—

Waratah trains has finally been commissioned in Sydney, 15 months late and after a script of quality and OH & S problems were revealed. Is this an example of what can happen if you don't keep it in the family?

Sent overseas by a Labor government. One would have to ask: Why are they so concerned about a train contract being sent to South Korea but they were not worried about a train contract being sent to China? One is tempted to suggest that maybe Sam Dastyari does not have as many links with South Korea as he has with other nations. Maybe that is why they are so concerned in this instance. Also interesting is why the Labor Right is standing up for the AMWU. The two Labor speakers have come from the Labor Right. Maybe if the contract was going to China, Sam would have had a word in their shell-likes and said, "Mate, don't worry, just let it slide. She'll be right. Our \$10,000-a-plate dinners in Hong Kong will continue as per usual."

Labor was very happy when in government to send contracts overseas on the perfectly reasonable basis that they got better value for taxpayers' money. Much can be said was wrong with the Labor Government but in that instance at least it understood that it got a better deal by allowing more trains to be built for the same amount of money than if they had been built here. So what is the change in principle now? Clearly there is no change in principle; there is only a change in political opportunism from the Labor Party. But if that is not the case what we have is even worse. What we have here is a return of the Labor Party from an open internationalist global world view to neo-Trumpism, a closed door, high tariffs, big government, big union, big business world view, which we thought had been dispensed with. It is a return to neo-protectionism or as Bernard Keane from *crikey.com* so astutely wrote three days ago:

The kind of protectionism that Australia left behind in the 1990s is becoming acceptable again under new guises. Bit by bit, the kind of blatant protectionism that Australia moved on from in the early 1990s is being rebuilt—under different names and more contemporary stylings, but it's returning nonetheless.

I encourage all members to read his piece entitled, "Thanks to the unions, old-timey protectionism is back in fashion". Well, it is not in fashion. It is as unfashionable as bell-bottoms and denim on denim. It is grossly unfashionable. It is as unfashionable as the Hon. Jeremy Buckingham's hemp suits, hemp ties, hemp hats, hemp shirts and presumably hemp underwear—if The Greens even wore underwear.

What we have in this motion is a return to a bad, old-style Labor. I could understand if the dinosaurs opposite—such as the Hon. Peter Primrose—had moved this sort of motion. But for two of the young, bright and Right members of the State Opposition to produce this sort of motion, it leaves me wondering whether maybe they should be listening to their elders and wisers. I could understand if an old-style unionist had done this—if the Hon. Lynda Voltz had done it, if the Hon. Greg Donnelly had done it. I could understand that. But the new cutting-edge, millennial face of the Labor Party—the university educated people, the ones who understand economics—has moved a motion like this, which is dragged out of the fetid pit of rotting Keynesianism, to suggest that this is the way of the future, this is the glorious uplands to which we are going. Well I say this to them—and with deference to T. S. Eliot—this is nothing more than "the tedious arguments of insidious intent". I oppose the motion.

The Hon. COURTNEY HOUSSOS (16:02): In reply: What can I say? I will begin by thanking the members who contributed to the debate: the Hon. Shayne Mallard, Dr Mehreen Faruqi, the Hon. Daniel Mookhey, the Hon. Scott Farlow, Mr Justin Field, Mr Scot MacDonald and, of course—I do not know whether I can say thank you—the Hon. Dr Peter Phelps. I am absolutely gobsmacked that Government members would stand up today and speak proudly of their decision to send local jobs overseas. When legitimate questions are raised in the Parliament in the appropriate place, the House of review, about manufacturing jobs the only thing that the Government can resort to is that it is some kind of union bullyboy tactic.

If Government members had listened to my speech, they would have heard me clearly outline that the jobs that will be sent overseas are not just traditional manufacturing jobs. These are the STEM [Science, Technology, Engineering and Mathematics] jobs, these important engineering jobs that this Government loves to be out there promoting but is now sending to South Korea. I specifically outlined in my speech that it is not just about those manufacturing jobs but also about the multiplier effects of the associated industries.

Let me be clear. I am not quite sure, but I think members opposite simply read the speeches that were provided to them by the Minister's office as they walked into the Chamber. They clearly did not listen to the part in my speech where I said that New South Wales Labor when in government did source components of trains and parts of the manufacturing process overseas, of course. However, significant manufacturing was conducted in New South Wales. There was significant construction—including 600 jobs in the Hunter. A similar amount of jobs would have been commissioned if the Government had decided to choose the proponent who was proposing to build these trains in the Illawarra. We have heard that we have to go to South Korea because that is the only place that can build new trains. It is quite offensive that new trains with wi-fi, cup holders, mobile charging stations and accessible toilets can be built only overseas. That is offensive to the hardworking manufacturing workers who are prepared to produce these trains in this country.

There was a lot of talk about regional jobs and regional growth. Let us just reflect on that for a moment. I wish to correct the Parliamentary Secretary for the Hunter in relation to the figures that he used. Since 2011, when this Government came into office, the general unemployment rate in the Hunter—excluding Newcastle—has gone from 4 per cent to 6 per cent and youth unemployment has gone from 12.4 per cent to 14.3 per cent. Is it any wonder that the Government now relies on the guy from Guyra to be its Parliamentary Secretary? The people in the Hunter Valley clearly denounced the Liberal Party and were appalled at this Government's proposition for them.

I refer to the Wollongong by-election, which will be held in only a couple of weeks time. The Liberal Party has squibbed and walked away from it. Clearly we have to assume, on the back of this kind of decision, that as a result of these jobs being sent overseas a clear message will be sent to the Government. The idea that encouraging local jobs, a local manufacturing industry, a local innovative and intelligent industry is somehow protectionism gone mad is quite simply ridiculous when we see a Federal Liberal Government mandating for local content in submarines. We on this side of the House proudly stand up for the working people in the Hunter Valley, in Western Sydney and in the Illawarra. We will be proud to stand on that record.

The DEPUTY PRESIDENT (The Hon. Shayne Mallard): The question is that the motion be agreed to.

The House divided.

Ayes16
 Noes20
 Majority.....4

AYES

Barham, Ms J
 Faruqi, Dr M
 Mookhey, Mr D

Primrose, Mr P
 Sharpe, Ms P
 Wong, Mr E

Buckingham, Mr J
 Field, Mr J
 Moselmane, Mr S
 (teller)
 Searle, Mr A
 Shoebridge, Mr D

Donnelly, Mr G (teller)
 Houssos, Ms C
 Pearson, Mr M

Secord, Mr W
 Voltz, Ms L

NOES

Ajaka, Mr J
 Brown, Mr R
 Cusack, Ms C
 Gay, Mr D
 MacDonald, Mr S

Mason-Cox, Mr M
 Phelps, Dr P

Amato, Mr L
 Clarke, Mr D
 Farlow, Mr S
 Green, Mr P
 Maclaren-Jones, Ms N
 (teller)
 Mitchell, Ms S
 Taylor, Ms B

Blair, Mr N
 Colless, Mr R
 Gallacher, Mr M
 Khan, Mr T
 Mallard, Mr S (teller)

Pearce, Mr G

PAIRS

Veitch, Mr M

Franklin, Mr B

Motion negatived.

Adjournment Debate

ADJOURNMENT

The Hon. DUNCAN GAY: I move:

That this House do now adjourn.

ASYLUM SEEKERS

The Hon. ERNEST WONG (16:15): I speak for many concerned citizens with regard to the Federal Government's treatment of asylum seekers. While there are no simple solutions to the complexities of global refugee migration, the manner in which Australia treats those who—whether invited or not—are in our care, reflects on our ethics and dignity as a community. Many of the communities and individuals I speak with are deeply concerned by Australia's treatment of vulnerable asylum seekers, especially children. Despite every effort of the Federal Government to suppress any reporting of the conditions of these unfortunate people, the facts are becoming clear.

Since late 2014 there is increasing evidence of bashings, robberies and rapes upon offshore asylum seekers, as locals blame them for taking jobs and bringing high-handed Australian expats to their country. ABC *Lateline* has reported 20 rapes or sexual assaults of refugee women on Nauru in just the last year. Following an inspection of the centre in November 2013 Amnesty International described the situation for the 934 detainees on Manus Island as "tantamount to torture". Earlier this year the *Guardian* published detailed files outlining the assaults, sexual abuse, self-harm, suicide attempts, child abuse and living conditions endured by asylum seekers held by the Australian Government.

It is a picture of systemic dysfunction and cruelty. In effect, people accused of no crime are warehoused in appalling conditions for an arbitrary and indefinite period. The voices of children emerge from the reports portraying ruined lives with no signs of respite from Australia's detention regime. It is systemic. The camps are designed to be punitive and are widely promoted as a deterrent for anybody seeking sanctuary in Australia by boat. That is the Government's objective—to create conditions so appalling that even those fleeing life-threatening situations will balk at opting for Australia. While there is, no doubt, a political and strategic argument for such

an aim, I shudder at the humanitarian "arms race" Australia is now competing in and wonder who we now compete with.

We seek to convince the world's most desperate people that no matter what atrocities they have seen, no matter what injustice they have suffered, Australia can offer them worse. The promise, implicit in this strategy and the way it is actively promoted to the world, is that Australia will not only continue a refugee's daily suffering but also has ways to increase it. This is not only morally and ethically bankrupt; it is financially ruinous to boot. The Department of Immigration and Border Protection now accounts for 1 per cent of the nation's total expenses.

The cost of processing refugees and asylum seekers offshore has been highlighted by the Australian National Audit Office, which criticised the Department of Immigration and Border Protection for its handling of more than \$3 billion in contracts for Nauru and Manus. The audit found that the annual cost of holding a person in offshore detention was \$573,111, more than double the estimated \$201,000. It found that the department agreed to a contract with Transfield Services, despite its estimate blowing out by more than \$1.1 billion. Further, the audit found that the department did not seek clarification on the price increase or seek updated quotes from other tenderers.

The Hon. Greg Donnelly: Point of order: There is too much background noise.

The DEPUTY PRESIDENT (The Hon. Shayne Mallard): Stop the clock. I uphold the point of order. There is too much audible conversation from Government members.

The Hon. ERNEST WONG: Save the Children and UNICEF Australia also issued a report recently citing the total cost of offshore processing, onshore mandatory detention and boat turn-backs between 2013 and 2016 to be \$9.6 billion. While New South Wales argues urgently for funding for hospitals, schools and roads, those requests are rejected by a government that spends \$9.6 billion to militarise the unlawful imprisonment of a tiny percentage of the world's most desperate people. Refugee movement is a complex problem, but Australia has faced complex international problems before and has acquitted herself admirably and ethically. Where is that Australia now? Surely we can do better? That is the call I hear repeatedly from everyday Australians that I speak to. They understand that this is a difficult problem, but they say, "Surely, Ernest, we can do better than this?"

GREYHOUND RACING INDUSTRY BAN

The Hon. ROBERT BORSAK (16:20): I speak in support—surprise, surprise!—of the greyhound racing industry in New South Wales. In 2014 the greyhound racing industry generated \$241.5 million in direct expenditure, plus \$335.7 million in flow-on economic activity. More than 10,000 full-time equivalent jobs are generated across the State by greyhound racing. The 13,218 greyhound races held in 2014 far eclipsed the 5,400 in thoroughbred racing and the 4,000 in harness racing. When one also considers that there are three times the number of trainers in greyhound racing than in harness racing and thoroughbred racing, it beggars belief that the Premier and Deputy Premier considered a ban on this industry of such State significance.

The press conference held by Premier Mike Baird and Deputy Premier Troy Grant on Tuesday to announce their change of heart, 96 days after the Premier's Facebook announcement of the ban, was designed solely with the Orange by-election in mind. I know that the Government wants this issue to go away. The Shooters, Fishers and Farmers Party has heard privately that the Government thought the issue would die down two days after the announcement of the repeal. The comment was made to me that it would be "tomorrow's Andrew Clennell *Daily Telegraph* chip wrapper". Talk about being cynical; comments like that got the Government into this mess in the first place. People in rural areas are far too smart for such a cynical tactic. Every one of the more than 15,000 people involved directly in the greyhound racing industry will be watching the Government's movements closely.

In question time on Tuesday I asked the Leader of the Nationals in this place, the Hon. Duncan Gay, whether the Deputy Premier would immediately rule out the closure of the Bathurst, Coonamble, Lithgow and Mudgee greyhound racing tracks. He refused to confirm that. At the end of question time, he qualified his answer and attempted to verbalise me, suggesting that I had asked whether "uneconomical regional tracks will be closed". Luckily, my colleague the Hon. Robert Brown was able to correct the record on my behalf. The greyhound tracks in Bathurst, Coonamble, Lithgow, Mudgee and Dubbo are economical and will have the chance to continue to be if the Government allows them to hold the races they want to, without caps.

There are 34 greyhound racing tracks in operation across New South Wales. All of them need to be protected from forced closure, not just the nine tracks operated by the Greyhound Breeders, Owners and Trainers Association [GBOTA]. Of those tracks, 25 are smaller, non-TAB tracks, but I stress that all of them provide vital economic and social benefits to rural communities. The Government needs to restore fairness in taxation and fairly distribute revenue under the intercode and tax adjustments agreements, which now rob the greyhound industry of up to \$35 million each year.

In question time yesterday the Hon. Duncan Gay made a startling admission that the ban will not be repealed until the "first session of Parliament next year". That is February 2017, or perhaps later. I have noticed that the Government seems to have trouble meeting deadlines. We are still waiting for government action to remove the regulatory constraints on paintball operators. We are still waiting for the go-ahead for the expansion of several gun clubs and ranges. There are plenty of other issues that the Government cannot seem to handle at this time. There are nine sitting days before the Orange by-election on 12 November. I challenge the Government to make good on its promise to repeal the ban by repealing the Greyhound Racing Prohibition Bill 2016 in the next two weeks. That will at least give the industry the certainty and peace of mind it needs while the panel appointed by the Government sorts out the finer details of the greyhound racing industry's future.

TERRORISM

The Hon. DAVID CLARKE (16:24): The arrest in south-west Sydney only a few hours ago of two teenagers accused of planning a public beheading is yet another sign of the sinister presence in our midst of Islamist fundamentalists and terrorists who are unrestrained in their war against Australian society. This most recent example is but the latest in a very long list of Islamist terrorist crimes that have already resulted in the murder of a number of Australians. The fact that most of these crimes have been perpetrated by either those who arrived in Australia as migrants or asylum seekers or those who are the children of such arrivals is of growing alarm to the majority of Australians. That a recent poll showed 49 per cent of Australians support a total ban on Muslim immigration to Australia is but a symptom of this alarm. There is further alarm that, apart from a terrorist core, there is a wider circle within our midst who sympathise with Islamist beliefs and terrorism. This alarm is not just an Australian phenomenon; it is worldwide. Nowhere is this more apparent than in Europe, where Islamist terrorism is almost a daily occurrence and its relationship with increased immigration is strong and inseparable. It is resulting in a European reaction on a massive scale.

The referendum in Hungary only a few days ago, in which 98 per cent of those who voted rejected the refugee quotas imposed on them by the elitists and bureaucrats of the European Union, is an unmistakable reaction to uncontrolled immigration into Europe. Hungarian Prime Minister Viktor Orban has attacked the European Union for being "unable to protect its own citizens and unable to protect its external borders". He has declared that "the loss of sovereignty of European nations is one of the greatest threats in Europe today". Leaders of other European nations such as Romania, Slovakia, the Czech Republic, Bulgaria and Poland have expressed similar sentiments. Hungarian Prime Minister Viktor Orban and those other European leaders are 100 per cent correct. Even Germany's Chancellor, Angela Merkel, has been forced to back off on her "come one, come all" invitation to asylum claimants entering Europe. This followed criticism from within her own party and her political coalition partners in Bavaria's Christian Social Union and a series of devastating state election defeats and the dramatic surge in support for the Alternative for Germany Party, which opposes her immigration policies.

Statistics show that the majority of the more than 1.1 million refugee claimants arriving in Europe in 2015 and the several hundred thousand so far in 2016, and the tens of thousands of others who have been turned back, are economic migrants from places outside the Middle East war zone. They include those coming from North African nations such as Morocco and Algeria, West Africa, Pakistan, Bangladesh, Albania and Kosovo—both Islamic regions of Europe—none of which is a war zone. Among those who have arrived in Europe, including those from Syria, there have been operatives and sympathisers of ISIS and other terrorist groups numbering in the thousands. One poll found that, of those coming from Syria, 13 per cent supported ISIS, with another 10 per cent giving lukewarm support.

There is also the issue of disturbing levels of support for the views of Islamists and even of ISIS within existing Muslim communities in Europe and Britain. In France, for example, with a Muslim population of five million, 16 per cent have a positive view of ISIS. Amongst the 18 to 24 age bracket this rises to 27 per cent. In addition, 29 per cent believe sharia law is more important than the laws of France. In Austria 18 per cent of Muslims advocate for the death penalty for apostasy and 28 per cent say it is not possible to be a European and a Muslim. In Britain 27 per cent of Muslims have some sympathy for the motives of those who murdered the staff of the satirical French magazine *Charlie Hebdo*, 10 per cent support the killing of a family member for dishonour and 52 per cent say homosexuality should be made a crime.

Amongst Germany's three million Muslim population, 20 per cent agree that the threat they believe the West poses to Islam justifies violence, and 3 to 4 per cent—more than 100,000 people—have a positive view of ISIS. In a five-year survey of six Western European nations, 47 per cent of Muslims were deemed to hold fundamentalist views, with 65 per cent regarding sharia law as more important than European laws. What the European surveys show is that a minority, and sometimes a significant minority, of European Muslims support fundamentalist or even Islamist views, with hard-core support for ISIS of 3 to 4 per cent—if one takes the lower end of the surveys—which amounts to hundreds of thousands of Muslim residents.

Recent events in Australia, coupled with events unfolding in Europe, show that there are mounting dangers for our country. In recent days government security checks have uncovered at least 22 asylum seekers with suspected links to terrorist groups trying to merge into Australia's extra 12,000 refugee intake of Syrians. This may well be the tip of the iceberg. We need to be vigilant for the sake of all Australians both Muslim and non-Muslim because no community is immune from the murderers of ISIS and its terrorist allies.

SHARK MANAGEMENT STRATEGY

Mr JUSTIN FIELD (16:29): Few communities love the ocean and beach life more than those across the New South Wales coast. The Premier often has spoken passionately about his love of the ocean. That is why so many people are wondering why his Government would threaten our wonderful marine life. The people of New South Wales are under no illusion that expanding shark mesh nets across the New South Wales coast will not make people safe but will kill our marine life—our turtles, dolphins, whales, seals and sharks, including endangered and harmless sharks like the grey nurse. In effect, the Government is expanding a culling program in New South Wales.

Let none of us in this place tolerate the suggestion that this is a question of protecting people or protecting marine life. That is insulting because, of course, we all want people to be safe. Our future is fundamentally linked to a healthy and diverse environment, including in our oceans. We can and must do both to the greatest extent we can. My thoughts, and I am sure the thoughts of all of us in this place, are with the individuals, families and communities impacted by shark bites. I understand the fear; I am a surfer and diver and have spent time in the water along our entire coastline including at Ballina, Lennox Head and Byron Bay. But we need to keep fear and risk in perspective: it is far riskier to drive to the beach than to swim in the ocean.

We should not let fear drive our decisions when the science tells us that shark nets will not make people safe but will kill the very thing that makes coastal living so wonderful: our precious marine life. Shark nets are not the answer. They are not a barrier; they do not separate us from sharks. In fact, about 40 per cent of shark entanglements in these nets occur on the beachside of the nets because sharks are able to swim over and around them. Shark nets are only in the water for a few months each year. If a person was swimming three weeks ago at one of the 51 beaches between Wollongong and Newcastle where nets are used they were wrong if they thought they were safer because of shark nets. The shark nets only went in at the start of this month. There were no bites at these beaches over the time the nets were not there, and in the past there have been bites at beaches with nets.

The statistics are difficult to trust because shark bites are exceedingly rare. A spate can cause wild swings in the data. Let us all be careful about using them and base our thinking on some principles. That begins by asking: What is the responsibility of government on this issue? Clearly, government needs to ensure that the risks are identified and understood and solutions are resourced. But government cannot remove all risks. Removing the risk of shark bite would be possible if every beach in the State was shut down or the entire coastline was netted from border to border. Of course, no-one in this State would tolerate such a proposition, certainly not the hardy communities of swimmers, surfers, divers and fishers in New South Wales.

The Greens advocate a response that puts communities at the centre of solutions to keep people and marine life safe. First, let us resource our communities to run proven programs like Shark Watch which can give people current information about shark activity in a local area using paid and volunteer observers and drone technology. Let us invest in elevated viewing platforms at high-risk beaches to improve the value of those observers. Coastal communities want some agency in this response; they do not want to sit back and hope the Government protects them and they do not want the Government killing their local marine life. Secondly, the Government can fund research into shark behaviours and movements and the targeted use of smart drum lines to assist in these programs. The Greens would support that action.

The Government can support research and development into personal protective technologies like shark shields and innovative wetsuit designs. It can link businesses with the best shark research so that people can make their own decisions about their safety. Shark nets are not the answer. My question to Mike Baird is: What happens after the next bite? There will be another bite because the ocean is the domain of sharks and we go into their domain in the millions every year. If we pander to fearmongering provoked by the *Daily Telegraph* and a small minority who are, understandably, fearful but do not have a view of the broader responsibilities of government to protect our marine environment, we end up being caught up in our own web of nets. I do not doubt that there will be a massive community backlash to the announcement to expand the shark mesh nets across New South Wales. The community love the coast and the marine life that call it home. Healthy oceans need sharks and we need a healthy ocean if we are to survive. Shark nets put that at risk.

DROVING THE BLUES AWAY

The Hon. BRONNIE TAYLOR (16:34): On Wednesday 21 September I had the great honour of representing the Hon. Niall Blair at the launch of Droving the Blues Away. Droving the Blues Away is a fantastic initiative that was organised by Riverina Bluebell and Riverina Local Land Services. Riverina Bluebell is a group dedicated to raising awareness of mental health issues and connecting sufferers and carers with the support services and resources that exist in the Riverina. It has partnered with Riverina Local Land Services, which I congratulate, acknowledging that it has a role to play in ensuring rural communities are sustainable into the future, part of which is in supporting these kinds of initiatives.

The idea behind Droving the Blues Away is to raise funds and awareness by droving cattle along 260 kilometres of stock routes through the Riverina and at each stock resting point holding an event to bring everyone together from the community to have these discussions. All was lining up pretty well—approximately 20 cattle, heifers and steers were donated and community events were organised in Lockhart, Narrandera, Ganmain and Brucedale and then this extraordinary weather arrived, closing the stock routes and causing flooding across the Riverina. Never mind. The cattle will stay on agistment and be sold at a celebrity auction at Wagga Wagga Livestock Marketing Centre on 24 October, and the events have gone ahead, with one still to come. The money that is raised goes to Riverina Bluebell to continue its great work in the future.

Chris Wilson, a committee member of Bluebell, at the launch at the Henty Field Days talked about mental health issues in the bush, but particularly amongst country men. The men involved with Riverina Bluebell are passionate about helping their communities and they know they have to get men talking. Depression is terrible but not talking about it is worse. This acknowledgement and support for country men has really taken off recently. Earlier this week the ABC started airing a series called *Man Up*, which encourages a national conversation about male suicide rates. Seventy-five per cent of all suicides across Australia are men.

The old stereotype of the strong and silent farmer ignores the fact that suicide rates across rural Australia are significantly higher for country people than their city cousins. The rate of suicide for male farmers is significantly higher than it is for non-farming rural men. In 2008 a study showed that 34 in every 100,000 male farmers died by suicide. That is significantly more than the 24 per 100,000 among rural men generally, which is significantly more again than the national average. Those are frightening statistics. Matthew Johnstone, Creative Director of the Black Dog Institute, was also at the launch, and what he said was so true:

Having a conversation is so very vital, and Droving the Blues Away is such a great initiative because it starts the conversation.

The symbolism of the cattle drive is that it is based on the old way of doing things. It is about the time that was taken and the number of people required to move stock to market. It ensured that those people built connections and shared their stories. I was struck by the words of John Harper, a farmer from Stockinbingal in the State's south who appears in *Man Up*. He talked about the fact that jobs that used to require six men and plenty of smoko breaks are now done solo. Our farms are getting bigger, the machinery is getting more sophisticated, and our farmers are becoming more isolated. This is what he had to say:

Isolation is basic animal instinct. If we see a beast on its own at the farm we know it's crook. So we bring it in, we get the best person we can to make it right and we put it back with the flock.

But we don't do that with mental health. We've got people who go home, pull the blinds down, and what do we do? We leave the poor bastards there. If we do that with a beast, a few days later its legs are up.

"You've got to have trust and confidence to open up", he said, "Blokes are wired not to talk about it, but it has to change." It is slowly starting to change. It was great to see the next generation of farmers recently sharing selfies with their friends on social media with the hashtag *itsoktotalk* and opening up about mental health. Events like Droving the Blues Away and the great work of organisations such as Riverina Bluebell are breaking down stigma and barriers in country areas and helping people to get the support they so desperately need. It was a pleasure to be involved with this. I hope it is a good day at the auction and the prices they get are fantastic so that their efforts go even further.

DOMESTIC AND FAMILY VIOLENCE

The Hon. PENNY SHARPE (16:39): Today I attended two events focusing on the scourge of domestic and family violence in Australia. I started the morning at the Rosie Batty Breakfast. It was the first time I had heard Rosie Batty speak in person and I was glad to have the opportunity. Rosie talked about the impact of domestic and family violence in our community. The numbers are truly frightening. I feel I again need to put those numbers on the record in this place as many others have before me, and again talk about the need for us to do more to prevent domestic violence. On average at least one woman a week is killed in Australia by a partner or former partner. A few people have been hurt by sharks recently and there is no doubt that is a problem; however, as the great Annabel Crabb said:

I am a feminist because it bothers me that a woman gets killed by her male partner every single week, and somehow that doesn't qualify as a tools-down national crisis even though if a man got killed by a shark every week we'd probably arrange to have the ocean drained.

I repeat that we are losing one woman a week to domestic violence in this country. One in three Australian women has experienced physical violence since the age of 15. One in five Australian women has experienced sexual violence. One in four Australian women has experienced physical or sexual violence by an intimate partner. One in four Australian women has experienced emotional abuse by a current or former partner. Women are at least three times more likely than men to experience violence from an intimate partner. Women are five times more likely than men to require medical attention or hospitalisation as a result of intimate partner violence and they are five times more likely to report fearing for their lives. Of the women who experience violence, more than half have children in their care.

Those numbers are horrifying, yet we continue to tinker around the edges. No-one is denying that we have made great progress in law reform and the operation of the courts or that we have invested in services over time. However, the reality is that the small amount of money given to the community legal services that support women leaving violence is about to be cut by 30 per cent. Rosie Batty today spent a long time trying to answer the question of why women do not leave. She was exactly right when she said that women do not leave because that is when they and their children are most at risk. She said no-one can understand the fear of knowing that taking that brave step means that they are the most in danger of losing their lives. That is the situation in which many Australian women find themselves every day.

Domestic violence costs us in our families and our workplaces every day. That leads me to discuss the second event I attended today, which was a rally held behind Parliament House. The rally organised by the unions was to put to Fair Work Australia the notion that every Australian worker should have access to 10 days domestic violence leave as a basic workplace standard. The leave will be separate to sick leave and carer's leave. It is about saying that we understand the prevalence of violence in our communities and know that many women workers are suffering from violence every day, whether or not it is visible. It is about saying that we are willing to give them the time and space to allow them to sort out their lives and become safe. Importantly, domestic violence leave will allow women to keep their job and financial security as they go through a tumultuous change escaping violence.

The unions today made two very modest requests of this Government. One is that Mike Baird stands up through the Council of Australian Governments process and backs the idea that women experiencing domestic violence be entitled to 10 days domestic violence leave as a basic standard. If we were able to implement that we would do a great service in supporting the women of Australia to leave violent situations and be safe in their lives. Unfortunately, it does not look as though the Premier he has done that yet. Today I ask him to consider it. I thank particularly the Australian Services Union that has led the charge on this matter and got all other unions involved. It was great to see those blue collar union members standing up and supporting this leave as a basic right for the women in their workplaces. It is not too late for Mike Baird to advocate for 10 days domestic violence leave as an Australian workplace standard. Let us make a real difference for women in this country and give them the support they need to break free from domestic violence.

The DEPUTY PRESIDENT (The Hon. Shayne Mallard): The question is that this House do now adjourn.

Motion agreed to.

The House adjourned at 16:44 until Tuesday 18 October 2016 at 14:30.