



LEGISLATIVE COUNCIL

**QUESTIONS
AND
ANSWERS**

No. 454

THURSDAY 11 MARCH 2021

(The Questions and Answers Paper published every Tuesday of each week will contain, by number and title, all unanswered questions, together with questions to which answers have been received on the previous sitting and any new questions. On subsequent days, new questions are printed, as are questions to which answers were received the previous day. Consequently the full text of any question will be printed only twice: when notice is given; and, when answered.)

Notice given on date shown

Publication of Questions	Answer to be lodged by
Q & A No. 439 (Including Question Nos 5036 to 5045)	11 March 2021
Q & A No. 440 (Including Question Nos 5046 to 5046)	12 March 2021
Q & A No. 441 (Including Question Nos 5047 to 5078)	15 March 2021
Q & A No. 442 (Including Question Nos 5079 to 5086)	16 March 2021
Q & A No. 443 (Including Question Nos 5087 to 5088)	17 March 2021
Q & A No. 444 (Including Question Nos 5089 to 5089)	18 March 2021
Q & A No. 445 (Questions—Nil)	-
Q & A No. 446 (Including Question Nos 5090 to 5090)	22 March 2021
Q & A No. 447 (Including Question Nos 5091 to 5093)	23 March 2021
Q & A No. 448 (Including Question Nos 5094 to 5095)	24 March 2021
Q & A No. 449 (Including Question Nos 5096 to 5100)	25 March 2021
Q & A No. 450 (Including Question Nos 5101 to 5106)	26 March 2021
Q & A No. 451 (Including Question Nos 5107 to 5121)	29 March 2021
Q & A No. 452 (Including Question Nos 5122 to 5123)	30 March 2021
Q & A No. 453 (Including Question Nos 5124 to 5124)	31 March 2021
Q & A No. 454 (Including Question Nos 5125 to 5126)	01 April 2021

18 FEBRUARY 2021

(Paper No. 439)

*5036 TREASURER—PORT OF NEWCASTLE—Mr Primrose asked the Minister for Finance and Small Business representing the Treasurer—

- (1) Did the government cap container traffic at the Port of Newcastle for which NSW Ports Pty Ltd may not claim any payment from the government?
 - (a) If so, is this cap 30,000 TEUs a year as at 1 July 2013 increasing by six per cent a year for 50 years?
- (2) Does the "Ports Assets (Authorised Transactions) Act 2012" authorise the government to pay NSW Ports Pty Ltd for container traffic above 30,000 TEUs a year as at 1 July 2013, increasing by six per cent a year for 50 years, at the Port of Newcastle?
 - (a) If so, which section?
- (3) Did NSW Ports Pty Ltd become exempt from the government's policy on container facility development by leasing Port Botany and Port Kembla from the government on May 31 2013?
- (4) Did Port of Newcastle Investments Pty Ltd become exempt from the government's policy on container facility development by leasing the Port of Newcastle from the government on May 30 2014?
- (5) In relation to the government's policy on container facility development, does "container" mean any moveable device designed for continuous use in loading and unloading cargoes on and from Ships, including boxes, crates, cylinders, tanks, TEUs, other stackable units and any similar cargo-carrying device which is designated as a container by international stevedoring standards from time to time?
- (6) Does "Containerised" have a corresponding meaning?
 - (a) Does "Container" include:
 - (i) Overseas import containers?
 - (ii) Overseas export containers?
 - (iii) Local containers (coastal inwards or outwards)?
 - (iv) Empty containers and transhipped containers?
 - (b) If not, what is the meaning of "container" in relation to the government's policy on container facility development?

Answer—

- (1) Please refer to the answer to question 106 of the supplementary questions by the Treasurer for the 2019-20 Budget Estimates.
- (2) Please refer to the response to question 1 above.
- (3) Section 6 of the Ports Assets (Authorised Transactions) Act 2012 gives the Treasurer the power to exercise all functions as are necessary or convenient for the purposes of an authorised transaction.
- (4) No.
- (5) Please refer to the response to question 4 above.
- (6) Please refer to the Minister for Transport.
- (7) Please refer to the Minister for Transport.

*5037 SKILLS AND TERTIARY EDUCATION—REGIONAL JOB LOSSES IN TAFE RESTRUCTURE—Mr Banasiak asked the Minister for Education and Early Childhood Learning representing the Minister for Skills and Tertiary Education—

Minister, in response to my question in the house on the 17th September 2020 regarding regional job losses in TAFE restructure you stated:

" I am advised that TAFE NSW is compliant with the Premier and Deputy Premier's commitments to preserving regional jobs. I am also informed that TAFE NSW is also committed to making as many roles as possible location agnostic to further provide opportunities for regional employment."

- (1) Given that position impact tables in one section of TAFE NSW alone, quote "a net impact of

positions of -455 positions":

- (a) Does the Minister still stand by that advice?
- (b) Why have signage for private security companies already been delivered to campuses despite commitments from TAFE NSW executive that TAFE's own security would not be privatised?
- (c) Who directed TAFE NSW to simplify and water down job requirements and application processes from previously internally advertised positions when they are readvertised externally?
 - (i) Is this the methodology that is being applied to create so called location agnostic positions?
- (d) Does the 'location agnostic' is a term that implies the potentiality to swing against regional jobs being created?

Answer—

A new structure for Student Services and Facilities Management and Logistics is yet to be finalised.

I am advised that staff consultation is occurring between 16 February and 1 April 2021. A two-week extension was applied following requests from staff and the Community and Public Sector Union. Consultation feedback will inform the final organisational structure and role composition.

I am further advised that any changes made will allow TAFE NSW to refresh position descriptions and ensure the right alignment of roles and teams.

I am informed that all TAFE NSW internal and external recruitment processes follow a consistent approach that complies with relevant internal and NSW Government policies and procedures.

I am further informed that TAFE NSW continues to comply with NSW Government commitments regarding regional employment.

I understand that location agnostic roles are advertised state-wide and may be performed at any campus across the state.

I further understand that the signage currently being delivered to TAFE NSW is replacement signage for alarm monitoring and is not related to the current security officer arrangements at TAFE NSW.

*5038 TRANSPORT AND ROADS—CORRIDOR PRESERVATION FOR EXPANDED NEWCASTLE LIGHT RAIL—Mr Primrose asked the Leader of the Government in the Legislative Council, Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) Has action been taken to preserve the corridors for future Newcastle Light Rail expansions?
 - (a) If so, what action has been taken?
 - (b) If not, why has no action been taken?
- (2) Is the Minister aware of possible high-rise development in Newcastle West that could impact on expanding light rail west from the Newcastle Interchange?
 - (a) If so, what action has the Minister taken to address this?
 - (b) If not, what action will the Minister take?
- (3) Provisions for light rail extension have been made alongside the Newcastle Bus Interchange for a future line, why have no such provisions been made between there and Tudor Street?
- (4) Would future light rail corridors being built increase the cost and/or the complexity of expanding the light rail?
- (5) Transport for NSW's Newcastle Light Rail expansion business case recommended the following: "investigate the full impact on the roads and adjacent properties through alignment optimisation" and "reduce property impact through further study".
 - (a) Has his work been undertaken?
 - (b) If not, why not?
- (6) Will the Minister direct Transport for NSW to undertake extra analysis work and corridor preservation as a priority?

Answer—

I am advised:

- (1) Planning for a future extension of the Newcastle Light Rail along the preferred corridor is being investigated by Transport for NSW.
- (2) TfNSW will work with the City of Newcastle Council to review any development proposals put forward for the existing rail corridor or that impact the preferred light rail extension corridor. TfNSW has not been made aware of any development proposals for the preferred corridor at this time.
- (3) Planning for a future extension of the Newcastle Light Rail along the preferred Newcastle Interchange to John Hunter via Broadmeadow is being investigated by TfNSW including the initial corridor extension.
- (4) On 14 March 2020, TfNSW released a Strategic Business Case Summary which identified the Newcastle Interchange to John Hunter Hospital via Broadmeadow corridor as the preferred option for a future extension of the Newcastle Light Rail.
The report also highlights that a light rail extension is not yet economically or technically viable, and that further detailed investigations are required.
Further investigations are needed to determine an alignment that is safe and technically feasible, particularly given the steep gradient between New Lambton and the John Hunter Hospital.
- (5) TfNSW is focused on working to protect the initial corridor extension from Newcastle Interchange with Department of Planning, Industry and Environment and City of Newcastle Council. Planning for the preferred corridor vision to John Hunter Hospital via Broadmeadow is being investigated by TfNSW, noting that the Strategic Business Case Summary highlights that a light rail extension is not yet economically or technically viable.
- (6) Planning for a future extension of the Newcastle Light Rail is being investigated by TfNSW.
TfNSW will also investigate the initiatives identified in the 2018 Greater Newcastle Future Transport Plan, such as Rapid Bus Package and Bus Head Start initiatives, to deliver improved transport services in the area.

*5039 WATER, PROPERTY AND HOUSING—NORTHERN METROPOLITAN CEMETERIES LAND MANAGER—Mr Primrose asked the Minister for Mental Health, Regional Youth and Women representing the Minister for Water, Property and Housing—

- (1) Why has the Minister failed to appoint two Board Members to Northern Metropolitan Cemeteries Land Manager (NMCLM) by 30 May 2018, when the half terms of two of the Board Members appointed in November 2015 expired?
- (2) Why has the Minister failed to appoint a replacement Board Member to NMCLM after an exhaustive process in the second half of 2018 produced a candidate who was recommended for appointment by the panel, overseeing the selection process?
- (3) Why did the Minister fail to appoint seven new Board Members to the Board of NMCLM to commence when the terms of the previous Board Members expired on 29 November 2020, leaving the Board of NMCLM with no Members and creating a governance vacuum?
- (4) Why has the Minister allowed there to be an inquorate Board also to manage Southern Metropolitan Cemeteries Land Manager (SMCLM) creating a similar governance vacuum?
- (5) Why was the Miller Review into Cemeteries and Crematoria NSW never made public? 6 Will the Miller Review of Cemeteries and Crematoria NSW be made public?
 - (a) If not, why not?
- (6) Can you advise when the review of the Cemeteries and Crematoria Act 2013 ("the Act") will be tabled in both Houses in accordance with the statutory requirements set out in section 144 of the Act 1977?
- (7) Does the Minister have any plans to put management of the large Crown Cemeteries "out to tender"?
- (8) Does the Minister have any plans to appoint the Roman Catholic Church to manage all of the large Crown Cemeteries operating in the Sydney Metropolitan area and Newcastle?

Answer—

I am advised:

- (1) The Government tabled the Report on the Statutory Review of the Cemeteries and Crematoria Act 2013 in both Houses of Parliament on 19 February 2021 and it is now publicly available.

The Government is currently considering the findings and recommendations put forward in the report and preparing its response.

Given the Government's response may have an impact on the structure and management of the sector, it has not made any substantial board appointments until the response is finalised.

(5) The Miller Group was an internal report commissioned in early 2018 by the former Secretary of the then Department of Industry to undertake a review of Cemeteries and Crematoria NSW's performance. The reviewer undertook a range of stakeholder interviews and recommended some governance changes and compliance requirements for the sector. The findings of this report were used to inform the Report of the Statutory Review, released on 19 February 2021.

(6) The Review Report was tabled in both Houses of Parliament on Friday 19 February 2021. It is publicly available on the Crown Lands website.

(7) The Government is currently considering the findings and recommendations put forward in the report and preparing its response.

(8) In 2018, the Government received an Unsolicited Proposal (USP) from the Catholic Archdiocese. As is standard practice for all USP's received by Government, the proposal was assessed in accordance with Department of Premier and Cabinet and NSW Treasury Guidelines. A modified proposal was resubmitted in 2020 and that assessment process has now been placed on hold while the Government considers its response to the Statutory Review of the Cemeteries and Crematoria Act 2013. Any changes to the way Crown Cemeteries are currently operated will be considered in the context of this Review and its recommendations.

*5040 ENERGY AND ENVIRONMENT—AUSGRID VEGETATION MANAGEMENT—Mr Primrose asked the Leader of the Government in the Legislative Council, Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Energy and Environment—

- (1) Is the Minister aware of community concerns in Newcastle about tree pruning undertaken on behalf of Ausgrid?
 - (a) If so, what action has been taken to address residents' concerns about tree pruning undertaken by Ausgrid?
- (2) Do trees located near aerial bundled cables require less vegetation management?
- (3) Will the Minister consider installing aerial bundled cables in areas with street trees in Newcastle?
 - (a) If not, why not?
- (4) What is the frequency of tree pruning in Newcastle?
- (5) How much money is spent on vegetation management by Ausgrid each year in the Newcastle Local Government Area?
- (6) Will the Minister direct Ausgrid to undertake more regular pruning so as to avoid such harsh pruning?

Answer—

I am advised:

- (1) Some customers have expressed concern over tree pruning activities. a. Ausgrid officers have met with residents on site to explain the reasons and programs for tree pruning.
- (2) In circumstances where the tree collar is outside the clearance zone, reduced vegetation management may be possible.
- (3) Ausgrid is working with Newcastle City Council to investigate the possible installation of aerial bundled cables, as council initiated contestable projects.
- (4) Ausgrid approaches vegetation management activities based on an 18-month periodic cycle which includes assessment, inspection and scheduling of works in the Newcastle area.
- (5) Tree pruning is funded by Ausgrid. As Ausgrid is not a state-owned corporation, any questions regarding its commercial operations should be directed to the corporation.
- (6) Through the Electricity Supply (Safety and Network Management) Regulation 2014, and the requirement of Australian Standard 4373 - Pruning of Amenity Trees (AS4373), the NSW

Government requires Ausgrid to minimise tree damage and destruction, and to consult with local councils and the public about its vegetation management policies and practices.

*5041 PREMIER—OMBUDSMAN REPORT TO MINE TITLING—Mr Primrose asked the Leader of the Government in the Legislative Council, Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Premier—

- (1) Will the NSW Ombudsman's investigation and report into issues surrounding mine titling in New South Wales be tabled in the NSW Parliament?
 - (a) If not, why not?
 - (b) If so, when?

Answer—

The Ombudsman is an independent statutory officer established under the Ombudsman Act 1974 (NSW) and is not subject to Ministerial direction or control.

*5042 ATTORNEY GENERAL—NEWCASTLE COURTHOUSE—Mr Primrose asked the Minister for Education and Early Childhood Learning representing the Attorney General, and Minister for the Prevention of Domestic Violence—

- (1) Is there a backlog of cases at Newcastle Court?
- (2) How many permanent judges does Newcastle Court have?
- (3) Will the Attorney General appoint more permanent judges to Newcastle Court?
 - (a) If not, why not?
- (4) What is the current wait time in getting a case heard at Newcastle Court?
- (5) Would extra judges reduce the wait times at Newcastle Court?
- (6) Can members of the public access Justice of the Peace services at the Newcastle Courthouse?

Answer—

I am advised:

- (1) As of December 2020, 153 matters were pending trial at Newcastle District Court, down from 167 matters in December 2018.
- (2) Two.
- (3) The Chief Judge is responsible for determining where judges sit.
- (4) This depends on the type and complexity of the matter.
- (5) Four courts sit full time at Newcastle District Court. This is the maximum current available capacity.
- (6) Yes.

*5043 TRANSPORT AND ROADS—BROADMEADOW HERITAGE LOCOMOTIVE DEPOT—Mr Primrose asked the Leader of the Government in the Legislative Council, Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) In regards to the Broadmeadow Railway Locomotive Depot (State Heritage Register number 01100), how is Transport for NSW meeting its obligations set out in the NSW Heritage Act 1977 that states "the owner of a building, work or relic listed or within a precinct listed on the State Heritage Register must ensure that the building, work or relic is maintained and repaired to standards that are not less than the minimum standards imposed by the regulations"?
- (2) How is Transport for NSW meeting its weather protection obligations, set out in the Heritage Regulations 2012, for this State Heritage Register item?
- (3) How is Transport for NSW meeting its fire protection obligations, set out in the Heritage Regulations 2012, for this State Heritage Register item?
- (4) How is Transport for NSW meeting its security obligations, set out in the Heritage Regulations

- 2012, for this State Heritage Register item?
- (5) How is Transport for NSW meeting its essential maintenance and repair obligations, set out in the Heritage Regulations 2012, for this State Heritage Register item?
 - (6) Is there a Plan of Management for the site?
 - (a) If not, why not?
 - (b) If so, when was it last updated?
 - (7) Is there a Conservation Management Plan for the site?
 - (a) If not, why not?
 - (b) If so, when was it last updated?
 - (8) What was the outcome of the Expression of Interest (EOI) undertaken for the rolling stock at the Broadmeadow site?
 - (9) What rolling stock was included in the EOI?
 - (10) Will the Minister reverse the decision to relocate rolling stock from Broadmeadow to Sydney?
 - (11) Why has the Government not acted on the 2013 'All Aboard! A Fresh Start for Transport Heritage in NSW' which recommended a railway workshop/museum at the Broadmeadow site?

Answer—

I am advised:

This question was asked of the Minister for Transport and Roads, but has been referred to me, Minister for Regional Transport and Roads, for response.

- (1) Broadmeadow Railway Locomotive Depot is one of a number of Residual Sites under the heritage Master Custody Management Agreement, between Transport Asset Holding Entity, Transport for NSW and Transport Heritage NSW (THNSW). THNSW has a non-exclusive right to access these Residual Sites for the purposes of inspections and routine maintenance of these sites.
- (2) THNSW undertook major repairs to a section of the roundhouse roof following significant storm damage in 2014 and continues to keep the buildings in good order.
- (3) THNSW maintains fire protection of the site as required by the use of the site.
- (4) THNSW maintains security at the site, including fencing, patrols, a restricted key system and CCTV.
- (5) THNSW undertakes minor routine maintenance and repair.
- (6) Yes, the most recent asset management plan was developed in 2020.
- (7) Yes, the most recent Conservation Management Plan developed for the site was in 2009.
- (8) Three Heritage Transport Sector Groups expressed interest in eight items of heritage rolling stock. These applications are still in the assessment and negotiation phase with THNSW.
- (9) Rolling stock offered under Expression of Interest undertaken on 28 October 2020.

Vehicle	Location	Condition	Description
FH 2230	Broadmeadow	Poor condition	Air-conditioned steel-bodied 'Newcastle Flyer' type, secondclass sitting car
NDS 2282	Broadmeadow	Roof in poor condition	Air-conditioned steel-bodied 'Newcastle Flyer' type sitting car
NDS 2285	Broadmeadow	Roof has started to fail - evidence of corrosion along the gutter rail - but not irretrievable	Air-conditioned steel-bodied 'Newcastle Flyer' type sitting car
RBI 1561	Broadmeadow	Condition is very poor. Car not in original configuration (changed in preservation). Another	Timber-bodied, end-platform, open saloon seating car with buffet area (added in

	eight cars from this set already in preservation.	preservation)	
EHO 1750	Broadmeadow	Steel work in poor condition – rusted through. Roof seems intact. External timber okay	Guard's van
KHG 34242	Broadmeadow	Very poor condition. Roof failed, walls corroded through	Guard's van
L 1190	Broadmeadow		Sling truck – open wagon used to carry slings and attachments for the 70-ton Craven crane. (Crane not in collection)
L759	Broadmeadow	In reasonable condition	Oil tanker wagon
MB 22943	Broadmeadow		Timber-bodied, enclosed goods bogie van developed from MBC in later service years
MBC 22959	Broadmeadow	Van in fair condition	Timber-bodied, enclosed refrigerator goods bogie van
MHG 11615	Broadmeadow	Poor condition	Steel-bodied guard's van
MHO 2624	Braodmeadow		Brakevan used on passenger trains (1906)
S 19087	Broadmeadow	Poor condition	Four-wheel open goods truck (S truck)
S 19089	Broadmeadow	Poor condition	Four-wheel open goods truck (S truck)
L 486	Broadmeadow	Poor condition	Four-wheel open goods truck (S truck)
TDS 2250	Broadmeadow		Air-conditioned, steel-bodied 'Newcastle Flyer' type car. First class sitting car
FN2193	Large Erecting Shop	In poor condition	Second class sitting car

(1 There is currently no plan to reconsider relocation of the heritage locomotives and carriages from
0) Broadmeadow to Sydney (Chullora).

(1 The NSW Government has acted on the principal recommendation of All Aboard to establish a new
1) entity, THNSW, responsible for the storage, maintenance and operations of the State's transport heritage assets.

Following the successful establishment of THNSW, the Government announced, in November 2018, its intentions to establish the Chullora Heritage Hub as the principle facility for the storage, preservation and protection of the State's heritage assets.

*5044 TRANSPORT AND ROADS—FALSE ADDRESS CONCERNS—Mr Primrose asked the Leader of the Government in the Legislative Council, Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) What action does Transport for NSW take against people who provide a fake address for their driver licence?
- (2) What checks does Transport for NSW carry out to ensure people list the correct address on their driver licence?
- (3) Is the Minister aware that some residents of Newcastle are receiving correspondence from Transport for NSW for people who do not reside at their addresses?
- (4) Is the Minister aware that some residents in Newcastle are receiving correspondence from Sydney toll companies for people who do not reside at their address?
- (5) What action is being taken against people that provide a false address to Transport for NSW to avoid paying tolls?
- (6) What action is the Minister taking to stop this from occurring in the future?

Answer—

I am advised:

If a customer provides a false residential address and they hold a current driver licence/ photo card, a restriction is applied. The customer is required to provide proof of residential address prior to any further business being conducted. Proof of address may include items including rates notices, lease agreement or a utility account.

The holder of a driver licence is required to notify Transport for NSW of a change of their residential address within 14 days of the change. Penalties may apply for failure to fulfil this requirement, ranging from a \$116 penalty notice to a \$2,200 court-imposed sanction.

As soon as Transport for NSW is aware of a non-current address it stops sending any further Toll notices to the address.

*5045 HEALTH AND MEDICAL RESEARCH—IN REFERENCE TO QUESTION ON NOTICE 2459—Mr Donnelly asked the Minister for Mental Health, Regional Youth and Women representing the Minister for Health and Medical Research—

In reference to the answers provided to Question on Notice No. 2459, specifically that the NSW Ministry of Health has advised the 12 months of results and analysis will be provided in December 2020:

- (1) Pursuant to clause 15 of the Abortion Law Reform Act 2019 No 11 and the information collected by NSW Health on the form titled Notification of termination of pregnancy, how many terminations of pregnancy have been notified to the NSW Ministry of Health in the 12 month period from 2nd October 2019 to 1st October 2020? Of these:
 - (a) For each local health district, how many terminations of pregnancy were notified for women residing in that local health district?
 - (b) For each postcode in which terminations of pregnancy were performed or medication prescribed for the purpose of termination of pregnancy, how many terminations of pregnancy were notified for that postcode?
 - (c) Pursuant to clause 15 of the Abortion Law Reform Act 2019 No 11 and the information collected by NSW Health on the form titled Notification of termination of pregnancy, how many terminations of pregnancy have been notified to the NSW Ministry of Health in the 12 month period from 2 October 2019 to 1 October 2020 for women aged:
 - (i) 19 and under?
 - (ii) 20-24?
 - (iii) 25-29?
 - (iv) 30-34?
 - (v) 35-39?
 - (vi) 40-44?
 - (vii) 45 and over?
 - (viii) Unknown/not stated?

- (d) Pursuant to clause 15 of the Abortion Law Reform Act 2019 No 11 and the information collected by NSW Health on the form titled Notification of termination of pregnancy, how many terminations of pregnancy have been notified to the NSW Ministry of Health in the 12 month period from 2^oct October 2019 to 1st October 2020 as having been carried out at a gestation (completed weeks) of:
- (i) Less than 9 weeks - of these, how many were:
 - (i) Medical termination?
 - (ii) Surgical termination?
 - (ii) 9-13 weeks?
 - (iii) 14-19 weeks?
 - (iv) 20-22 weeks?
 - (v) More than 22 weeks?
- (e) Pursuant to clause 15 of the Abortion Law Reform Act 2019 No 11 and the information collected by NSW Health on the form titled Notification of termination of pregnancy, how many terminations of pregnancy have been notified to the NSW Ministry of Health in the 12 month period from 2 October 2019 to 1st October 2020 as having been performed or medication prescribed in a:
- (i) Public hospital?
 - (ii) Private hospital?
 - (iii) Non-hospital facility?
- (f) Pursuant to clause 15 of the Abortion Law Reform Act 2019 No 11 and the information collected by NSW Health on the form titled Notification of termination of pregnancy, how many terminations of pregnancy have been notified to the NSW Ministry of Health in the 12 month period from 2 October 2019 to 1 October 2020 as having been carried out for the sole purpose of sex selection (excluding for medical conditions in the fetus)? Of these how many were notified as having been carried out at a gestation (completed weeks) of:
- (i) Less than 9 weeks - of these, how many were:
 - (i) Medical termination?
 - (ii) Surgical termination?
 - (ii) 9-13 weeks?
 - (iii) 14-19 weeks?
 - (iv) 20-22 weeks?
 - (v) More than 22 weeks?
- (2) Has the Secretary of the Ministry of Health, pursuant to clause 16 (2) of the Abortion Law Reform Act 2019 No 11 conducted a review of the issue of whether or not terminations of pregnancy are being performed for the purpose of sex selection?
- (a) If so, has a report about the review been prepared and given to the Minister for Health and Medical Research?
 - (b) If not, why not?

Answer—

- (1) I am advised that the first 12 months of termination of pregnancy notification data has been collated and analysed.
- (2) Yes. The review of the issue of whether or not terminations of pregnancy are being performed for the purpose of sex selection has been completed and a report has been prepared and submitted.

22 FEBRUARY 2021

(Paper No. 441)

*5050 TREASURER—TRAINING PROGRAMS WITHIN DEPARTMENTAL CLUSTERS—Mr Latham asked the Minister for Finance and Small Business representing the Treasurer—

- (1) Since 2011, what training programs have been run within the responsibilities of the Minister's cluster

department concerning:

- (a) unconscious bias; and
 - (b) Aboriginal cultural sensitivity?
- (2) For the programs in (1) above, what evaluation studies and reports have been undertaken, and what do they show?

Answer—

Treasury has advised me as follows:

The following training programs have been offered to NSW Treasury employees:

- Unconscious bias - SBS Inclusion eLearning module 'Core Inclusion' -2-hour total duration
- Aboriginal cultural sensitivity - SBS Inclusion eLearning module 'Aboriginal and Torres Strait Islander' -1-hour total duration

Evaluation studies:

The above programs were launched in the 4th quarter of 2020 and are in the process of rollout across the organisation. Evaluation studies have not been undertaken.

11 MARCH 2021

(Paper No. 454)

5125 TRANSPORT AND ROADS—UTILITIES ALTERING PAVEMENTS, COMPLIANCE WITH DISABILITY STANDARDS—Mr Shoebridge to ask the Leader of the Government in the Legislative Council, Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) What funding is available to local councils to repair footpath damage as a result of companies installing utilities? ie: NBN.
- (2) How many councils have footpaths damaged by companies installing utilities?
- (3) Are companies that install utilities on footpaths required to restore the footpath to comply with disability standards?
 - (a) If so, what action has been taken to ensure that footpath repair works comply with Local Government?
- (4) Who is responsible for monitoring these works?
- (5) What mechanisms do local councils have to enforce accessible standards on footpath repairs by utility companies?
- (6) How long can footpaths which do not comply with accessible standards be temporarily repaired?

5126 TRANSPORT AND ROADS—ACTIVE TRANSPORT GRANTS IN THE LAST 5 YEARS—Mr Shoebridge to ask the Leader of the Government in the Legislative Council, Special Minister of State, Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts, Vice-President of the Executive Council representing the Minister for Transport and Roads—

- (1) How much grant money has the Government given to local councils for cycleways in:
 - (a) 2019?
 - (b) 2018?
 - (c) 2017?
 - (d) 2016?
 - (e) 2015?
- (2) How much grant money has the Government given to local councils for other active transport projects such as footpaths in:
 - (a) 2019?
 - (b) 2018?

- (c) 2017?
 - (d) 2016?
 - (e) 2015?
- (3) Which Councils have been awarded active transport funding?

David Blunt
Clerk of the Parliaments

Authorised by the Parliament of New South Wales