



PARLIAMENT OF TASMANIA

LEGISLATIVE COUNCIL

REPORT OF DEBATES

Thursday 26 March 2026

REVISED EDITION

Contents

THURSDAY 26 MARCH 2026	1
RECOGNITION OF VISITORS	1
QUESTION ON NOTICE - ANSWER.....	1
No. 25 - ADVICE INFORMING THE TASMANIAN GOVERNMENT'S DECISION TO SHUT DOWN GREYHOUND RACING	1
TABLED PAPERS	6
GREYHOUND RACING	6
QUESTION ON NOTICE - ANSWER.....	6
No. 26 - ISSUING OF SCHOOL LEVIES.....	6
TABLED PAPERS	9
PUBLIC ACCOUNTS COMMITTEE - REPORT NO. 9 OF 2026 - FOLLOW-UP OF AUDITOR-GENERAL'S REPORT ON ICT STRATEGY, CRITICAL SYSTEMS AND INVESTMENT	9
GOVERNMENT RESPONSE TO WOOLCOTT REVIEW	9
OCCUPATIONAL LICENSING AMENDMENT BILL 2026 (NO. 6)	9
FIRST READING	9
GRANGE RESOURCES (TASMANIA) PTY LTD (ALTERNATIVE APPLICATION PERIOD) BILL 2026 (NO. 3).....	10
FIRST READING	10
SUSPENSION OF SITTING	10
QUESTIONS.....	10
PUBLIC SCHOOL STAFF - INDUSTRIAL ACTION - MINISTER'S RESPONSE	10
SOCIAL HOUSING - DEFINITIONS UNDER <i>RESIDENTIAL TENANCY ACT</i>	12
ANSWER TO QUESTION - SCHOOL BUSES	13
AMBULANCE TASMANIA - SARAH PENTECOST COMPLAINT	14
SALARIED AND SPECIFIC CARE PACKAGES FOR CHILDREN	14
LAUNCESTON CONVENTION CENTRE - DEVELOPMENT.....	17
REGIONAL FLIGHTS	18
BUS TRANSIT OFFICERS.....	19
UNIVERSITY OF TASMANIA (PROTECTION OF LAND) BILL 2025 (NO. 58).....	20
SECOND READING	20
CHARITIES AND ASSOCIATIONS LAW (MISCELLANEOUS) AMENDMENT BILL 2025 (NO. 65)	79
FIRST READING	79
SUSPENSION OF SITTING	79
UNIVERSITY OF TASMANIA (PROTECTION OF LAND) BILL 2025 (NO. 58).....	80
SECOND READING	80
PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (NO. 11).....	83
FIRST READING	83
SUSPENSION OF STANDING ORDERS	84
PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (NO. 11) - PASS ALL STAGES.....	84
PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (NO. 11).....	99

SECOND READING	99
PETROLEUM REPORTING (MISCELLANEOUS AMENDEMENTS) BILL 2026 (NO. 11)	117
IN COMMITTEE	117
PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (NO. 11)	125
CONSIDERATION OF BILL AS AMENDED IN COMMITTEE OF THE WHOLE COUNCIL	125
PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (NO. 11)	125
THIRD READING	125
SUSPENSION OF SITTING	125
MESSAGE FROM THE HOUSE OF ASSEMBLY	126
PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (No. 11)	126
ADJOURNMENT	126
APPENDIX 1	127

Thursday 26 March 2026

The President, **Mr Farrell**, took the Chair at 11 a.m., acknowledged the Traditional People and read Prayers.

RECOGNITION OF VISITORS

Mr PRESIDENT - Honourable members, before I proceed with our official business, I'd like to welcome to the Chamber today the year 6 students from The Friends' School who are visiting us. I take this opportunity to say welcome before we go through our business, in case we have some lengthy answers and I don't get an opportunity to welcome you to the parliament. Today we go through a set procedure. At the end of that procedure, we will go on to orders of the day, where members of this Chamber will be debating the second reading of the University of Tasmania bill. That's our task for the day, and I know that all members will be very happy to see you here in our Chamber and trust you enjoy your time in the Legislative Council.

Members - Hear, hear.

QUESTION ON NOTICE - ANSWER

No. 25 - Advice Informing the Tasmanian Government's Decision to Shut Down Greyhound Racing

Ms THOMAS question to LEADER of the GOVERNMENT in the LEGISLATIVE COUNCIL, Ms RATTRAY

[11.03 a.m.]

Further to Premier Jeremy Rockliff's 9 August 2025 announcement that the Tasmanian Liberal Government will phase out greyhound racing by June 30, 2029, can the Honourable Leader please advise:

- (1) In relation to the advice informing the Tasmanian Government's decision to shut down greyhound racing:
 - (a) Prior to the Government's decision to shut down greyhound racing in Tasmania, did the Government receive any advice or a recommendation from a regulator that the industry should be shut down, including from the Department of Natural Resources and Environment Tasmania, Tasracing, or the Office of the Racing Integrity Commissioner?
 - (b) If such a recommendation was received, when was it received and will the Government publish that advice on the Department of Natural Resources and Environment Tasmania website?
 - (c) If no such recommendation was received, what regulatory advice did the Government rely on in deciding to shut down the industry?

- (d) Has any regulator, including the Department of Natural Resources and Environment Tasmania, Tasracing, or the Office of the Racing Integrity Commissioner, ever advised the Government that greyhound racing in Tasmania cannot be regulated to acceptable animal welfare or integrity standards?
 - (e) What data or evidence did the Government rely upon to conclude that animal welfare or integrity problems in greyhound racing mean that greyhound racing no longer aligns with community expectations?
 - (f) In each of the past ten years, how many substantiated breaches relating to greyhound animal welfare were identified by an industry regulator?
 - (g) In each of the past ten years, how many integrity or animal welfare breaches relating to greyhound racing resulted in charges, suspensions or disqualifications, or other disciplinary action?
 - (h) Did the Government seek advice from The Department of Treasury and Finance before making the decision to move to shut down greyhound racing?
 - (i) What economic analysis or modelling did the Government rely upon when deciding to move to shut down the greyhound racing industry?
- (2) Other than legislation, is the Tasmanian Government exploring other mechanisms to shutdown greyhound racing?
- (3) In relation to licensed greyhound trainers and kennel inspections, over the past five years:
- (a) How many licensed greyhound trainers were there in Tasmania, in each year?
 - (b) Each year, what proportion of those trainers had their kennels inspected by the Tasracing Integrity Unit or the former Office of Racing Integrity?
 - (c) How many greyhound kennel inspections were undertaken by the Tasracing Integrity Unit and former Office of Racing Integrity each year?
 - (d) What proportion of these inspections were unannounced or intelligence-led inspections?
 - (e) How many separate kennel properties were inspected?
 - (f) How many inspections identified animal welfare or racing rule breaches?

- (g) How many inspections resulted in compliance actions, charges, suspensions or other disciplinary outcomes?
- (4) Since the commencement of the Racing Regulation and Integrity Act 2024 in February 2025:
- (a) How many complaints relating to greyhound animal welfare or integrity matters have been received by:
 - (i) Tasracing or the Tasracing Integrity Unit, and
 - (ii) the Racing Integrity Commissioner?
 - (b) How many of those complaints resulted in:
 - (i) a formal investigation, and
 - (ii) no investigation being undertaken?
 - (c) How many investigations have been self-initiated by the Tasracing Integrity Unit?
 - (d) How many investigations have been self-initiated by the Racing Integrity Commissioner?
 - (e) How many investigations has the TasRacing Integrity Unit undertaken in total?
 - (f) How many investigations has the Racing Integrity Commissioner undertaken in total?
 - (g) How many of the greyhound animal welfare and integrity investigations resulted in:
 - (i) disciplinary charges,
 - (ii) licence suspension or disqualification,
 - (iii) other disciplinary action, or
 - (iv) no breach being identified?
- (5) In relation to greyhound euthanasia rates, over the past ten years:
- (a) How many greyhounds registered in Tasmania have been euthanised each year?
 - (b) How many of the greyhounds euthanised over the past ten years were:

- (i) registered to race at the time of death,
 - (ii) retired from racing but still owned or kept by licensed racing participants at the time of death?
- (c) How many were euthanised for each of the following reasons:
 - (i) injuries sustained while racing,
 - (ii) injuries sustained while training,
 - (iii) injuries sustained outside racing or training,
 - (iv) illness or disease,
 - (v) old age, and
 - (vi) any other reasons?
- (d) Of the greyhounds euthanised due to injuries sustained while racing or training, how many were:
 - (i) euthanised immediately at the racetrack or training facility, and
 - (ii) euthanised later following veterinary treatment or assessment?
- (e) What process must licensed participants follow before a greyhound they own is euthanised, and is this process the same regardless of whether the dog is registered for racing or retired?
- (6) In relation to the breeding of greyhounds:
 - (a) What approval and/or notification processes must licensed participants follow to breed a litter?
 - (b) How long does the breeding process typically take, from the time of application to the birth of a litter?
 - (c) How many litters of greyhounds have been bred in Tasmania each year, over the past ten years?
 - (d) How many individual female greyhounds were used for breeding in Tasmania in each of the past ten years?
 - (e) What is the average number of litters produced per breeding female?
 - (f) How many female greyhounds produced three or more litters, over the last ten years?

- (g) What rules or limits exist on the number of litters a female greyhound may produce in Tasmania?
- (7) In relation to the economic impact of the industry:
- (a) What economic modelling has been undertaken by the Government or Tasracing regarding the economic contribution of greyhound racing in Tasmania?
 - (b) What is the estimated gross value added to the Tasmanian economy attributable specifically to greyhound racing?
 - (c) How much government funding has been provided to support greyhound racing in Tasmania in each of the past five years?
 - (d) Of that funding, how much was provided for:
 - (i) prizemoney,
 - (ii) infrastructure and capital works,
 - (iii) industry development or breeding incentives, and
 - (iv) administration and regulatory functions?
 - (e) How much revenue to the Tasmanian Government is attributable to greyhound racing in each of the past five years, including revenue from:
 - (i) wagering taxes,
 - (ii) race field fees, and
 - (iii) licence fees?
 - (f) Over the past five years, what is the net fiscal impact on the Tasmanian Budget of greyhound racing after accounting for government funding provided and revenue received?
 - (g) What has been the total prizemoney paid for greyhound racing in Tasmania in each of the past five years?
 - (h) What is the average annual prizemoney earned per greyhound trainer in Tasmania?
 - (i) In each of the past five years, how many greyhound trainers earned in prizemoney:
 - (i) \$0,
 - (ii) less than \$10,000,

(iii) between \$10,000 and \$50,000, and

(iv) more than \$50,000?

ANSWER

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Thank you. Mr President, I have an answer to question No. 25 as it appears on the Notice Paper from the member for Elwick. However, Mr President, given yesterday's effort and it's an even longer response, and the member has been approached, I seek leave to table the answer to question number 25 as it appears on the notice paper and have it incorporated into *Hansard*.

Leave granted; document tabled and incorporated.

See Appendix 1 (page 127).

TABLED PAPERS

Greyhound Racing

[11.04 a.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Mr President, I also have three supporting documents: the TasRacing Greyhound Policies - Euthanasia, the TasRacing Pty Ltd Integrity Unit Breeding Fact Sheet, and the Size and Scope of the Tasmanian Racing Industry document.

Mr President, I seek leave for the documents to be tabled.

Leave granted; documents tabled.

QUESTION ON NOTICE - ANSWER

No. 26 - Issuing of School Levies

Mr EDMUNDS question to MINISTER for EDUCATION, Ms PALMER

[11.04 a.m.]

With regard to the issuing of school levies:

- (1) Do all children at all public schools have hard copy school levies invoices issued by mail?
- (2) Is this method of collecting levies led by individual schools or the department?
- (3) How many children were issued with at least one levies notice in each of the previous five financial years?

- (4) How much money was spent in each of the previous five financial years on mailing out school levies to parents and guardians?
- (5) What is the Government or Department's policy on how regularly it issues bills for levies that are outstanding?
- (6) How many levies notices are issued before the bill is referred to collectors?
- (7) (a) Why are bills issued for each sibling individually when they live in the same household and;
- (b) how many households have multiple children that have bills issued?

ANSWER

- (1) I'm advised that hard-copy school levy invoices are currently issued by mail for the majority of children at Tasmanian government schools. There are some exceptions, including: where a parent or guardian chooses to pay levies prior to an invoice being issued, invoices not being issued for pre-approved Student Assistance Scheme (STAS) students, and some schools choosing to not issue levies.
- (2) I'm advised that schools initiate levies through the student management system during term 1 each school year.

The department's central financial team then oversees the process for hard-copy invoices to be generated and mailed to parents and guardians.

Levies are issued and managed within the parameters of the following legislation and policy instruments: the *Education Act 2016*, the Secretary's Instruction No. 9 for School Levies and Charges, and the Department for Education, Children and Young People's School Levies Charges Procedure.

I understand that within these parameters:

- Schools must provide all families with a range of flexible payment options for payment of levies, including payment plans continuing throughout the school year.
 - Debt collection services must not be utilised when following up outstanding levies.
 - If a student has been approved for STAS, a levy does not need to be entered by schools.
- (3) I have interpreted this question as a request for the number of students for whom at least one levy-related invoice has been issued in each of the last five years.

School levies are issued on a school year basis and, as such, the response to this question has been provided for calendar years rather than financial years. I'm advised the numbers over the last five years are:

2025: 35,846
2024: 36,829
2023: 36,864
2022: 37,633
2021: 38,638.

- (4) I'm advised that the cost for mailing school levies to parents and guardians in each of the previous five financial years was:

2024-25: \$70,264
2023-24: \$57,144
2022-23: \$52,123
2021-22: \$55,965
2020-21: \$42,353

These costs include the printing and mailing of school invoices and related statements.

- (5) As noted in my response to question (2), schools enter levy invoices through the student management system on an annual basis. The department's central finance services team then oversees the process for the hard-copy invoices to be generated and mailed to parents and guardians.

I'm further advised that statements, reflecting all outstanding amounts owing to a school, are generated and mailed on a monthly basis during the school year. This process is overseen by the central financial services team.

- (6) As previously noted, government policy is that school levy debts are not to be referred to external debt collectors.
- (7) (a) I'm advised the Department for Education, Children and Young People's current policy to issue invoices individually is due to multiple factors including constraints and settings of the current financial system, changing families' circumstances including responsibilities for invoices at times resting with different individuals within a family, and siblings attending different schools and colleges.
- (b) I'm advised that as at 19 March 2026, there were 16,074 households with two or more students enrolled in a government school or college which were responsible for levies.

Finally, I would like to note that I have requested further information from the department regarding its levy-issuing processes. It is my expectation that all processes are undertaken in an efficient and cost-effective manner with staff workloads always front of mind.

TABLED PAPERS

Public Accounts Committee - Report No. 9 of 2026 - Follow-Up of Auditor-General's Report on ICT Strategy, Critical Systems and Investment

[11.11 a.m.]

Ms FORREST (Murchison) - Mr President, I have the honour to present the report of the Parliamentary Standing Committee of Public Accounts No. 9 of 2026; and follow-up of the report of the Auditor-General on ICT Strategy, Critical Systems and Investment (No. 4 of 2020-21).

Mr President, I move -

That the report be received and printed.

Report received and printed.

Ms FORREST (Murchison) - Mr President, I move -

That the consideration of the report and noting be made an order of the day.

Motion agreed to.

Government Response to Woolcott Review

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) (by leave) - Mr President, I lay upon the Table the Tasmanian Government response to the Independent Review into actions taken in response to information and concerns raised by the Commission of Inquiry into the Tasmanian Government's Responses to Child Sexual Abuse in Institutional Settings (the Woolcott Review).

Paper tabled.

OCCUPATIONAL LICENSING AMENDMENT BILL 2026 (No. 6)

First Reading

Bill received from the House of Assembly and read the first time.

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Mr President, I move -

That the second reading of the bill be made an order of the day for Tuesday next.

Motion agreed to.

**GRANGE RESOURCES (TASMANIA) PTY LTD (ALTERNATIVE
APPLICATION PERIOD) BILL 2026 (No. 3)**

First Reading

Bill received from the House of Assembly and read the first time.

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) -
Mr President, I move -

That the second reading of the bill be made an order of the day for Tuesday next.

Motion agreed to.

SUSPENSION OF SITTING

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) -
Mr President, I move -

That the sitting of the Council be suspended until the ringing of the division bells.

The sitting was suspended from 11.15 a.m. to 2.30 p.m.

QUESTIONS

Public School Staff - Industrial Action - Minister's Response

Ms O'CONNOR question to MINISTER for EDUCATION, Ms PALMER

Along with my Greens colleagues, plenty of Labor MPs and multiple Independents, I joined the rally in support of teachers and school support staff outside at lunchtime today. There were thousands of state servant workers there in solidarity. Speakers told of huge and unmanageable workloads in schools, high stress and pay significantly below their mainland counterparts. Minister:

- (1) Are you hearing their strong message?
- (2) Do you accept your government's offer has been roundly rejected?

- (3) What do you have to say to our educators and school support staff who have walked off the job this week in disgust?

ANSWER

Thank you very much, Mr President, and I thank the honourable member for the question. The comprehensive second offer for the Teachers Agreement absolutely reflected the dedicated and the collaborative discussions between the Tasmanian government and the Australian Education Union (AEU). It reflects the shared priorities of teacher workload, staff safety, professional staff support and a range of operational matters that are essential to supporting teachers and improving student outcomes. It is a fair and reasonable offer and it was worked through with the unions over the past months. I was disappointed that the AEU rejected the offer without taking it to our teachers because the offer was absolutely identifying the issues that teachers have been talking to me about as I have been visiting schools and Child and Family Learning Centres for 18 months now.

I deeply value, as does our government, the enormous contribution that teachers make every single day, and all the support staff in our schools. They are involved in shaping the lives of Tasmanian children. I see it firsthand when I visit schools and when I talk with the teachers and the principals. Our government recognises the dedication and the professionalism, and that's why we do want to see the very best outcome for them.

The government has worked tirelessly on a comprehensive package for our teachers which is fair and affordable and reflects the difference that they make. This package has been the result of really productive negotiation meetings, and it has included focused joint workshops through the second half of 2025 and into the early part of 2026, between the government and the Australian Education Union.

We know the things, in the log of claims and in those conversations, our teachers have said were really important. That is what was worked in through the package that was presented to the AEU: reducing teacher workloads, keeping our staff and students safe, increasing senior staffing levels, increasing professional support staff, as well as a range of operational matters essential to supporting teachers and improving student learning outcomes.

There was, of course, also a base salary boost for most teachers in year 1, and that's part of the AEU agreement. There was also an uplift to the base salary for teacher assistants. However, that doesn't sit in this agreement; it sits under the Public Sector Union Wages Agreement (PSUWA), which was 800 uplift to the base in the first year and 800 uplift to the base in the second year.

We've worked really hard to increase and to build on the work we've already done in workload reduction. That's a body of work that we have been doing for quite some time now, and we have taken it another step further in a reduction in after-school meeting hour caps and one meeting-free-week per term. We also looked at reduction in professional activity from four to three days annually, and an instructional load reduction of up to 5 per cent for Launching into Learning and kindergarten teachers.

We also know that violence in schools has been a huge issue for our teachers. We worked really hard with the unions and all of our other education stakeholders, like the TPA, to pull together an action plan. Mat Grining, the head of the TPA, said in a media interview some of

the strategies and actions being committed to by the government in that plan were not happening in any other state or territory in the country. That was moving on from a really reactive space of 'What do we do when there's violence in schools? How do we look after principals and teachers and education workforce in those moments?'

At the end of 2024, we set up a special wellbeing team to respond. It was moving from that into a preventative space with the Violence in Schools Action Plan. It was moving into a space to make sure that we have professional learning for our teacher assistants, who we know often do the heavy lifting with some of our more complex children. It was the establishment of two hubs at each end of the state in two specific schools, and it was also increasing support in 20 particular schools across the state.

We know that we have been working through, in the lead-up to this, in the areas that teachers say really matter to them. I am disappointed that they were striking this week. I was really hopeful with what we had put forward, because we had worked so closely with the union. But I'm not going to stop. They have a right to strike. That's what they've chosen to do. But I have not stopped. My secretary has not stopped. On that note, a shout-out to my secretary from DECYP, and her team, who have worked tirelessly on getting to the point where we are now.

We will keep talking. We will keep having those discussions until we get to a place where our teachers feel - or the union feels it is something that they can put to their teachers.

Social Housing - Definitions Under *Residential Tenancy Act*

Ms WEBB question to MINISTER for HOUSING and PLANNING, Mr VINCENT

[2.37 p.m.]

My question relates to definitions of social housing under the *Residential Tenancy Act 1997*. Specifically:

- (1) Is the Cohousing Co-operative Hobart declared to be social housing under section 3 of the act?
- (2) If Cohousing Co-operative Hobart does not currently have social housing status under the act, why is that? Will you undertake to investigate having it declared as social housing?

ANSWER

Thank you, Mr President. I have the answers here.

- (1) Cohousing Co-operative Hobart is not declared social housing under the act.
- (2) Under the *Residential Tenancy Act 1997*, social housing is defined in section 3, as residential premises owned and managed by a declared social housing provider, including Homes Tasmania, or another provider, formally declared by the minister under the act.

This definition ties social housing to a specific legal status, rather than affordability or community purpose. A provider must be formally declared for its dwellings to fall within the act's meaning of social housing. Without such a declaration, housing supplied by other entities such as cooperatives and private organisations does not meet the statutory definition.

Social housing providers operate within a formal framework overseen by Homes Tasmania. This includes asset management, compliance audits, and tenancy regulation. Because the Cohousing Co-operative Hobart functions as an independent incorporated association, without this registry relationship, it falls outside the categories recognised in the act.

Under the act, social housing must be allocated to people assessed as being in housing need, with rents calculated according to regulated income-based formulas. Homes are allocated to those who are assessed as eligible and have an active application on the Housing Register. The Cohousing Co-operative Hobart instead allocates housing through membership-based criteria and manages its dwellings collectively as a resident-run cooperative. It owns these properties and, while it offers affordable rents, currently capped at 30 per cent of income, this affordability alone does not meet the statutory definition of social housing, which is tied to government regulated eligibility, rent setting and provider registration. There are no plans for the Cohousing Co-operative Hobart to be deemed as social housing under the act.

Answer to Question - School Buses

[2.40 p.m.]

Mr VINCENT (Prosser - Minister for Infrastructure and Transport) - I have a little more to add to one of the questions on the buses - a bit more information becoming available regarding the Monday to Thursday versus Friday services.

There are eight trips in Greater Hobart which operate Monday to Thursday but not on Fridays, and which pass a school close to the time that school starts in the morning. However, compared with Jack Triffitt's situation, all these services have alternative options available for students. In many cases, there are dedicated school services as well as other general access services that students could catch either before or after. That clarifies it a bit more.

Ms Webb - Thank you, I appreciate the follow-up.

Ambulance Tasmania - Sarah Pentecost Complaint

Ms LOVELL question to LEADER for the GOVERNMENT in the LEGISLATIVE COUNCIL, Ms RATTRAY

[2.41 p.m.]

This is the question I asked yesterday on behalf of Ms Sarah Pentecost. I won't read the question out again, in the interest of time, but I do note the irony in - not to comment on the Leader - not having a response to a question about not getting a response. I look forward to the response, then.

ANSWER

I thought I batted it quite well, but thank you for the reminder. The answer to the question: whilst it would be inappropriate to discuss the specific details, I'm advised that Ambulance Tasmania has finalised its review of Ms Pentecost's concerns and they will be in contact with her this week. I acknowledge the impact that delays in complaint resolution can have on those affected. While the importance of timely outcomes to resolve complaints is understood and appreciated, it is equally essential that individual matters are examined thoroughly and with the necessary due diligence. I trust that's sufficient.

Salaried and Specific Care Packages for Children

Ms O'CONNOR question to MINISTER for CHILDREN and YOUTH, Ms PALMER

[2.42 p.m.]

With respect to salary care packages:

- (1) How many children have been placed in salaried or special care packages in July 2023 to June 2024, July 2024 to June 2025 and July 2025 to present?
- (2) What is the age breakdown of children in salaried care packages in those same periods?
- (3) What is the average length of time children live in salaried or special care packages?
- (4) What is the shortest length of time and longest time a child has been placed in a salaried care package?
- (5) How many children have been moved out of salaried or special care packages in those same time periods above, and do you have the age breakdown of these children?
- (6) Where were the children who were moved out of salaried or special care packages transferred to?

- (7) How many children transferred from salaried or special care packages were moved to independent living, and how old were they when they were moved there?
- (8) Which organisations has the Department for Education, Children and Young People placed children in salaried or special care packages within the last two years, including NDIS providers?
- (9) What is the assessment and accreditation process for organisations including NDIS providers contracted to provide salaried or special care packages?

ANSWER

Thank you very much, Mr President, and I thank the member for the questions.

- (1) In order to give you a full answer to the question, I am waiting on further advice, so I apologise for that. I'll certainly endeavour to answer that as soon as I get that information through.
- (2) The age breakdown of children and young people in salaried or special care packages within the timeframe requested is as follows:
 - (a) July 2023 to June 2024: age range 4 to 17 years;
 - (b) July 2024 to June 2025: age range 0 to 17 years;
 - (c) July 2025 to February 2026: age range 1 to 18 years.
- (3) The average length of time a child or young person has been in a salaried care package is 4.51 years.
- (4) The shortest length of time recorded is two days. The longest length of time is six years.
- (5) The number of children that have been transitioned out of salaried or special care packages, according to the age breakdown for the timeframe requested, is as follows:
 - July 2023 to June 2024: 22 children and young people were moved out of a salaried care package (age range 10-18 years)
 - July 2024 to June 2025: 31 children and young people were moved out of a salaried care package (age range 9-18 years)
 - July 2025 to February 2026: 23 children and young people were moved out of a salaried care package (age range 11-18 years).
- (5) Children and young people are transferred out of salaried care packages for a variety of reasons, including but not limited to: transition to foster or kinship care; restoration with family; transition to independence; ageing

out of the child safety system; youth detention; and no longer participating in the placement, for example, the child absconding from the placement and returning home with outreach supports. In these circumstances, the child or young person continues to receive support from Child Safety Services.

- (6) In the period July 2023 to February 2026, 20 young people aged from 16-18 years moved out of a salaried care package arrangement due to transition to independent living or ageing out of their care package, meaning that they turned 18 years of age.
- (7) The Department for Education, Children and Young People has placed children and young people with the following organisations for salaried care packages within the last two years, including NDIS support providers, as follows: Anglicare, BaptCare, Caring Hearts, CatholicCare, Choice Support, Elite Respite Care, Eskleigh Foundation, Glenhaven, Greenleaf Care Services, GROW Disability Support, Killara Care and Support - Langford Support Services, Life Without Barriers, More Opportunities, Mosaic, MSJ Australia, My Support Link, New Chapter Support, Nexus, OnTrack Tasmania, Optimal Community Support Services, Paramount Disability Support, Reconnect Support Services, Rise and Shine Support Services, Spark Tasmania, St Giles, St Michaels Association, Super Squad, Tailored Care and Nursing Services, TassieCare, Wonderland Community Services, and Your Choice Support Services.
- (8) Before an organisation is contracted to provide special care packages to children and young people on behalf of the Tasmanian government, the department completes an assessment to ensure the provider is suitable, safe and compliant. This assessment focuses on workforce screening and safeguarding training, and confirms the provider has internal systems in place for ensuring only appropriate staff deliver services.

All contracted organisations must demonstrate that:

- The organisation employees and volunteers are appropriately qualified and competent to provide the services they are engaged to deliver, and that staff undertake safeguarding and Power to Kids training through their contracted period.
- Every staff member and volunteer holds a current registration to work with vulnerable people as per the *Registration to Work with Vulnerable People Act 2013*, and the provider supplies evidence of this to the department.
- All staff complete the department's mandatory safeguarding training, or an approved equivalent, before they commence working with or around children and young people.
- The organisation agrees it must ensure they employ only fit and proper persons, meaning individuals who are of good character,

understand the needs of children and service recipients, and who are appropriately qualified to provide an adequate standard of care relevant to their role.

To meet the above requirements, organisations are required to have recruitment and screening processes that include:

- obtaining and verifying personal references
- ensuring RWVP registration where required, or
- where RWVP is not acceptable, obtaining police history checks from Tasmania or any jurisdiction where the person has lived or worked for more than six months
- assessment of any history relating to offences involving children, child protection actions, or adverse findings in previous child related roles.

Organisations must not engage any person who does not meet these requirements. As part of ongoing contract management, the department may request evidence of an organisation's compliance at any time; for example, reference check records, RWVP registration, and police check records.

Organisations are also required to comply with the Child and Youth Safe Standards legislated in Tasmania under the *Child Youth Safe Organisations Act 2023*. The department meets quarterly with salaried care package providers as part of the contract management process to address any concerns or risks. As part of this process, organisations are required to provide evidence of compliance to the department.

Launceston Convention Centre - Development

Ms WEBB question to LEADER for the GOVERNMENT in the LEGISLATIVE COUNCIL, Ms RATTRAY

[2.52 p.m.]

On 24 February the Premier announced a \$10 million contribution of state taxpayer money to a privately developed and owned convention centre in Launceston. Can the government:

- (1) Confirm whether or not alternative arrangements were first explored to ensure Tasmanian taxpayers would receive a direct long-term benefit or return, such as receiving a share of any future profits or eventual capital gains, pending the commercial development's finalisation and operations?
- (2) Clarify whether the government sought an equity stake in the development and if not, why not?

- (3) Clarify whether the government sought any other form of revenue sharing arrangement and if not, why not?
- (4) Clarify whether consideration was given to providing financial support as a subordinated loan at a concessional rate and if not, why not?
- (5) Detail whether any other commercially sound options structured to provide long-term benefits to Tasmanian taxpayers were considered? If so, why were these options not adopted?

ANSWER

Mr President, the answers to the member's questions are:

- (1) The proposal from the proponent, which was publicly supported and backed by a \$5 million commitment from Launceston City Council, sought a one-off investment of \$10 million from the state government to help establish a purpose-built convention facility and boardwalk to maximise the opportunity for Launceston and the region. Council's commitment was also contingent on the state government's support. It's noted that there was bipartisan support for this project with the Labor Party committing \$20 million to it during the last state election. This project has been supported by the state government following a recent demand study by Visit Northern Tasmania and industry calls for such a purpose-built facility. The study outcomes included an estimated doubling of business events, bringing around \$30 million of economic activity returns per annum to the city, region, and state.

I'm also advised that as part of ongoing negotiations with the proponent, the state government has secured access to the convention space for the first decade of operations from its \$10 million commitment to help enable more events to be held in the region and enhance the return on investment. This includes an annual credit of \$440,000 (inclusive of GST) of convention space each year for 10 years. In addition, the final grant deed negotiations seek to ensure the state's investment is protected in the unlikely instance of the facility being sold in its first decade of operations, such as the state and council having first right of refusal to purchase the facility. The government continues to finalise these arrangements with the proponent and the council, with relevant processes towards this project getting underway as soon as possible.

Regional Flights

Ms LOVELL question to LEADER for the GOVERNMENT in the LEGISLATIVE COUNCIL, Ms RATTRAY

[2.55 p.m.]

Almost half of Tasmanians live outside Hobart and Launceston and two-thirds of visitor nights occur outside Hobart. The government promised its Aviation Attraction Fund would

deliver more flights for regional communities who are doing the heavy lifting for the state's tourist economy. How many additional flights or extensions of flights has it actually delivered to the two regional airports?

ANSWER

Thank you, Mr President. The answer to the member's question: the \$5 million Aviation Attraction Fund supports economic growth and creation of jobs and opportunities for Tasmanians by increasing inbound capacity and passenger demand. The fund supports the establishment and growth of new routes and seasonal routes between Tasmania and mainland Australia and capacity growth on existing domestic routes. The fund is open to all Tasmanian airports, and it has never been restricted to regional or metropolitan airports. The fund is intended to grow visitation to the whole of Tasmania. Around 98 per cent of passengers travel to Tasmania by air travel through Hobart or Launceston Airport, yet 41 per cent of all visitors to Tasmania included the north-west in their trip. The north-west welcomed an annual record of 572,700 visitors in 2025. This was an 8.5 per cent increase in visitors compared to 2024.

The fund has already secured two new domestic routes for Tasmania. These are a new seasonal Jetstar service between Hobart and Newcastle, which commenced on 2 December 2025, and a new year-round service between Launceston and Canberra commencing on 6 May 2026. A third proposal to increase capacity on a key Tasmanian route is expected to be announced shortly.

Bus Transit Officers

Ms THOMAS question to MINISTER for INFRASTRUCTURE and TRANSPORT, Mr VINCENT

[2.57 p.m.]

Minister, in September 2023, the government announced an \$8.1 million support package for Tasmanian bus drivers, including a commitment to introduce authorised officers with powers to issue infringements and remove disorderly passengers. In September 2024, the Leader in this place confirmed that transit officers were on buses but had not been authorised under the *Traffic Act* and therefore did not have these powers. The Leader at that time advised that a training program for authorised officers was expected to be ready for rollout by mid 2025.

Minister, bus drivers and passengers were promised stronger protections more than two years ago, yet they continue to experience violence and antisocial behaviour while the government drags its heels in delivering them. My question is: has the training program commenced? If not, why not, and when will Tasmanians finally see authorised officers on buses with the powers the government promised in 2023?

ANSWER

Thank you, Mr President, and thanks to the member for the question. Having been floating around on the buses and talking to some of the transit officers, it's an interesting process and what they are finding is even more interesting on the routes and what they need to do. In answer directly to your question, a pilot deployment of transit officers in southern Tasmania has been running since April 2023 with the aim of making our bus network a safer and attractive

choice for customers. Transit officers have been deployed to areas identified from incident data provided by general access bus operators. Transit officers have successfully de-escalated disruptive behaviours, including instances of arguments and vaping.

The department is planning to conduct a tender for the expansion of the transit officers on buses across the state network in the first half of 2026. The department is preparing a tender for the provision of further transit officers across the state. The tender has been moving through departmental procurement processes and is expected to be released in the first half of 2026. Transit officers will be authorised officers when the service is expanded across the state. A training package for transit officers was finalised and approved by the Transport Commissioner in August 2025. This training package is necessary to address the unique competencies associated with the powers available to authorised officers in the Passenger Transport Services Regulations 2023. The type of powers that authorised officers will have under the regulations include: power to require a name and address, power to direct cessation of behaviour and power to require movement within the vehicle. I look forward to the tender being released and the training and authorising these officers in the coming months. I would be pleased to keep the member informed on their progress.

To add to that answer, the other thing that will help with some of that behaviour is the rollout of the CCTV cameras on all buses now instead of a progressed view of that. Certainly, with those CCTVS I've asked for a little bit more information on how that information feeds live back to a central control, so the driver has some security also. The positioning of those cameras is quite good, though. We're going through quite a process to understand how that technology can be used other than just to see CCTV. That could actually be used for several parts of safety on and off the bus, but also security of people on the bus and the driver's security. I haven't got all that information to me available yet, but it is another piece in the puzzle.

UNIVERSITY OF TASMANIA (PROTECTION OF LAND) BILL 2025 (No. 58)

Second Reading

Continued from 25 March 2026 (page 38).

[3.01 p.m.]

Ms PALMER (Rosevears - Minister for Education) - Mr President, I have finished my contribution, and I look forward to hearing the contributions from other members.

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Mr President, I take this opportunity to contribute to this debate, which has certainly generated significant public interest and, understandably, a diversity of views across our community, especially in the 7005-postcode area. At its core, the issue is not just about the sale of land above Churchill Avenue, which includes a number of university buildings, it's about the future direction of higher education in Tasmania, the stewardship of public assets, the economic vitality of our capital city and the accessibility of education to current and future students. The debate demands we carefully consider both the arguments in favour of the proposed sale and those firmly opposed to the sale. We have received plenty of correspondence and a number of briefings in relation to both sides of the argument. I will attempt to consider both sides of the argument.

The irreversible nature of land sales is, without doubt, a central point of contention with many of the people who have presented and made representation. Opponents have stated that once land has been sold, it has been lost forever, and these people have stressed that the university's future expansion may well be constrained. They also pointed out that, historically, universities require space to grow, adapt and innovate. They also argue that the university buildings involved in this sale are still fit for purpose and the money which have already been spent on the purchase of city buildings and their renovations would have been far better spent on upgrading the present buildings. Many have also suggested that these city buildings should be sold and the money be spent putting the Sandy Bay campus back together again.

There's also an argument against the sale revolving around the impact the sale would have on Sandy Bay, Mount Nelson and the surrounding community. The Sandy Bay campus, to them, is not just an educational site; it's part of the identity of the surrounding community. If this legislation passed, they were concerned about the increased density and development pressures which would possibly follow - probably follow: the changes to neighbourhood character, the traffic and infrastructure strain. In summary, residents feared that a large-scale redevelopment would fundamentally alter the nature of the area.

There's also consideration being put forward which involves the historical and cultural significance of the Sandy Bay campus. Since it has moved from the Domain in the early 1940s to 1961, the campus has represented decades of academic heritage where its open spaces and layout have contributed to Tasmania's educational identity.

It's understandable that people held a real concern that the move to the city and that a redevelopment of the site in question may erode this legacy. It was obvious that for many of the alumni and staff, the campus holds a special symbolic value that cannot easily be quantified.

Some opponents to the legislation challenged the premise that student attendance patterns justify the move. They argued that the obvious decline in attendances at campus lectures and tutorials may be cyclical rather than permanent. They noted that post-pandemic behaviours may stabilise, and it was stressed that physical campuses should still play a vital role in students' experience. In summary, they argued that decisions that have been made on assumptions may well prove to be wrong over the long term.

Critics argued that accessibility must be considered in the broad sense and not confined to the convenience of working students. They argued that a city campus may benefit some, but others would be disadvantaged by limited parking - and we know what that's like - and certainly higher transport costs.

In summary of those against the legislation, it relates to transparency and trust, and this point was raised in nearly all of the submissions and briefings and conversations that I had with those against the move to the city.

In all, public policy perceptions matter, and if stakeholders feel excluded, resistance intensifies, and this was the case with many. Opponents questioned the level of community consultation, the clarity of financial projections and whether alternative options had been fully explored.

I will put a little bit of a focus on those who have an argument in support of the sale and this bill today.

The legislation enables essential investment in educational infrastructure. At the centre of this proposal is the university's capacity to fund modern facilities, most notably in the critical fields of science, technology, engineering and maths - STEM.

We cannot expect a contemporary university to compete globally, attract students or retain talent without appropriate infrastructure. Information suggests that a new STEM facility is not a luxury; it's a requirement for relevance in a modern economy.

In short, there's a desperate need for a new STEM facility, and this legislation provides a practical mechanism to unlock capital from existing assets which are predominantly underutilised and redirect that value into productive, future-focused investment. In simple terms, it converts passive land into actual educational opportunities.

Ms O'Connor - It's not passive land.

Ms RATTRAY - I'll listen to others.

Ms O'Connor - I'll listen to you.

Mr PRESIDENT - Order.

Ms RATTRAY - Another argument that's been put recognises the fundamental shift in how students learn and live, and we have to realise that the model of higher education has changed, not just in Tasmania or the rest of Australia, but globally. Students today are not solely full-time campus-based individuals; increasingly, they're working while studying - they really have to - studying part-time, accessing material online and seeking flexibility in how and where they learn. The traditional reliance on large, centralised campuses like the Sandy Bay campus is no longer aligned with these realities. The legislation before the parliament supports a transition towards a model that reflects modern student behaviour.

Another argument relates to the accessibility and participation, and the university argues that a strong university presence in central Hobart is not only a planning decision, it's also an equity decision. By positioning key facilities in the city, the university becomes more accessible to those who are balancing study with employment and other commitments. This is particularly important in Tasmania, where increasing participation in higher education remains a critical objective.

Another argument notes that the legislation does not operate in isolation as it has broader economic implications. It is argued that a revitalised university presence in the CBD will increase activity in the city, support local businesses, encourage innovation and industry collaboration, and contribute to a long-term economic growth. At the same time, a redevelopment of surplus land provides the opportunity to address housing land supply and stimulate investment.

It's noted that the University of Tasmania (UTAS) holds significant land assets on their present site, and one questions whether they are being used to their full potential. This legislation would enable the university to rationalise its footprint, reduce inefficiencies and focus its resources where it can deliver the greatest benefit.

It's also suggested that supporting this legislation provides certainty and direction, and to reject this legislation now could create further uncertainty for students and staff, undermine confidence in long-term planning, and risk increased cost and missed opportunities.

I trust that that somewhat sets out the competing views - certainly in my mind. Having focused on these arguments, I now turn to the question that's before me and the House. The choice is not between keeping land and losing land; rather, it is between holding underutilised assets or converting them into active investment in education.

To my mind, a modern STEM facility is not optional; it is essential. If the sale enables a better teaching environment, enhanced research capabilities and stronger economic outcomes, then, to me, it represents a strategic investment rather than a loss.

Secondly, we should not be frozen in the past and align ourselves with the structural change in higher education. Digital learning is embedded - certainly we know that - flexible study appears to be the norm, and a university that does not adapt risks decline.

It's also important to acknowledge a practical reality that it protects. It suggests to reverse course now could create further uncertainty and, as I've said, undermine confidence and potentially increase costs. It protects the land that was gifted to the university for the benefit of Tasmania, while also enabling the university to develop modern STEM facilities that our state will need in years ahead.

For those reasons, I believe that the bill strikes a sensible and balanced outcome.

[3.13 p.m.]

Mr GAFFNEY (Mersey) - Mr President, I appreciate the contributions from members already. I rise to speak on the proposed University of Tasmania (Protection of Land) Bill 2025. I've heard from both sides of the debate; for those in favour of the sale and associated legislation, and for those against, and for all perspectives I give thanks. I've had the opportunity to discuss this proposal at length with both UTAS and the proponents of the sale, as well as with many of those who staunchly oppose it.

It's quite frustrating that the government has, once again, proposed legislation which would allow UTAS to sell off a good chunk of its land. This is especially given the clear community opposition, the lack of a strong business case, the prior UTAS land sale fiasco and the effort that the Legislative Council has gone into reviewing and recommending changes to the UTAS land-protection process. Using the guise of protecting land, which was gifted to the UTAS for a public purpose, a substantial portion of land will be auctioned.

I have, in this speech, addressed the sale of the land as the core issue, and that is because it is exactly that. Despite being just a singular section of the bill, it is the crux of the issue. Nobody has an issue with the idea that parliament should approve the sale of particularly important public land. It costs nothing and entrenches our education system against the risks of having a private education system. It is a hedge against bad-faith, profit-centric sale of land that could eventuate under private ownership, or even simply against poorly thought-out ideas. This is a fair and rational premise.

It is unfortunate such an idea with widespread support has been co-opted for the government to sneak in exactly the sale of land it is designed to prevent. Suffice to say I would

support this bill if the sale of UTAS land above Churchill Avenue were not included, as I'm sure most other members possibly would. Again, it would cost nothing and provide an important check to ensure the university's land is put to the best use.

Moving to the sale of land issue proper, it's likely to have important ramifications for the future of Tasmanian higher education. As such, I view it as an important issue not for only those situated in Hobart, but rather statewide. Young people from across the state aspire in a variety of areas. Many of those aspirations involve the stepping stone of higher education. For many Tasmanians, as well as for Australians from other states and international students, UTAS provides that stepping stone. As the only university in Tasmania, UTAS will often be the first university to be considered by students graduating from year 12, as well as by many Tasmanian mature-age students. Consequently, it is important that UTAS makes decisions which are in the interests of all current and future Tasmanians.

At the end of the day, the interests of current and future Tasmanian students should remain at the forefront of this decision. In fact, the President of the Tasmanian University Student Association (TUSA) put it succinctly to me in an email, that we in the Legislative Council must vote in favour of the students, staff and community we represent, as well as the long-term interests of Tasmania. For the record, the TUSA president was very much in favour of the legislation.

Ms Webb - He's here in the Chamber.

Mr GAFFNEY - I know he's here. Thank you. I met with him for a coffee.

A quality university offering in Tasmania promotes retention of young Tasmanians, providing a realistic social mobility opportunity for even the poorest of Tasmanians, and promoting positive educational and economic outcomes in the state. Of course, this is not to mention the value to Tasmania which the institution of UTAS offers. For instance, the Institute for Marine and Antarctic studies and its high global rankings, which have admittedly slipped in the past few years, are evidence of this.

Whilst these benefits may seem obvious, it is important to ensure that they are at the forefront of any conversation regarding the future of UTAS. Simply put, the future of these associated benefits is contingent on the sound management of UTAS.

This is also what informs my speaking on the sale of land located in Hobart. As member for Mersey, the good governance of UTAS will have positive ramifications for the state as a whole, and for young people and all aspiring students across Tasmania.

Most Hobart residents, and indeed residents with interest across the state, were opposed to this move in 2022. I cannot see a reason why they would have changed opinion.

Regarding the amended bill, specifically, I'm concerned with the sale of any of the Sandy Bay campus which, if passed, this legislation will allow. The Tasmanian government somewhat reversed its position on this - a position, mind you, that it touted in the second to last election.

I'm particularly concerned with what I view as holes in the business case, the inconsistency of the proposal with the aims of UTAS as an institution, opposition to the sale

by the public, and the variety of more sustainable and beneficial options which appear available to UTAS. We all know that this is a hallmark of the current government.

I do, however, recognise the unfortunate position which UTAS finds itself in, within the broader context of modern higher-education offerings. It is my view that there is a larger issue at play here with the commerciality, viability and financial decision-making at all universities in Australia. Moreover, UTAS is in the circular position where it must find funding to make a case for the sale but make a case for the sale to find funding.

However, even with sympathy for the position of UTAS, I cannot support a bill that would allow the sale of this section of the campus. While I can appreciate the goal of the sale, I'm not convinced that selling or excising this land is the best thing to do. Instead, I urge Tasmania, the government and UTAS to pursue more suitable, less damaging avenues.

I would like to briefly bring attention to the concerns I have with the sale of parts of the UTAS Sandy Bay campus. My key concern is with the business case itself. The sale does not appear to me to be an effective use of land, nor is it a suitable end for land gifted to UTAS, which already houses purpose-built university facilities, as well as having environmental value. Selling this land with a mind to rebuilding the same facilities for hundreds of millions of dollars, to me, does not make sense. The sale relies on funding from the Tasmanian and federal governments to the tunes of hundreds of millions, neither of which has been guaranteed. While I appreciate that UTAS would benefit from such legislation in its case to seek such funding again, it is unrealistic to expect legislative intervention before you have even got the money together.

Looking at the proposed Sandy Bay UTAS STEM design, the entire estimate in 2024 was \$500 million to rebuild existing facilities in different areas. To my mind, this is not a positive or rational way forward. The most important single STEM structure above Churchill Avenue is the Life Sciences Building, which houses biological sciences and agricultural science. This building is fully functional, and several MLCs have been shown through it.

UTAS plans to relocate those two disciplines to below Churchill Avenue, but they will not get a new building. Instead, they'll be moved into the existing chemistry building, which is of a similar age to their present building. It will cost an estimated \$150 million to adapt the chemistry building for its new occupants. UTAS plans to vacate and possibly demolish the perfectly functional Life Sciences Building above Churchill Avenue to move its occupants into a building of similar age below Churchill Avenue at great cost. This does not pass the pub test.

I've been informed that the plan to move those STEM sections into the chemistry building was developed without adequate consultation with academic staff.

Furthermore, fully functional glasshouses, presently above Churchill Avenue, would have to be replaced below, at a cost of at least \$40 million. It is believed by some that that aspect is not included in the present plan. However, on a more recent tour we were assured that functional glasshouses would be part of the new facility, albeit 2000 metres from the current ones.

Although there is a business case for keeping STEM in Sandy Bay, the business case for the sale and rezoning of the upper campus, as proposed in the amendment to the bill, still appears inadequate.

If it were to fund a solid path forward to the betterment of UTAS educational outcomes, the case of the sale might be clear. There is a clear and strong argument put forward by the proponents of the sale that UTAS needs better STEM facilities and better university facilities - this is undeniably true. However, it does not need to come hand in hand with financial impost.

Do improved STEM facilities have to come at the massive and inefficient cost of unnecessarily moving and refitting buildings? Why can they not simply improve the buildings they have, leaving money spare for better courses, hiring more educational staff, and ensuring optimal operational inputs beyond simply building new buildings for the sake of it? It was put to us in the briefings that for \$200 million at \$20 million a year over 10 years, they could fully update the buildings that they already have.

Of course, this is all unknown in the current state of information regarding the sale. It has been said that this is just another instance of the Legislative Council being a 'blindfolded' planning authority. UTAS, and the government, cannot come up with a proper business case and would rather place the burden of making the decision on the independent-held Legislative Council. Once again, just like in the Macquarie Point Stadium issue, we are faced with a no-win situation. Either we allow an irresponsible and poorly thought-out idea in the vague hope that it better UTAS outcomes, or we vote it down and we become labelled 'wreckers of progress.' UTAS needs better STEM facilities, but it does not need endless rebuilds of all its facilities funded by the sale of publicly gifted land. These should not come hand in hand.

Unfortunately, the business case as it currently stands relies upon assumptions of government funding, assumptions that the land will be used for productive purposes or even bought, and does not inspire hope for substantial improvements to UTAS offerings. Rather, it will be used to fund rebuilds and the movement of existing settled STEM offerings. Mind you, the previously mentioned assumptions of government funding come at a time when both the federal and state governments are singly focused on cutting costs and reducing outflows, excluding, of course, the Macquarie Point stadium. It was put to us in one of the briefings as well that the \$100 million and \$400 million split is a 20:80 ratio, where now state and federal governments, or federal governments, are looking more at a 50:50 ratio, which is more commonplace. Mind you, moreover, there is not even any guarantee that the land will be used after it is sold or even sold in the first place.

Questions about the suitability of the land remain and one must query whether it will be of any use at all. When I spoke to UTAS they made it quite clear they did not care what happened to that land after it was out of their hands, as I put in my response to the email of a concerned Tasmanian:

Given the nature of the land being sold and the unwillingness of the University to involve itself in the development of the land, another unknown is whether the land will even be used for any projects with value to Tasmania. One must question whether it will just end up unused, or another set of extortionately priced mansions in Sandy Bay.

I would like to draw attention to the comments made by Emeritus Professor Michael Bennett in the *Mercury*. Particularly, he brings attention to the irrationality and misconceived nature of migrating from the Sandy Bay campus to the CBD. Consequently, this leads one to the question, which has been forwarded to me by numerous individuals, why UTAS does not simply sell off some of its prime real estate in the CBD to fund necessary retrofitting, builds and upgrades to the Sandy Bay campus, including the land above. It seems to me a much better and more fitting use of UTAS resources.

I would like to also draw attention to the submission made by Professor Campbell Middleton, an engineering professor for the University of Cambridge and a UTAS alumnus, to the *Mercury*, which was not published. This submission sums up many more of the concerns I have with this proposal and more.

He says:

In a highly competitive world, the current campus is attractive to students and staff from around the world who are seeking a quality of life and environment that very few, if any, other universities can offer.

Having read the 92-page masterplan I was struck by the lack of any substantive evidence to support the move, and particularly the lack of any financial cost benefit analysis.

There were also no data on the numbers of staff, students, and alumni, along with the wider Tasmanian community, who have indicated their support for and against this proposal. What was particularly striking was that nearly every aspiration mentioned in the brochure would be far better achieved by remaining on the current Sandy Bay campus rather than moving into the city.

Back in the 1960s, a previous generation of Tasmanians made the enlightened decision to move the university to the current Sandy Bay location having recognised the many disadvantages of being dispersed in buildings across constrained inner-city sites.

Once we have sold this beautiful site, it will be lost forever. The University of Tasmania will lose much of its unique identity and Tasmania will have downgraded one of its premier assets.

It was also pointed out to us in the briefings that a lot of people don't want new shiny buildings. A perfect example of that is the University of Chicago, where it's an old world, old feel university and still one of the most popular in Chicago, even though they have new builds quite close. It is still one of the most popular because of that heritage and tradition and the feel of the university campus.

I think that we shouldn't forsake that. We heard about Cambridge and Oxford and some of the quirks of those buildings. Open plan, big, new shiny bubbles are only open plan, big, new shiny bubbles for 20 years and then design moves on.

There is something about the university campus here we must be careful that we don't lose, and we will lose it if we sell the land above Churchill Avenue.

Professor Middleton and Emeritus Professor Bennett represent a class of constituents who have a vested interest in the success of UTAS. These are not people simply opposed to change or progress, but rather people who support the very goals of the organisation which this proposal purports to support. Many Tasmanians think this way, and to have expert alumni and current professors in relevant fields speak out against the move speaks volumes to me.

Regarding the goals of UTAS, I'm concerned that the sale of land as proposed in the amended bill is not consistent with the objects of UTAS as an educational institution. While I recognise the commercial reality which UTAS faces, it is also an educational institution and receives taxation benefits, various gifts and governmental legs up for that reason. As such, it is important for UTAS to act within its remit as an educational institution.

Looking first to the history of the land in question, it was publicly gifted by Tasmania to UTAS for the purpose of education. This land was not simply given to UTAS as an organisation to do with it as it will, but with the purpose of directly supporting UTAS to provide the public good of education. The sale of this land is inconsistent with the purpose for which it was given to UTAS.

Moreover, the functions of the university as defined in the *University of Tasmania Act 1992* are centrally focused on the advancement of knowledge, learning and research. They are not commercial, and a decision to squander existing university resources does not compute with the core objectives of UTAS.

It was also pointed out to us in the briefing that in the land above Churchill Avenue there are other buildings that have been built because of their association with the other buildings and courses of learning around them. I have some concerns that if we sell off up there and they go, that it's not going to be attractive for other types of investment and other opportunities that may come in the future, just because we want to move the deckchairs around, to say look what we're doing, we've got this new beaut, shiny building. I'd rather that money be spent on 'new beaut', or very experienced, researchers, professors, offering different courses, those sorts of things. We have put too much money in this state into the infrastructure and not into the substance which holds that infrastructure together. I think it's really important. The government will not be funding those things that we think in Tasmania are important - that is what happens inside the building, not what the building looks like.

Each of these issues, and others, lead me to question the efficacy of the sale of the land and whether it's the best for Tasmania. While I am sympathetic to the position of UTAS - it doesn't sound like I am, but we do want STEM to flourish in this matter - I can understand what the sale of land is attempting to do. I simply do not think it is in the best interest of the state to sell off swathes of Sandy Bay campus land as gifted by Tasmanians. It is an unnecessary sale and it's frustrating that a no-win decision to make up for poor planning is once again being foisted on the Legislative Council. We are not a planning authority. We are making decisions on the best of our knowledge that we do not even have a sound public case. One can only wonder what is going on behind the scenes.

It's also interesting, some of us in this room can remember when the population of Tasmania was 440,000 people and now it's 570,000. If we think about 30 years from now and the benefits of this state and what we have to offer, that will grow. That will grow and what we're doing at the moment, we're selling off a part of the land that we have set aside for higher education, not just for now, but for 20, 30, 40, 50 years. I would hate to be in the position where

my great-nephews or great-great-nephews and -nieces, say, 'I wish we had more space. We're all chucked up here in a corner because they sold land' back when I was in Council.

For those reasons, I will not be supporting the amendment to the bill. Of course, if the section regarding the sale of the land was removed, I would be in support of it. At this stage I'm not going to be supporting clause 7.

[3.34 p.m.]

Ms ARMITAGE (Launceston) - Mr President, I thank everyone who's briefed us, and we've had a number of meetings, plus I've had a tour of the affected site, and I do appreciate that there are very passionate people on both sides of the argument. At the end of the day, I must make a decision that I consider to be in the best interests of the students and the community.

This bill has been on the horizon for quite some time. It has generated a great deal of public discussion, and I think we've all had quite a lot of feedback from the community with many varied opinions and concerns about what the future holds for this very important, very special site in Sandy Bay.

As already mentioned, this bill seeks to prevent the University of Tasmania from disposing of land at its Sandy Bay campus without the explicit approval of both Houses of parliament. Additionally, I think it's fair to point out that the land at Sandy Bay currently held by UTAS was in fact a gift to the university in 1951. However, a lot has happened since then and I believe we should be supporting and facilitating the modernisation of UTAS, its campuses and the sites and properties involved.

We know that UTAS has been moving to establish a presence in the Hobart central business district since 2007. Universities that are embedded into the fabric of a city, rather than a physically separate entity, allow students, staff and academics to use the spaces, support services and businesses in the city, rather than only having the option of a couple of cafes and a refectory. By blending the university into the Hobart CBD, both the university and the city are better off. Importantly, so are the students, whose future relies on receiving a quality education. Interestingly, only this morning, I sat at a function with a mother who said that there was absolutely no way, or no easy way, for her child - I think he was 21, but still a child - to easily reach Sandy Bay. He has no problem busing into the city. I think that anything that makes it easier for education is really important.

As the minister mentioned, this bill seeks to prevent unilateral action by the university to dispose of land which was gifted to it. I think it's important to note that, even with the university's moves to the Hobart CBD, they have made a commitment to retain a STEM precinct at Sandy Bay. As we already know, amendments made to this bill facilitate the progress of the STEM precinct by excluding land above Churchill Avenue from the protections in the bill and rezoning that land from particular purpose zone 3 to inner residential. The minister has stated that this rezoning is the most pragmatic way to enable the university to progress the STEM precinct, avoiding the lengthy Hobart City Council rezoning process.

I don't believe it's necessary to delve into the controversies and politics that have surrounded this bill for years. I want to examine the merits of this bill, keeping the bigger picture in mind. What will make Tasmania an attractive place to study, to work and even stay in the longer term, especially for our young people? What kinds of facilities will be needed to

give Tasmania a competitive edge over mainland universities, particularly for full-fee paying international students who prioritise access, safety and quality of education? I believe that supporting this bill is the best way to achieve these aims. I've thought about it at length, had many conversations and visited the sites in question.

The buildings targeted, regarding the advancement of the STEM precinct, are old, dated and, to my mind, seemingly not fit for purpose. They've stood a long time and provided value for the students who've studied there over the past decades, but, as education delivery changes, the needs of students and teachers change, too. So, too, must the campus and its facilities. I think we'd be doing our students a great disservice if we didn't take seriously the need for modern facilities the STEM precinct sets to provide. If we want to attract the best students to come here to learn and the best teachers to teach them, then we need something to set us apart. This STEM precinct will help us to do that, and we need to show that we're actually listening to them.

A question that's been asked is: are bright, shiny and modern buildings important? Well, we all know that AI has a view, so I asked AI.

Members interjecting.

Ms ARMITAGE - Well, the member for Hobart had to agree yesterday that AI was in line with her thoughts.

Ms O'Connor - Which one?

Ms ARMITAGE - It was to do - probably the day before - with florfenicol.

Ms Forrest - Which AI bot did you go to?

Ms O'Connor - I don't go to any AI bots, just to be clear.

Ms Forrest - I'm not talking about you. I'm talking about the member for Launceston, who's on her feet.

Mr PRESIDENT - Order.

Ms ARMITAGE - I really wouldn't know.

Members interjecting.

Ms ARMITAGE - Look, it's AI, and I thought it actually summed up what I was thinking. So, I thought, well, let's have a look and see what it says.

Ms Rattray - Don't you have to tell it what you're thinking before it sums it up?

Ms ARMITAGE - Well, I gave it an idea. Leader, I simply asked the question to see what it thought and I thought, 'Well, this is interesting', because we had heard in briefings that sometimes bright, shiny buildings, are not always - so, it says:

Yes, bright, shiny and modern buildings can be a significant factor in attracting students to universities, often serving as flagship structures that symbolise innovation and high-quality education. Universities use these architectural developments to boost their competitive standing and improve their brand.

Ms Forrest - Why do you think I've been banging on about Montello Primary for so long?

Ms ARMITAGE - Absolutely.

Ms Palmer - We've done amazing things -

Ms ARMITAGE - I'm sure the minister is listening.

Modern campuses with well-designed spaces, frequently featuring glass walls, natural light and comfortable, flexible seating are designed to be sticky, meaning they encourage students to stay on campus longer to study, work and collaborate. These buildings often house state-of-the-art facilities that signal a forward-thinking high-tech educational experience. Beyond aesthetics, modern campus developments often include popular, vibrant and interactive spaces such as cafes, lounges and collaborative hubs that enhance the social aspects of university life.

There is a lot more, but I won't go into all the rest because of time.

However, I think it's worth making some of the other comments - we were provided with a document about supportive organisations and quotes because we so often hear how many of the teachers aren't keen. I think it's only worth some of the comments that we had here. The Tasmanian University Student Association, and I'll just highlight some of their comments:

Students remain supportive of the university's plans for a STEM campus at Sandy Bay. Crucially, students have been involved in discussions of a new STEM precinct from the outset. Unlike past capital works, the university is not simply consulting after the decision, but rather co-designing these spaces with those who will use it most. This valuing of students' expertise ensures quality of experience within the precinct.

TasICT:

The university is to be congratulated in seeking to reinvent and reinvigorate itself.

...

Investing in a new STEM precinct at Sandy Bay is the right outcome for students, for industry, and for Tasmania's future workforce.

The Australian Computer Society (ACS):

The Australian Computer Society strongly endorses the University of Tasmania's proposal for a dedicated STEM facility at the Sandy Bay campus.

Dr Angela Castles, Pro Vice-Chancellor, Sciences and Engineering:

Redeveloping Sandy Bay will give researchers and students the places they need to collaborate, explore ideas and innovate, strengthening Tasmania's capacity in STEM for the future. This is an investment in our state, our teachers and academics, our young people and the ideas and opportunities that will benefit Tasmanian communities for years to come.

Prof Tim Finnigan, Head of School, Engineering:

Tasmania's engineers are poised to tackle tomorrow's challenges, but innovation needs the right environment. Redeveloping Sandy Bay will equip our students and researchers with modern facilities to create solutions, solve real world problems and contribute to a thriving state.

Prof Nicole Herbert, Head of School, Information and Communication Technology:

Emerging technology is impacting Tasmania's future and our graduates must be prepared to create the intelligent systems of the future. Modern, fit for purpose learning environments at Sandy Bay will enable our students to innovate, collaborate and contribute to a stronger, smarter state.

Prof Michael Rose, Director, Tasmanian Institute of Agriculture:

Tasmania's agricultural and STEM research already has global impact, and now we have the chance to strengthen it further. Upgrading Sandy Bay will support innovation, help develop highly skilled graduates and deliver benefits across our industries and communities. Agricultural science will continue to be an important focus for teaching and research activities at Sandy Bay as part of the Tasmanian Institute of Agriculture's statewide presence underpinning the productivity growth of Tasmania's agricultural sector.

And finally, Prof Julianne O'Reilly-Wapstra, Dean, School of Natural Sciences:

Our scientists are exploring the questions that shape Tasmania in a national and global context, and their discoveries shape the future of this state and inspire the next generation. Updated facilities at Sandy Bay will allow staff and students to work at their best.

Even rezoning to inner residential, as this bill does, doesn't preclude educational buildings. I believe it futureproofs. Importantly, it allows for a balanced outcome where housing and a STEM precinct can coexist, delivering both new homes and long-term educational and economic value.

Rather than being in conflict with inner residential rezoning, a well-designed and world-class STEM precinct such as the one which is proposed here represents appropriate and strategic use of the land, where such valuable land falls in short supply in this region of the state, good design and long-term thinking will be extremely important.

We have heard that there's a possibility this may never happen, that the money may not be there for these developments. Well, in that case there is nothing precluding the educational components staying on inner residential land as it is certainly allowable. I really see that it does no harm.

I understand that many people in the community have a stake in this bill. Many Tasmanians have studied at the Sandy Bay campus; many have family and friends whose education or employment has been thanks to the university. Many people live nearby, whose homes, communities and businesses are shaped by the area and the people who go there to study. I understand that this bill might change some of those things, and I haven't come to my decision lightly.

But I don't believe we do our university, its staff and students or the very future of this state a service if we don't plan well now. We have so many natural advantages in Tasmania, but we need to leverage them, and I believe this bill helps to facilitate that.

I support the bill.

[3.46 p.m.]

Ms O'CONNOR (Hobart) - Thank you, Mr President. The Greens can't support the bill in its current form with clause 7, which asks this place again to be a planning authority and through parliamentary legislation, rezone a piece of land which was given to the University of Tasmania, as Mr Gaffney pointed out in his excellent contribution, set to be set aside for public educational purposes. It has been a highly regrettable sequence of events that have brought us to this place now.

But the first thing I want to do is to thank the University of Tasmania for the decades of quality education and opportunity that it has given to the people of Tasmania, people from all over Australia and international students. Many of us here have children who went to the University of Tasmania and they received a most excellent education.

We all want the University of Tasmania to do well. It is our only public university. Not supporting this bill because of the rezoning provision should never be taken as a slight on the University of Tasmania and its ambition to be a world-class modern university. It's simply that the process to this point and this legislative response is wrong.

It all began, of course - there've been a couple of unfortunate happenings. It all began with a plan under former vice-chancellor Daryl Le Grew, who had a vision of moving the university from its Sandy Bay campus into the city. Much of the thinking behind that vision had merit. But we do have there at the Sandy Bay campus, unarguably, one of the most beautiful university campuses in the country.

After vice-chancellor Le Grew left, we had vice-chancellor Peter Rathjen, who had an open door invitation onto the 11th floor of the Executive Building and into the Premier's office,

was a very wilful person, and effectively signed up the university holus-bolus into the move into the city.

After Mr Rathjen left, we have vice-chancellor Rufus Black, who, in some ways, inherited this mission. Through all of this process, we had a university that increasingly was becoming a real estate speculator. At a time when it could have been investing in improving the fabric of the buildings on the Sandy Bay campus, what it was instead doing was buying property in the city. That led to, of course, a further degradation of those existing buildings on the Sandy Bay campus, which makes it much easier now for government and the University of Tasmania to say they're too expensive to fix.

At the same time as all of this was happening, we have seen the Commonwealth Government particularly, dramatically and savagely, underfund higher education and set out on a clear path of undermining the humanities and social sciences. This is the world that the University of Tasmania, and universities all over the country, now face. They have been dramatically, savagely underfunded.

When the people of Hobart, through the Hobart City Council elector poll, said - when three-quarters of the people of the city that I represent said - 'We don't support the move into the city', UTAS had to have a rethink because that was the democratic expression of the people of the city that they sought to, in some ways, take over. That's when the STEM plan for the Sandy Bay campus came forward.

In order to be able to achieve that dream, the university asked the Tasmanian government if it could contribute \$100 million towards that vision. Obviously, the Tasmanian government, the Rockliff government, at that time, had other priorities. They were down at Macquarie Point. We have a government that has committed \$1.13 billion, and counting, to a brand-spanking new stadium and said to the University of Tasmania when it had to head back to the Sandy Bay campus, 'We are not giving you \$100 million for your STEM facility.'

That made it much easier for the federal government during the last state election campaign to say nothing about UTAS's request for STEM support. Isn't it somewhat coincidental that having refused to support UTAS financially with \$100 million, we're presented with a bill that would rezone the land and allow UTAS to sell it off in parcels for a figure in the vicinity of \$100 million? This is a desperate university, left in the lurch by a government that pays lip service to STEM.

The hypocrisy here in the second reading speech when we had the government talking about its huge commitment to science, technology, engineering and maths - all those jobs in those sectors that the government wants to see flourish yet didn't give them a red cent for STEM at Sandy Bay. We'll put more than a billion dollars into a stadium but can't afford \$100 million to support a new STEM facility at Sandy Bay. That says it all.

It is offensive that we are being asked to rezone public land set aside for educational purposes in order to get UTAS out of the fix that it put itself in by becoming a real estate speculator, but also that the state government has put it in by not supporting their STEM ask, and the federal government has put it in by undermining higher education funding for more than a decade. That's how we got here.

I want to take this opportunity to thank the many advocates from within the community: academics at UTAS, UTAS students who've come forward, experts and the many residents of Hobart who've been in touch calling on us not to support this legislation. This has been a long campaign from people who didn't want to see our university move out of that beautiful campus at Sandy Bay and into the city.

It was as a result of that dedication that during the 2024 state election we had a rock solid commitment from the Liberals in government that they would bring legislation to this parliament that would require the disposal of any University of Tasmania land to be a disallowable instrument that needed to be passed or not rejected by both Houses of the Tasmanian parliament. That was a very reasonable position to take. It was an election promise.

Obviously, the University of Tasmania objected to that position. While we still haven't had any clarity out of Premier and Cabinet, even to the briefing yesterday, about where this amendment proposal came from, I gather that the University of Tasmania felt it needed a fix. There is a series of correspondence between UTAS and the minister, Ms Ogilvie, to tell her that she'd been sidelined and a meeting had been arranged with the Premier's office. The next thing you know, we're being presented with a very cynical piece of legislation that contains within it a broken promise and a corruption of good planning process.

It is not good enough for UTAS and the government to say they don't want to go through a lengthy rezoning process. In nearly all other cases, if a developer wants, for example, for there to be a rezoning of land, they have to go through those ordinary processes. However, a desperate university got into the Premier's office and somehow what we've got here is an amendment that, by legislative decree, would rezone public land and make it available for sale, for the University of Tasmania to get itself out of the enormous financial difficulty that it is in. This bill only provides parliamentary oversight for those remaining bits of UTAS. We are being asked to rezone about 25 per cent of the footprint of our own public university.

I listened to what the minister in the second reading speech said yesterday, and the honourable member for Launceston, and also what we heard in our briefings yesterday about how important bright, shiny new buildings are.

Trinity College in Dublin was established in 1592. It is a beautiful, old university. It's one of the most respected universities in the world. Students want to go to Trinity College in Dublin because of its culture, because of its history, because of the quality of its course offerings. They learn in ancient sandstone buildings and that doesn't drive them away; in fact, arguably, it attracts them.

I went to the University of Queensland for the brief time that I attended university and I confessed to everyone here I never finished my degree. Again, another slightly daggy, old university at St Lucia in Brisbane, but always recognised as a high-quality higher education facility - always recognised for the quality of the courses and the degrees that you came out the other end of it with. That university didn't have fancy, bright, shiny new buildings.

The fabric of the buildings at the Sandy Bay campus is solid. If there had been strategic and sustained investment in the refurbishment and modernisation of those buildings, they could last for another 50 or more years. They're solid.

The arguments being made for the rezoning and then the sell-off of public land are very thin. I believe the honourable member for Launceston asked the question: how do we make Tasmania a place that's an attractive place to study and work? It already is. Before the pandemic hit, the University of Tasmania was attracting lecturers from all over the world, some of them absolutely in the peak of their field because of the lifestyle experience of the Sandy Bay campus; attracting students not only from around Tasmania and interstate, but very significant numbers of international students, no doubt many of whom were drawn here by the beauty of the Sandy Bay campus and of this glorious island that we share.

I think it's a tragedy what's happened to the University of Tasmania. I find it deeply sad that, because of the events of the past 10 to 15 years, UTAS's reputation in the public mind has been tarnished. That hasn't been helped by some of the appalling governance issues that have beset the university: the undermining of the Council; a vice-chancellor who thinks it's okay to sit on the board of one of the Big 4 consultancies. That does not assist UTAS in rebuilding its reputation in the public mind, and that is something everyone here should regard themselves as having a strong interest in, and in some ways responsibility for, because we all want UTAS to succeed. We all want it to be one of the best universities in the world. But it won't be that by way of a rezoning and sell-off of land that already has some terrific facilities on it.

I also went on a tour, and I want to thank Dr John Ross, who took us on a tour of the area north of Churchill Avenue. We went into the Life Sciences Building, saw those incredible greenhouses and the science that's happening in there is world-class and critically important to Tasmania.

We were taken to Dr David Bowman's fire lab. It smells like charcoal because - in some ways there must be a pyromaniac's dream because in the fire lab they're lighting fires all the time. But it is incredibly important research to understand fire behaviour, impact on ecology, how those behaviours are changing as the climate heats up and how that may impact on the people of Tasmania, and it will impact on the people of Tasmania.

So we have north of Churchill Avenue, apart from the Life Sciences Building and the fire lab, the old medical school up there. I can't remember the names of all the other buildings just off the top of my head, but they are rock-solid.

Ms Webb - Seismic Vault, the Herbarium.

Ms O'CONNOR - Interject please. But they are rock-solid, usable facilities that have been discarded. Now I understand the medical precinct is now closer to the Royal Hobart Hospital. We have the terrific Menzies Centre there. We have the clinical school in the north-west of Tasmania, which just does amazing work. I'm really proud because my son Conor was trained by the university to be a doctor and he's now at the Royal Hobart Hospital. I'm absolutely certain that the degree that he was offered and got through was world class.

However, I think there's a broad perception in the community that the only reason the University of Tasmania is walking away from a commitment to that land north of Churchill Avenue is because of their financial problems, because they've been squeezed and because the city move didn't work. I haven't seen, in the original master plan, which we went down to UTAS to have a look at and all the documentation since, that this rezoning and this plan is part of any clear strategy. It's where the university has found itself to be after a series of, 15 years of, unfortunate events.

I'm not going to take up too much time in my contribution because I understand that we may be able to get through this bill today. I think for everyone who has been involved in this matter, that would be something, particularly those community members and academics who put so much of their life, heart and time into this issue over the years.

But I want to raise the issue, which hasn't been raised so far, of the potential for the return of some of the land north of Churchill Avenue to the Tasmanian Aboriginal people. There's a chain of correspondence here, between the Aboriginal Land Council of Tasmania and the University Vice Chancellor, Rufus Black, requesting - first of all, I think it's important that some of what the Aboriginal Land Council said is read in:

ALCT believes that any process to revitalise UTAS campuses, reimagine the Sandy Bay site and honour commitments made in the historic UTAS apology to Tasmania's Aboriginal people must involve land justice by way of land returns to the Aboriginal people.

Michael Mansell, chairperson of the Aboriginal Land Council of Tasmania, notes UTAS's very profound and sincere apology to Tasmanian Aboriginal people. He says:

It's an historic acknowledgement of wrongdoing that's led the way for other Tasmanian institutions, to similarly search for, accept and acknowledge their truth and admit accountability for the impact that they've had and continue to have on Aboriginal people.

He says a bit further on in the correspondence:

The return of land to Aboriginal ownership presents a unique opportunity to both act on the UTAS apology in a meaningful way and deliver tangible benefits to the Aboriginal community. UTAS land in Sandy Bay campus comprises significant parcels in an, essentially, natural state that requires active, ongoing management. This presents a genuine opportunity for Aboriginal employment and capacity building to sit alongside community connection with culture and country.

He goes on a bit later to say:

Land return is a deeply meaningful action that empowers Aboriginal people and provides opportunities to connect with community, culture and country. The UTAS land at Sandy Bay is unique in its urban location, natural state, proximity to community, public access and thus the opportunities it presents to share cultural knowledge.

To draw from your apology, as Palawa, having our presence 'forever imprinted on these lands and waterways' is but part of our reality and aspiration. Wherever the opportunity presents, we deserve our land and its ancestral imprints back. I formally put this proposition to you here.

Thus began a respectful dialogue between the Aboriginal Land Council of Tasmania and the University of Tasmania. Vice-Chancellor Black obviously wanted to help progress this and he

made arrangements for Mr Mansell to - first of all, to be fair to VC Black, he said a lovely thing in his letter of 7 December 2021. He said:

I have been truly inspired by the possibilities put forward in the recent pathway to truth-telling and treaty report to the Premier, by Professors Warner and McCormack. I expect the recommendations they have put to government, once Aboriginal people have been able to give them proper consideration, will certainly help create the environment in which we can progress meaningful conversations about the future of Sandy Bay.

In response to your request, I've asked Matt Higgs to provide you with a copy of the Aboriginal Heritage Assessment. Once you've had a chance to review that, we'd welcome the opportunity to meet to discuss next steps. The Vice Chancellor very much appreciated Mr Mansell's indication of how he planned to approach these conversations.

And so, correspondence in response to that comes back a few short days later, on 12 September 2024, in which the Aboriginal Land Council makes clear that this is a formal claim for that land. He says:

While some discussions between our organisations progressed, no further action was taken. Given the pause on the divestment process and our recognition, the timing of the conversation to progress the proposed outcome was difficult. We are aware of renewed interest and public discourse in the future of the Sandy Bay campus and the introduction of the University of Tasmania (Protection of Land) Bill 2024 to the Tasmanian Parliament.

This prompts me to write to reiterate our formal claim and re-put the case for the University to lead a new chapter in Lutruwita/Tasmania's journey of reconciliation and redress.

Now, at the moment that formal claim stands, but any further progress on that seems to have been delayed by this process.

The Council should reject this bill for a whole range of reasons. It is poorly thought-through, it is asking us to - again - be a planning authority and rezone a large area of public land that will ultimately be privatised. Council should recognise that state and Commonwealth governments have a responsibility to support the University of Tasmania to develop its STEM facility on the Sandy Bay campus instead of trying to get out of it the cheap way through this amendment bill.

For all those people who have a long history at the University of Tasmania, I acknowledge there is the pain there of seeing how the world has changed, seeing how the University of Tasmania has changed in response to that and being highly concerned about where all of this is leading. At the centre of it all, of course, are the students at UTAS now and the students we want to see there in the future.

This rezoning does not guarantee in any way, shape or form that those students will have the quality course and degree offerings and the range of choices that they deserve. This is a piece of real estate legislation in some ways. As the National Tertiary Education Union has

pointed out, there is nothing either in what the University of Tasmania has said or what the government has said that indicates that any of that land, should it be sold for housing, would go towards affordable housing. But if it is sold, what we've lost, as the member for Mersey pointed out, is the opportunity for future growth on the existing footprint of the University of Tasmania.

We should reject this legislation, Mr President, and I hope the Council does. I really hope the Council does. I look forward to seeing a potential amendment to remove clause 7 from this bill and restore it to its original intent, and that would make debate on the legislation a whole different story.

In its current form, as the Greens did downstairs, I cannot support this bill.

[4.15 p.m.]

Ms THOMAS (Elwick) - Mr President, I rise to speak on the University of Tasmania (Protection of Land) Bill 2025, a bill with a rather ironic title when you think about it. I say this because one of its two distinct parts fundamentally does the complete opposite. It exempts the land above Churchill Avenue from the protection of land provisions in clauses 4 and 5. Further, clause 7 rezones this land without the application of any of the protections provided for in the legislative framework of Tasmania's planning system. Hardly a protection of land bill. Therefore, while I support clauses 4, 5 and 6 of the bill, which do protect the land gifted to UTAS for educational purposes, I cannot support clause 7.

Clause 7 raises a fundamental question, not just about a parcel of land but about the role of this parliament and the integrity of Tasmania's planning system. At its core, this bill asks parliament to step outside its proper role and act as a planning authority. It asks us to make what is, in effect, a rezoning decision without the benefit of independent expert assessment, without the rigour of a formal planning process and without the safeguards that are built into Tasmania's planning framework.

Ordinarily, a proposal to rezone land would proceed through a structured evidence-based process. It would be assessed against clear planning criteria. It would be subjected to independent scrutiny, it would be tested through community consultation and, ultimately, it would be determined on its merits. None of that has occurred here. We don't have planning advice on whether it is appropriate for the land above Churchill Avenue to be rezoned as inner residential. The government itself has admitted that it has not even sought an independent assessment of the rezoning proposal. We are told that the University of Tasmania has prepared an application and received planning advice, but in any normal circumstance that application would be the beginning of the process, not the end of it. It would be independently assessed against the requirements of the planning scheme. Here, we have no such assessment before us. We have no independent expert advice. In fact, we have not even been clearly told what the relevant planning criteria are.

So I ask, on what basis are we being asked to make this decision? What are the tests we are applying, what evidence are we weighing and how can we be confident that this proposal meets the standards that would apply to any other rezoning request in Tasmania?

In preparing for this debate, I asked the government if they'd received a report from a planning expert that examines the suitability of rezoning these parcels of land as inner residential, and the answer provided was:

The University of Tasmania sought planning advice from All Urban Planning and the Hobart City Council as part of its work in the 2021 master plan. The advice was that the best use of the land to be rezoned was to allow for higher density residential. The university has continued to receive technical and planning advice from the Hobart City Council through the development of the current proposal for the site to be zoned inner residential.

The government has accepted that inner residential is an appropriate zoning based on this work and advice. What proponent gets to get its own consultant commission planning report and have the assessor take that as read that that is okay? No other proponent gets to do that.

We are, in effect, being asked to act as both the assessor and the decision-maker without the tools, the evidence or the framework to do so properly. Just as importantly, we're being asked to do so without the fundamental safeguards that underpin public confidence in planning decisions. There are no formal opportunities for representations from the community. There are no rights of review, no rights of appeal. These are not minor procedural steps. They are essential protections that ensure transparency, fairness and accountability. Clause 7 of this bill sets these aside entirely.

Before I go on, I want to take this opportunity to address and acknowledge an important point of consistency. I have previously expressed concern about parliament being asked to step into the role of a planning authority, and I've been upfront about that every time. On some occasions I have supported legislation where we were tasked with that role, most notably in relation to the stadium, but I did so with reservations. I made those concerns clear at the time and I negotiated a range of safeguards to seek to address these concerns. On other occasions, including Stony Rise, the State Coastal Policy, and Development Assessment Panels, I voted against proposals where I believe the integrity of the planning system was at risk.

Importantly, in the cases of Stony Rise and the stadium, parliament at least had the benefit of independent expert advice. Whether we acted in accordance with the advice or not, we had an independent assessment of the proposal to inform our decision. In both of those cases, the legislative planning processes had also been tested first. Here, we are being asked to go further, to make a decision without that advice and without even attempting the proper statutory pathway. This is a step too far. It is a very dangerous precedent to set. It is totally contradictory to what is expected of local government in performing its role as a planning authority.

I also want to acknowledge the position of the University of Tasmania. I appreciate that UTAS is facing financial pressures and I support its objective of securing funding to develop critical STEM facilities. This is an important goal for the university, for students and for the future of our state, but supporting that objective does not mean we should abandon proper process. UTAS has had approximately five years since developing its master plan and preparing its proposal. In that time, it could have progressed through the legislated planning scheme amendment process not once, but potentially twice or even multiple times. Had that occurred, this proposal would have been independently assessed, tested against clear criteria, and subjected to proper scrutiny. If that work had been done, I would have far greater confidence in supporting this proposal, but it has not been done.

I'm also not clear on what the pathway forward actually looks like if this bill succeeds. There has been discussion about the potential for this land to be sold to the state government for housing, yet we are told there is no commitment from the government to purchase the land.

So, what exactly are we enabling? If such a commitment were to exist, that raises an equally concerning issue because we would be effectively rezoning land through legislation to increase its value, so it can then be sold to the government at a higher price. That is not a prudent outcome for the taxpayers we represent in this place. Parliament should not be used as a mechanism to inflate land value for a future transaction that has not been clearly articulated.

More broadly, I'm concerned that we are being sold a very simple narrative that if we rezone this land, we will deliver more housing and better STEM facilities. The reality is not that simple. Neither of those outcomes are guaranteed. There is no certainty that this land will be used for housing. There is no clear binding pathway that ensures the proceeds will deliver the STEM outcomes being promised. To suggest otherwise risks being misleading.

I want to be very clear: not supporting this bill does not mean I do not support more housing or improved STEM facilities. I absolutely do, but those outcomes should be pursued through proper, transparent processes that provide certainty, accountability, and public confidence, not through a legislative shortcut that leaves too many questions unanswered.

Ultimately, this bill is not about housing and STEM facilities. It simply is not. That is not what we are being asked to vote on here. Nor is it just about the protection of land. It is about whether we respect the systems and processes that exist to make these decisions properly. It is about whether we want to protect the integrity of our planning system. If this proposal has merit, it should be able to proceed through the established planning scheme amendment process, be independently assessed, and succeed on that basis. That process exists for a reason. In this case it has not been used, and for that reason I cannot support clause 7 of the bill.

[4.25 p.m.]

Ms WEBB (Nelson) - Mr President, I rise to speak on the University of Tasmania (Protection of Land) Bill, noting agreement with the member for Elwick that this is actually, quite cruelly, an ironically named bill.

This bill is a matter of particular interest to me and my constituents in Nelson as it relates to the Sandy Bay campus of the University of Tasmania, which is situated in the lovely, beautiful electorate of Nelson. Specifically, Sandy Bay campus extends across areas of the suburb of Sandy Bay and also adjacent to the suburb of Mount Nelson.

I'd also put on the record here for the purposes of this debate that I am currently resident in Mount Nelson. I rent a home in that suburb, and although I do so, it's not directly adjacent to the area that's dealt with in this bill. I'm also a member of that community.

Mr President, matters relating to the Sandy Bay campus of UTAS have been an active area of interest and concern for Nelson constituents the entire time I have been their elected representative in this place. At the time I first campaigned for the seat in 2019, we were in the early stages of a very contentious community conversation about the proposal to move the entire campus into the Hobart CBD and see the Sandy Bay campus fully redeveloped.

Community concern for residents of Sandy Bay and Mount Nelson only grew from that point and at that time it was already of high concern. A great deal of energy was mobilised in the community to oppose that original proposal of a wholesale campus move. The community campaign effort resulted in public meetings and an elector poll, held in conjunction with the 2022 local government elections, which delivered a damning result of 74 per cent of voters in

the elector poll being against the move of the campus to the CBD. And that was after an advertising campaign from the university, putting both the chancellor and the vice-chancellor at the very forefront of that extensive and expensive advertising campaign, which the people of Hobart were utterly unconvinced by.

The issue of changes and potential disposal of the Sandy Bay campus has continued to be very much a 'live' matter of discussion and concern for the residents in Nelson. Last year, when I was campaigning for re-election, we did extensive doorknocking in Sandy Bay and Mount Nelson, and the rezoning proposal in this bill was a topic raised frequently as a matter of concern. I can say there was virtually no support for it in the community that was raised with me while we were doing that doorknocking and campaigning.

The original election commitment which led to this legislation was made by the Liberal Party in the context of the 2024 election and was a fairly straightforward proposition - to require parliamentary approval for the disposal of the gifted land in Sandy Bay - gifted land to the university.

Then, in an abrupt pivot that was made after the bill had been tabled in parliament, the government put forward an amendment to their own bill to include a parliamentary rezoning of parcels of land above Churchill Avenue. This was, of course, very jarring, given it was inserted into the very bill which was to give effect to a promise to provide greater protection to the Sandy Bay campus land. The irony, the cruel irony.

It was also an extraordinarily inappropriate attempt to dodge the governance and probity requirements of a regular planning system rezoning process. This is plainly an attempt to cast aside all expected elements of a good-practice planning decision - including assessments of environmental, social and infrastructure impacts, community consultation processes, a provision of independent expert advice to decision-makers, to name just a few - in an effort to ram through an outcome for which no robust business case exists. It is highly questionable in terms of the long-term public interest, not just of Sandy Bay and Mount Nelson, not just of the Nelson electorate, not just of Hobart, but of Tasmania itself.

These are matters I will speak on in more detail in my contribution, but before that I would like to put it to members that it is a presumptuous affront to demand this parliament, this Chamber, act as a planning authority without making any coherent case as to why this should be necessary. I ask all members here: if there were a major planning decision in your electorate which had a significant demonstrated community opposition and which had impacts that would be permanent and substantial in shaping two suburbs comprising a large part of your electorate, would you find it acceptable and appropriate to have that planning decision taken from the regular planning system with its checks and balances, and brought to this parliament abruptly like this, shoved into a piece of legislation designed to do the very opposite?

Would you find it appropriate if it was done in a way that avoided any of the requirements of the planning system, or even of the *Housing Land Supply Act*, which is our other way we rezone quickly through this place, to underpin its consideration in this place, would you find it appropriate that it was presented without a comprehensive business case, let alone any assessment of the social, economic and environmental impacts or credible community consultation demonstrated?

Oh, and at the same time that the local council in that area, in your electorate, in this thing we're imagining here, this hypothetical was developing a neighbourhood plan for the same area but was yet to complete that process, would you, each of you here in this place, as a member of your electorate, representing your electorate, feel that was appropriate and something that you could support? I put it to you that it wouldn't be. If it wouldn't be appropriate and able to be supported in your electorate, why do you think it's appropriate to be supported in my electorate?

The rezoning attempt in this bill is a huge red flag on integrity and good governance in our state. It comes after the Rockliff government has developed a bad habit of bringing planning decisions to parliament. But this time, as stated also by the member for Elwick in her contribution, this time there has not even been an attempt to put this through or be assessed under the regular planning scheme. A clear message should be sent from this Chamber that it is unacceptable to sidestep our legislated planning scheme, especially via a behind closed-doors arrangement directly with our Premier.

It is unacceptable and this Chamber should be sending a message back to the government that it's time to break their habit, especially when they're taking this to a new precedent of bad governance.

To elaborate on some key points here, I'm going to start by speaking about the original commitment that sits behind this bill. After that resounding defeat of the first proposal to move the Sandy Bay campus into the CBD, there was clear community sentiment about the value placed by the community on the Sandy Bay campus of the university. The Liberal Party then went to the 2024 election knowing that it needed to sandbag a potential loss of votes in Sandy Bay due to the UTAS campus issue. And so, to sandbag that, to stem the bleeding, the Liberals made an election commitment. A 2024 election promise from the Liberal Party was to insert into our *University of Tasmania Act* a requirement for UTAS to seek parliamentary approval for the sale or long-term leasing of gifted land, the Sandy Bay campus. That was a good idea. Much that it was done for very, very poor reasons, self-interested reasons by the Liberal Party, it was the right thing to do. It was in line with the finding and a recommendation of the UTAS inquiry that this place undertook and reported on in 2022. Actually, I think we began it in 2022 and reported in 2024. Still waiting for a response on that inquiry.

The government apparently can't respond to our inquiry because there are still matters going on at a national level that relate to university governance. Those matters completely align with so many of the findings from our inquiry, all raising highly concerning questions about university governance across the nation, including here at UTAS. Now, while that's all still in train, apparently at a national level there is huge concern about university governance, and how poor it is. The government can't respond to our inquiry and its recommendations, but apparently it can allow the university to make place-shaping decisions about matters to do with our capital city, even though governance questions hang over this university, as well as others in the nation.

It can't respond to an inquiry while that's happening, but we can actually let the university charge ahead, through special deals behind closed doors, to have a permanent impact on a jewel in the crown campus at Sandy Bay, and the impact it will have on the suburbs around it. Astonishing.

It was the right thing to do to insert into the *University of Tasmania Act 1992* some sort of requirement for there to be oversight of a decision to sell campus land that had been gifted

in Sandy Bay. That would put us in line with other jurisdictions who have similar sorts of requirements. There's a variety of them, but they're all of similar intent to put some sort of oversight in place, because otherwise university councils or similar governance mechanisms are virtually a law unto themselves. There's very little accountability for those bodies.

It was appropriate, too, given the context of the place-shaping decisions that would be made by UTAS council in relation to that campus, the one of which we're seeing right here in this bill, and to which Hobart citizens have consistently demonstrated that they strongly object.

A bill was developed to give effect to the election commitment made and it was tabled in the House of Assembly on 20 June 2024. The government had also made its expectation clear that any proposal for sale or long-term leasing of land brought to parliament under the original bill would be expected to have a full business case provided for consideration. Indeed, this was confirmed on 7 November 2024 by minister Ogilvie on the ABC Radio *Mornings* program, where she said this:

What I have said is I want to see the full business case of what the proposal is. And my view is that business case ought to come through parliament. So that's our position.

That was the original intent stated by the government: very clear and committed to at the 2024 election, and still being put forward 7 November 2024 by Minister Ogilvie, that the government would be expecting to pass this legislation which put a new requirement to come through parliament, and that a full business case would be expected to accompany any such proposal to come to us.

That commitment of the election, and then the subsequent work done on the bill, was something that had been factored in by many voters, I believe, who are residents of Sandy Bay and Mount Nelson, and they were reassured by it in the original sense. But then something happened. Something changed after that original intent and the work that was done to begin giving effect to it through a bill. Something happened behind closed doors, because having made the commitment to protect the Sandy Bay campus via this bill, one week prior to debating it in the other place, on 28 November 2024, the government put forward an amendment to insert the rezoning provisions which we now see in clause 7 and Schedule 2 of the bill.

What did happen between times? Well, certainly after the Liberal Party had made that election commitment and then post-election when the Liberals formed government and work began on a bill to give effect to the commitment, UTAS certainly started arcing up no doubt over the bill. They started getting very fussed about the requirements that would be put on them and the constraints that would be put on them through that bill. They no doubt started talking to the Liberal Party behind closed doors - the now Liberal government.

They also started talking to the Labor Party, and that became very uncomfortable for the government because with the UTAS talking to the Labor Party and stirring up the Labor Party about the problems of this bill, they were able to trigger, of course, some political argy-bargy. That becomes very uncomfortable for the government when - and it's interesting to see a significant public institution like UTAS use politically an opposition to put pressure on a government; it is quite an interesting decision when you think about the integrity of an important public institution like UTAS. The government became very uncomfortable with

UTAS talking to the Labor Party, stirring them up about this bill, and then also no doubt coming under pressure and interacting with UTAS about it - also behind closed doors.

Eventually a deal was made, with the government committing to circumvent normal planning laws to facilitate rezoning of the upper campus by attaching it to the bill. But I think it's important to state here what we now know about some of the things that went on behind closed doors at that time. Certainly, there've been extensive RTIs done on matters relating to the interactions between UTAS and the government around this decision and how they came to completely pivot to insert something that was certainly against the original intent of the bill. The RTI documents that have been sought and received were from DPAC, from DECYP and from UTAS. That is my understanding. It's interesting, I believe in excess of 1700 pages have been received through RTI on this matter and there are a few things that come to light through the documents, even through the redactions that are rife through them.

One of the things that's clear is that ministers Ogilvie and Palmer, who are the original ministers most relevant and responsible for the bill as intended from the election commitment maintained, are steadfast, arguing in favour of the original form of the bill. They maintained that all the way through to July 2024, but then something changed on 2 August 2024, when the UTAS Chancellor, Alison Watkins, wrote to the minister, Ms Ogilvie, revealing that UTAS had appealed over the heads of ministers Ogilvie and Palmer - she'd gone above them - to the premier himself, Premier Rockliff, and that UTAS was now dealing directly with Premier Rockliff and his office on this matter. It indicated that a meeting was held between the Vice-Chancellor and the Premier on 23 August 2024.

RTI documents provided by DECYP indicated that Minister Palmer had ceased to have any real responsibility for this bill from 30 September 2024 onwards. RTI documents also indicated that DECYP would continue to brief with a strong line against UTAS criticism of the original UTAS land bill. DECYP were continuing to argue that these criticisms were ill-founded, at least until 30 September 2024, which is very interesting. Clearly, they were well out of the loop of the behind-closed-doors conversations between the Premier and UTAS and perhaps DPAC folk and UTAS on behalf of the Premier.

The exact process then leading to the amendments that inserted the rezoning is somewhat obscure. It's actually quite murky still, even given the RTI documents received, but the Premier and his office were certainly closely involved. Drafting responsibility for the amendments seems to have not sat with DECYP, but to have transferred to DPAC. In its RTI response, DPAC, though, has failed to even identify that any documents or correspondence, it would appear, relating to drafting instructions for the amendments exist.

They haven't come forward through the RTI process, which I find quite astonishing because obviously drafting instructions on this amendment came from somewhere in the government. Someone asked OPC to draft the amendment that the government put onto its own bill. Who was it? If those drafting instructions, and even if they were redacted under RTI, we should still see that there was an email or a piece of correspondence or something that related to it, but that didn't emerge through the RTI process.

That tells us either something really weird was going on in terms of advising and instructing OPC, or DPAC have utterly failed to comply with the *Right to Information Act 2009* in relation to these RTI requests. Both of those eventualities, both of those options, are highly concerning and reflect on DPAC, I believe, unfortunately.

However, documents largely obtained under RTI from UTAS show that DPAC and UTAS were working closely and intensively on the amendments in October and November 2024.

This work between UTAS and DPAC involved a number of people who are senior in both those organisations, and quite likely some of whom sat before us yesterday in briefings and said to us, to our faces there, that they didn't know where the amendments came from. I'm not going to reflect further on that other than to say that's highly disappointing, and perhaps if better information had been released through RTI that clearly mapped out - or even if it hadn't had to be RTIed - even if the government had been prepared to be upfront about how this process worked, how this decision-making about this rezoning amendment worked; if that was something the government could be transparent about or UTAS could be transparent about, then we wouldn't have to wonder who'd done something murky here, maybe.

Nevertheless, the draft amendments went to Cabinet on 18 November 2024, we find out from RTIs, and the bill was probably expected to be done and dusted quite quickly at the end of 2024 once it went through the lower House.

It would have been expected probably to come to us at that same time and go through here. Interestingly, that's not what happened, of course, and when things get drawn out over time, there's plenty more time to start digging into what has happened, particularly some of the murky areas around decision-making and around deals done behind closed doors during that decision-making process.

We end up with a bill that now has a rezoning clause in it, even though it's called a protection of land bill. We're going to ditch some land while we're under the protection of land bill. That's come to this parliament, and it has effectively put us in the position, yet again, of being a planning authority, in that it hasn't been tested through a normal process. It hasn't gone to the local council that it should have gone to, the City of Hobart, and it hasn't gone to any Tasmanian Planning Commission process, it's come straight to us.

Members probably received an email from Brian Risby, previous director of the planning unit or planning division in the government, now retired and no longer working there. He wrote to us by email, and some of the things he said, in relation to this positioning of the parliament as a planning authority on this matter, were:

The point here though, is not whether the land in question should be rezoned and sold off, it's the process for determining that. While Parliament has acted directly in the planning system a few times in recent years, at least those have all been informed by the processes of relevant local councils or the Planning Commission. In that sense, Honorable Members were acting more like elected councillors with access to carefully considered professional assessment before they voted. Even the more contentious Housing Land Supply Orders, such as for Huntingfield, were fully consulted on, assessed and reported on by planning professionals. But not so in this case.

Mr Brian Risby there is indicating why he, as what we would all regard as an expert in this field, thinks that this is an inappropriate use of parliament acting as a planning authority.

Section 7 of the bill is not supported by any planning information nor expert assessment made available to us as the decision-makers here. It doesn't even provide us what's required under a housing land supply order, which, just to remind ourselves, includes being able to demonstrate that the land is suitable and well serviced, that the proposed zoning is consistent with state policies and regional land use strategies, that the proposed zoning is consistent with Schedule 1 objectives of the *Land Use Planning and Approvals Act*, which requires that economic, environmental and social effects have been concerned, that there will be no significant land use conflict and that public infrastructure is protected and the provision of utilities is protected. That would be required under the housing land supply orders, and it's not required here in this instance, even though this is an incredibly major piece of rezoning and planning decision-making that we are expected to give effect to in this place, and that some members, astonishingly, are prepared to do without any of that in place for us to consider.

I also note, in correspondence to us from the National Tertiary Education Union, they've also raised concerns around this positioning of our Chamber as a planning authority. I'm going to read some things from their letter that they sent us, because I'd like it to be on the record from some of these key stakeholders how concerned they are about these matters. NTEU says:

Perhaps the most serious and enduring concern the NTEU Tasmania holds about this legislation is the process by which the rezoning of the land above Churchill Avenue is being affected. Clause 7 of the bill rezones specific parcels of land from Particular Purpose Zone 3 to Inner Residential by Act of Parliament. This is not a planning outcome produced by the planning system. It is the planning outcome produced by legislation, without geotechnical assessment, without transport infrastructure analysis, without community consultation through the established planning scheme amendment process, and without the involvement of Hobart City Council - whose neighbourhood planning process for Sandy Bay and Mount Nelson was already underway and had engaged community members, residents, and experts in good faith.

The government has acknowledged that this approach is taken precisely to avoid the Hobart City Council rezoning process, which it describes as lengthy. That is not a justification for bypassing the process - it is a description of the problem. The community consultation, expert assessment, and public exhibition that accompany a proper planning scheme amendment exist to protect the public interest. They exist to ensure that rezonings are appropriate, evidence-based, and informed by the people most affected. Circumventing them by statute does not speed up good planning. It replaces good planning with no planning.

They go on to say that:

The Legislative Council has a long and proper tradition of acting as a house of review, scrutinising legislation in the public interest and insisting on appropriate process. The NTEU Tasmania urges Members to exercise that function here. If this rezoning is genuinely appropriate, it can be accomplished through the established planning system with proper community engagement. If it cannot withstand that scrutiny, it should not be accomplished at all. Parliament should not substitute itself for the planning system whenever the planning system is considered inconvenient. The

precedent this sets - that land use can be changed by legislation without independent assessment or public process - is one with consequences well beyond this particular bill.

It's spot on, absolutely spot on.

As I said in my opening, this is unacceptable and all members here should see this as a precedent that should not be set, and if it is set, it risks being quite a dangerous one. It's a slippery slope to people feeling they can go straight to the Premier behind closed doors and have our planning system disregarded entirely without having even attempted it in the first place.

I know the university says they did attempt it back in 2021, but that was with the master plan that related to the whole-campus move. What was clear to them then is that that wasn't going to fly. Then they didn't actually come back with this proposal and put it through the Hobart City Council planning system where it should have gone. They should have done that. That would have been the right way to do it. They knew that there would be some friction in doing that, no doubt. They knew they would have to face some of those requirements, including community consultation. They knew full well that wasn't going to go all their way. With that uncertainty in front of them, they've chosen instead to do the wrong thing - to discard integrity, good process and good governance. They have chosen to be sneaky and go to the Premier behind closed doors to make a secret deal. They have decided to use political influence to do that by operationalising the Labor Party opposition to put pressure on the government and make them feel unsafe. Absolutely astonishing behaviour from a public institution, Mr President, astonishing behaviour, but then there's been a lot of astonishing behaviour under the leadership of this institution in recent years.

Back to this bill: I'd like to talk a little bit about the inner residential rezoning that is given effect to if this bill passes. The bill automatically rezones all the parcels that are described, the two particular parcels of the land, to inner residential zoning under the Hobart Local Provisions Schedule. Mr Brian Risby has something to say about that in his correspondence to us. He says this about it:

The rationale for this appears to be to maximise its development potential and thereby its financial value, presumabl[y] so UTAS can fund the development of a new STEM facility on the remnant campus below Churchill Ave. A worthy cause, perhaps, but this part of the bill represents a flagrant abuse of process without any apparent strategic basis.

He also says this:

The only justification appears to be that part of the land in question adjoins an area currently zoned Inner Residential. Few planners would think the highest density zone makes sense on most of this challenging terrain.

This of course, is a highly credentialed planning expert saying this to us. Mr Brian Risby also goes on to say this:

The reality is that despite the zoning, it will be the Hobart City Council that has to assess future subdivision and any associated issues with servicing and

road layout. At the end of the day, I doubt that the intent of the inner residential zone will be deliverable on much of the area and its blanket application will delay the development at later stages. So any perceived gains in time through this legislative rezoning will likely be counterproductive.

Areas like this with complex layers of environmental, infrastructure and topographic constraints and opportunities need a structure plan to guide the development potential with the zoning to follow and reflect that. The Huntingfield Housing Land Supply Order included a range of zones not selected arbitrarily but based on a master plan.

Interestingly, a careful reading of section 7 of the Bill suggests that in fact the inner residential rezoning may only be a holding position anyway because subsection 8 allows any of the land to be rezoned (to something else) in the future, presumably following a proper strategic planning process initiated by the Council and approved by the Commission.

That would be the regular planning process that may have to come into play down the track. It's astonishing to me, as Mr Risby identifies there, to just blanket rezone these two areas is absolutely unheard of in a responsible planning sense. That is not what we would expect to happen under a normal process. That is not what a planning expert would do here if they were progressing it.

In fact, it could be false economy. This was done to get things done quickly, to not have to go through troublesome friction-field processes at the local council level or the Planning Commission level, but as Mr Risby points out, that might be a false economy in terms of time. It's already taken two years instead of the few months it was hoped probably to take and here we are down the track, probably having to redo the work through the normal system at a later date. This is false economy. It's poor practice. Often when you rush things and try to sneak around them, what you end up with is something that's a bugger-up - excuse my unparliamentary language - that has to be fixed up later.

We don't know whether these two parcels of land should be zoned inner residential or not. We don't know that because we haven't been given the right information to make the assessment as the decision-makers. Should there be a more nuanced approach to zoning on these two parcels of land? We don't know. An expert has said to us that's probably what should happen, but again, we haven't been given the right information, or any information, upon which to make that determination. It comes back to the fact that what's being done here today is an absolute abhorrence. It's poor practice, it shouldn't be done this way, and it sets a precedent.

I was interested, too, that in Mr Brian Risby's correspondence to us he also picks up on the fact that there were already processes underway relating to this general area and that this process here with this bill through this place makes a mockery of that to some extent. He says in his letter:

What makes this even more unjustified is that the Hobart City Council is mid-stream on exactly the strategic work required to determine the right mix of zones for the broader surrounding area and the arbitrary exclusion of such a large area of land not only means they will need to start again but they will

have to do so with the zoning predetermined for this large strategically positioned parcel.

Moreover, this presumptive rezoning will have implications for the land around it as the Council will need to limit the extent of other higher density residential land because the overall density for the area will be distorted by the legislation.

That's astonishing. Not only are we putting the cart well before the horse by not waiting for the Hobart City Council's strategic planning work to be done, we're also shaping, inappropriately, what that work can then deliver because we've dumped these inner residential parcels right into the middle of it and that will limit opportunities for other potential development proposals nearby. That's not very fair, it's not appropriate, and it doesn't make for good city planning.

Hobart City Council passed a motion on 15 December 2025, and it said this:

That the Council notes:

1. There is no business case supporting the extraordinary use of Parliament by the Tasmanian Government to attempt to rezone two sections of land at the University of Tasmania's Sandy Bay campus, through the passing of the University of Tasmania (Protection of Land) Bill 2025;
2. Hobart City Council officers recommended 'the usual statutory process for rezoning land should be followed, rather than rezoning through legislative processes';
3. UTAS has committed to rejuvenating and rebuilding a STEM centre on the campus, based around the existing STEM facilities that already exist on that campus;
- ...
5. The land proposed for rezoning is fire-prone, steep, rocky, has limited road access, and is unsuitable for the high-density development possible if it is rezoned as Inner Residential;
6. The Sandy Bay Mt Nelson Neighbourhood Plan is currently being formulated by Council, the draft Plan recommended 'staged and sensitive urban renewal' if this land was to be developed, and UTAS undertook to use this neighbourhood plan to inform its campus plans;
- ...
8. And the Council: Completes the Mount Nelson Sandy Bay Neighbourhood Plan as soon as practical.
9. Submits the completed Mount Nelson Sandy Bay Neighbourhood Plan to Legislative Council as a matter of urgency so that it can be

considered as Hobart City Council's contribution to the debate of University of Tasmania (Protection of Land) Bill 2025.

10. Write to Legislative Council requesting that they defer final decision on the University of Tasmania (Protection of Land) Bill 2025 until they receive the submitted Mount Nelson Sandy Bay Neighbourhood Plan for consideration.

That's a very clear piece of communication from the key local government area affected here to this place. We all received it by correspondence. The Mount Nelson Sandy Bay Neighbourhood Plan has not been completed and provided to us to inform this decision. We don't have it. We have a discussion paper that was put out for consultation, and we have an engagement report saying what was heard in relation to that discussion paper.

I note the government likes to point to the discussion paper as if it somehow proves that the Hobart City Council supports the sort of development they're intending in this area. It doesn't; it's a discussion paper that's put out to the community to respond to. The engagement report - which the government takes great trouble not to mention - makes it very clear that there is fairly comprehensive opposition to this sort of development and that the wholesale rezoning in this area to being an inner residential zone is something the community does not support.

Here we have the local government that's relevant - and I ask you to just again, hypothetically, put yourselves in your own electorate. Pick the biggest local government in your electorate, responsible for the most significant urban area in your electorate. Now imagine there's a proposal here in your electorate that is significant and place-shaping and permanent for two of the biggest suburbs you have there and the local government in your area says to you, 'Please don't do this via parliament. It should be done the proper way through local government.' That's what your elected local government representatives sent to you as a piece of correspondence, and you do what? Do you ignore it? Do you say, 'No, parliament is the right way to do it'? How are you going to justify that to your local government in your electorate? I don't think you can. If you couldn't do it in your electorate and wouldn't think it's appropriate in your electorate, why would you think it's appropriate in mine?

Hobart City Council engagement on the Mount Nelson and Sandy Bay Neighbourhood Plan is detailed in that engagement report I mentioned. It was provided to us by the City of Hobart along with this correspondence and it's really clear on residents' views on development in their suburbs. I can point people to page 7 of that report, it says a range of things, but I'm going to paraphrase a couple of them.

From Mount Nelson, for example, there's support for restricting future development due to constraints such as limited road access and bushfire risk.

For Sandy Bay, there are concerns expressed about new development and adding to existing problems around traffic congestion and the rationale behind population forecasts. It's not supportive of any new developments. There is some support for new, architecturally designed mixed-use and medium-density housing - that's not what's being proposed potentially under this rezoning effort that we're being asked to do today.

What we're being asked to do does not comply with what the local community wants. They have not been allowed to have any meaningful, proper process of community consultation

in this planning decision that we're making today. None. Any of us supporting this here today are spitting in the face of the communities in these suburbs and telling them that they do not deserve to have a say in this place-shaping decision of their local area. Are you okay with that? Every member in this place? Would you be okay with it in your electorate?

Something that has been touched on by others and I will touch on briefly is the question of whether UTAS has a coherent business case for what happens next if this rezoning occurs or not. The NTEU certainly had a view on that, and they shared it with us in their correspondence. They said this:

The bill's central financial rationale is that land sales above Churchill Avenue will raise approximately \$100 million, which will then be directed towards a \$500 million STEM precinct redevelopment. The NTEU Tasmania regards this proposition as financially incoherent. The \$100 million figure has not been independently verified, is not supported by a current market valuation that has been made public, and there is, as matters presently stand, no identified buyer for the land.

More significantly, the \$500 million STEM redevelopment is dependent not only on the \$100 million that may or may not be realised from a land sale, but on a further \$400 million from the Commonwealth government. No commitment to that funding has been secured. The Commonwealth has not made any public undertaking to provide \$400 million, whether on an 80:20 basis as originally hoped or on the 50:50 terms that more recent federal policy suggests. The Infrastructure Australia submission made by the state government does not constitute a federal funding commitment; it constitutes an expression of interest in a queue. Similarly, the state government has not committed its own funds as a capital contribution to the STEM project. In the absence of both federal and state funding commitments, the STEM precinct cannot proceed regardless of whether the land is sold. The University would be left with, at best, \$100 million against a \$500 million project - a shortfall that makes the plan undeliverable.

Furthermore, the University has acknowledged that its \$500 million STEM plan does not include the cost of replacing all the facilities that would be lost through the rezoning and sale of the land above Churchill Avenue. Estimates put the replacement cost of those facilities at approximately \$300 million. No funding has been identified for this. The Legislative Council is being asked to approve a land sale that would destroy existing infrastructure without any credible plan or means to replace it.

The rezoning and sale provisions are predicated on the UTAS STEM business case, and there are absolutely huge questions over the viability of the STEM business case. As NTEU so succinctly say, it is unfunded. They missed the opportunity for Commonwealth funding at the 2025 federal election. The assumption of \$100 million in state government funding is unsound, as the state government has confirmed that it has made no such commitment.

The \$100 million land value above Churchill Avenue is not a market valuation. The central cost figure that UTAS puts forward for its STEM project of \$501.5 million is not supported by clear evidence. On all counts, it's likely to be significantly undercosted. It does

not appear that UTAS has costed the movement and replacement of all the STEM facilities that might be required as part of that process.

In November 2024, the Vice-Chancellor of the university said that work would need to start within 12 to 18 months for this to happen and for this to be viable. We've basically missed that window. Here we are now, with an unfunded, questionable proposition in terms of costs laid out and the timelines blown. This doesn't look good in terms of being a comprehensive, credible business case.

By the way, the \$100 million from the state government is an absolute smokescreen. There's no real understanding about how that \$100 million gets realised here. For a start, the valuation was based on residential land sold in the area surrounding here - I think it was a 3- or 5 kilometre radius they've looked at residential land sales across a period of time, they've averaged it out. This is not residential land ready for sale. This is an entirely different proposition to that. It's bizarre to me to hear an assertion that, somehow, the \$100 million valuation is a market valuation. I don't think anybody could claim that to be credibly true. The government isn't going to be handing over \$100 million to take possession of the land. It's not clear that there's any developer who would be interested to hand over \$100 million for the value of the land.

When I've had briefings of this in the past from the university and I've asked them 'How will you realise this money from this land if we rezone?' there's been no coherent answer provided. I've even been told 'Well, we're talking to the government about maybe partnering to do development on the land.' That seems astonishing to me. I asked, 'Who are you talking to? Is it DPAC? Is it Homes Tasmania? Is it Department of State Growth?' 'Not really sure - sort of talking to DPAC mostly; no clear plan about it.' If the state government and UTAS were thinking about developing this land themselves, that puts a whole other question out there. Who's funding all the work that would need to be done to get it ready for development, and presumably eventual sale or use to realise the \$100 million? Because we've got to find it somewhere. Where does the \$100 million come from that can then be put towards the STEM facilities below Churchill Avenue? I'm not surprised that the university has stated that it's prepared to have signed some sort of deed poll, to say we promise that the money we get for the land will be spent on the STEM precinct. Because it's completely unclear that they'll have any avenue to actually get money for this land, even if we rezone it here today. Unbelievable.

State government appears to have supported the UTAS business case, submitting it through to Infrastructure Australia. It is certainly not clear that the state government did any analysis to assess its validity or its merits, or to even properly acquaint itself with it. There's certainly no indication that Infrastructure Australia will support this project as a priority.

With no Commonwealth funding in sight, no state government funding promised for the land above Churchill Avenue, no realistic market valuation for that land, and no definite development proposal for the land above Churchill Avenue, which would recoup for UTAS the funding required to move all the STEM to below Churchill Avenue, or even to make a decent start on it, it's clear there needs to be a reconsideration of what's realistic and the strategic options we have here.

Pressing ahead on this path, which may have seemed the easy and quick way forward in 2024, is clearly not that now. By trying to subvert proper process, UTAS and the government have wasted two years. In the meantime, we still have current facilities that continue to be

allowed to be degraded, and we still have no clear options going forward for how we realise this STEM vision for the Sandy Bay campus.

I'm going to talk a little bit now about the loss of vital infrastructure and future capacity that would be imposed on us if we pass this bill and allow for what's planned to occur.

From the NTEU, from their correspondence to us:

The land above Churchill Ave is not vacant. It contains the Life Sciences Building, sixteen Plant Science research glasshouses, the Bushfire Research Centre, the Seismic Research Station maintained in partnership with the University of California San Diego, and a significant amount of student accommodation. These are not redundant facilities. They are active, functioning assets that support the University's research output and its capacity to house students. Losing them without replacement does direct and immediate harm to the University's academic and research mission. The NTEU Tasmania draws the Legislative Council's attention to the longer-term significance of this land. The Sandy Bay campus represents the University's principal footprint in the state's capital. That land, once sold and rezoned, is permanently lost to the institution. The suggestion that the University can later expand or develop additional student accommodation facilities on the remaining land below Churchill Avenue has not been adequately assessed. There is insufficient space below Churchill Avenue to replace what would be lost above it. Approving this bill forecloses future options for the University at a time when its student accommodation capacity is already under pressure and when retaining students in Tasmania should be a strategic priority for the institution and for the state.

I completely concur with the NTEU on this. What's typically presented to us by the government and the university when we're talking about this proposition is, 'Look, it's all just a bunch of rubbish old buildings up there anyway, not fit for purpose. People are rattling around in them. Better to get rid of them, and we can do something better squashed in below Churchill Ave.'

It's just not true. Some of those buildings have been recently refurbished and upgraded. Money has been invested and spent on new facilities up there, including our fire research hub, and including the Seismic Vault, which is actually an incredibly unique facility up there. It's not clear how that's going to be dealt with and what impact it will have. We haven't been provided with any information clearly about that. That Seismic Vault was a site specifically selected nearly 70 years ago for the first station in the Southern Hemisphere where there would be these measurements made of seismic activity. We've been collecting data consistently at that site - the only one in Australia to consistently collect data across the time period of 1957 to 2026. We're part of a worldwide network. We're a reliable part of that network. We've also, just in 2024, had the University of California, San Diego upgrade and pay for the refurbishment of the facility in 2024. What's going to happen to that facility? Is it going to be affected by this? What will we do in terms of that valuable partnership we've had for 70 years, providing that information and data? I don't know.

Again, it's part of the gap, the void of information we don't have here. The thing that I find really quite galling and disrespectful is statements that appear in the government's second

reading speech, for example, but are also spouted by all sorts of people promoting the rezoning in this bill and the proposition of getting rid of the land above Churchill Avenue, that this is surplus land and nobody's using it, it's not going to be needed. Well, rubbish. We have never been provided with any assessment of future need that shows this won't be needed. Never. Once it's gone, it's gone. It's presumptuous right now, particularly if you're not even prepared to put a piece of analysis and forward planning in front of us that says we definitely know for sure the university won't need this at any time in the future, because as soon as we give it away, as soon as it's gone to be developed for other purposes, we never get it back.

This is gifted land. This was gifted from the Tasmanian people for education purposes. It's a unique location for a university campus. It's an absolutely beautiful location broadly, across that Sandy Bay campus. A lot of the land above Churchill Avenue is bushland. It's really valuable and beautiful in terms of environment to be in, to do all the different sorts of work that's being done there.

We can't just pretend it's surplus, it's rubbish, it's crappy old buildings on it, we might as well get rid of it, we'll never need it. No-one has presented us with any analysis that tells us that is true. But we're prepared to permanently ditch it, to permanently constrain our university into the future, to probably close doors for options. There are new things that have been developed there just in recent years. There would be, absolutely, inevitably, ways that land would be useful and important and attract partnerships and attract opportunities into the future for the university if it was to be retained for the university as intended when it was gifted by the Tasmanian people.

How offensive, to have the presumption to say we will never need it when you haven't even bothered to present us with analysis that backs that up. By the way, what's quite obvious is that we have facilities there which have been characterised as old and rundown and not good enough to attract people and yet, those facilities under, say, the Plant Science area, see UTAS ranked as 35th in the world when we talk about academic ratings.

The thing that draws students and staff and research partners to a university are rankings, what we deliver in terms of quality output. Clearly, in the area of plant science, just to name one, UTAS is delivering incredibly. We are 35th in the world for that discipline in our ranking. It's astonishing to pretend that the places in which that work is done are somehow so unfit for purpose we need to ditch them in order to attract people into them.

We can clearly, with our rankings, do that very effectively. That's the same, actually, when we talk about students. We've heard clearly from numerous people, and I don't care what AI says because, quite frankly, AI would have gone onto the internet and scraped off all the promo material from every university there is who's just built a brand spanking, shiny new building. That's where AI would have got its information about what students like and about how important it is to have all these brand spanking, shining new facilities. Sure, it's nice to have those but, actually, we've seen no evidence to tell us that students are being turned away by the facilities on offer here. We've seen no evidence put to us about that. Claims made that what we need to attract students, and no evidence to back those claims up. Not one. The one thing we do know is that rankings attract students, and, actually, rankings in our STEM areas are not too bad. I do notice that the minister, in her second reading speech, did not take the trouble to celebrate our successes in STEM. She took the trouble to point to apparent gaps in the digital space, and I don't dispute that, I'm sure we can better develop our capacity in the digital area and absolutely do that. We'd have all sorts of options for doing that. It is not

contingent on this bill for us to contemplate how we might best do that. By all means, let's charge ahead in terms of digital capacity under our STEM areas, but what a disgrace to have a minister not even take the time to acknowledge in the second reading speech that we have some exceptional outcomes in STEM areas already under current facilities.

I'm going to talk a little bit about the area of the housing outcomes we apparently may expect from this effort. I am a strong proponent of pulling all the levers we have to address our housing crisis in this state, and I don't think there's anybody who could pretend that I wasn't. I'm well aware of the need to address our housing crisis. I'm particularly aware of the need for us to increase our social, affordable or public housing in this state. I'm particularly aware of the need to address the deficiencies of our private rental market in this state, all of which I speak about regularly here. There is absolutely nothing about this bill and the information we have to accompany it, which is virtually zilch, that guarantees to us any particular housing outcome from the rezoning of this land. Nothing. There's particularly nothing that guarantees anything about social, affordable or public housing outcomes from the rezoning of this land. Nothing. No guarantee. We've heard this also from the NTEU, and I'm going to put on the record what they've put to us in their correspondence on this aspect of the bill. They say this:

Proponents of this bill have repeatedly invoked the housing crisis as justification for rezoning the land above Churchill Avenue to inner residential. This framing is not supported by evidence and misrepresents the character and limitations of the site. Much of the land targeted by the rezoning comprises steep, rocky terrain and is occupied by existing University buildings - including student accommodation, teaching facilities, research infrastructure, and specialist scientific installations. The premise that this land is ready, or even suitable, for residential development has not been tested through any proper planning or geotechnical assessment. No developer has come forward with an offer to purchase and develop the land. No business case establishing that the site can sustain the kind of residential density that inner residential zoning anticipates has been produced or tabled in this parliament.

The claim that this legislation will produce affordable or social housing is, at best, speculative and, at worst, deliberately misleading. The NTEU Tasmania is not aware of any commitment from the University, any developer, the state government, or any other party that a single affordable or social dwelling will be delivered on this land as a result of this bill. The community deserves more than rhetoric on this question. The Legislative Council should not lend its authority to housing promises that have no foundation in evidence, no identified buyer, and no planning framework to deliver them.

I agree with the NTEU on that front. There's no guarantee out of this of any eventuality of any particular housing outcome on this site.

We also don't know what the sequence of events will be here. We rezone the land; it then has to go through a whole bunch of other processes with development applications that maybe eventuate. That's after the uncertainty of whether we are selling the land. Is the university partnering with the state to develop the land? Is it going to be done holus-bolus? What's the timeframe for it to be done? We have STEM facilities that need to remain in use until there's somewhere else to put them if we're developing new ones down below Churchill Avenue. But

we need the money from selling and then having the developer develop that land before we can afford to build one below Churchill Avenue. That's going to be a very complex sequence of events about how any of that works in practice. In the meantime, those facilities above Churchill Avenue would sit there, left to deteriorate without maintenance, presumably, because why would you invest in facilities you're intending to replicate, even if the ability to replicate them and shift people to below Churchill Avenue is realistically nowhere in sight?

This is a really fraught proposition. There's nothing clear about the sequence of events that's expected after this rezoning if it goes through this place. They haven't bothered to present us with a clear outline of what that would be in a way that's credible and evidenced. I've heard all sorts of speculation, but I've never had anything put before me that clearly explains what the expectation is. Again, when you sneakily go to the Premier behind closed doors and get a special deal for yourself to bring it through this place's legislation without any of the requirements of a planning system, that's what happens. We end up with no explanation and nothing on the record.

I want to touch on some matters from the minister's second reading speech that I feel need to be commented on. The minister talked about the fact that Tasmania has only one university and its future matters deeply, not only for higher education but for our economy, our workforce and our capacity to grow and prosper as a state. I absolutely agree with that statement. That's true. There are so many people here passionately hoping for our university to thrive and to do well.

That's why it's quite tragic, quite frankly, that the government hasn't stepped up in any meaningful way through all sorts of crises and drama that this university has experienced for a long time now. I know the member for Hobart spoke about this in her contribution quite well. This is a university that has lurched from one problematic situation to another for many years now. When it comes to governance, when it comes to community trust, when it comes to questions over management culture and leadership within the university, there have been all sorts of disturbing things that have occurred, vast numbers of academics exiting the institution, most of them not able to talk about it once they do. Vast numbers of disquieted students and staff who don't feel they can necessarily speak up about it safely, certainly through the inquiry process we did, we heard from them. On the record, we had to hear from retired academics and staff because they were safe to speak to us in that inquiry, but we heard from others who couldn't openly speak about things because they were fearful of repercussions.

There've been questions about the accountability and transparency and governance standards of the university, and not once have I seen this state government step up with concern to try to address any of those things - to ask itself what might we need to do to ensure that this precious public institution, our one university in our state, isn't jeopardised in this current moment through poor governance, management missteps or losing the confidence of the Tasmanian people.

If you want to talk about why students might be going into state instead of staying here, I suggest you look at the sorts of things that we've been hearing through staff surveys, from student representative groups, through concerns being raised about governance over the last at least seven to eight years, under this university's leadership. If the state government wants to speak about the importance of this university and how we have to ensure its future, it has done nothing about all those very vocally expressed very clearly in the public domain, identifiable issues that have been going on.

There should have been alarm bells ringing when the university wanted to, holus-bolus, move its campus into the CBD and the Hobart community stood up en masse - 74 per cent of the voters who did the elector poll - and said, 'No, we don't want you to do that.' That was because they hadn't been asked properly; the proposal hadn't been robustly tested and put to them. There was no social licence for it. It should have sounded alarm bells for the state government about the behaviour of this precious public institution.

I just want to mention some of the other things from the second reading speech briefly. In one part, this was said:

But at Sandy Bay, many STEM buildings are among the oldest on the campus. They are no longer fit for purpose and enrolments have declined as a result, despite growing national demand.

Where's the evidence? At no stage in this whole process has anyone presented us with evidence about that. It will be interesting if the minister on summing up stands up here and somehow has something to refute me saying that because, my goodness, would that tell us that there was information and evidence sitting behind this that wasn't presented to us prior to making the decision in this place. So far, we have certainly not seen anything to back up a statement like that. I think second reading speeches are pretty important in this place, they can certainly get referred to later in courts and the like. It's pretty important to make sure that they make accurate statements. If I was the minister and I was told to stand up and say that 'they are no longer fit for purpose and enrolments have declined as a result', I would want to know that there is evidence about that to back up the statement. I wonder if the minister did, I don't know. We haven't seen the evidence. Maybe she has? If she has, she hasn't shared it with us. That's an indictment in itself.

There's no pathway created by this legislation. The second reading speech suggested that it creates a pathway for value generated from the land to be reinvested in a world-class STEM precinct. My goodness, we all want a world-class STEM precinct for UTAS, that would be great. Of course, that's something we want to see come to reality. This is not a pathway for it though, because there's no clear way that the decision made here today, if it goes ahead, lays out clear steps to get us there. It doesn't. There's no funding available, there's no clear plan for it. The sequence of events hasn't been mapped out.

I've spoken about rankings. There were things in the second reading speech that seemed to suggest that new facilities are needed to attract top researchers and educators. I think that's, at best, partially true. No doubt, new facilities are attractive, but are they, fundamentally, what attracts top researchers and educators, and partners in research projects, for example, from other institutions? Another institution who wants to partner with us isn't going to care about a shiny building. They're going to care about whether we are ranked similarly to them or above them, because that would build their credibility. Rankings are what count, fundamentally.

The thing that I found quite offensive, as the member for this area in the upper House, is the statement in the second reading speech that said, 'The future of the Sandy Bay campus has been the subject of extensive community discussion and engagement.' It sure has, and do you know what the community has resoundingly said every single step of the way? Every time UTAS has put forward something they want to do with this campus, the community has said, either no or not quite like that, it should be done differently. Also, we should be consulted with differently, generally, because they weren't consulted with respectfully in the first place. It has

not been the subject of extensive community discussion and engagement. Certainly the discussion part is right. I've discussed it a lot. There's a lot of discussion in the community, but they don't feel engaged with. It says in the second reading speech that this bill was the result of that engagement and discussion, apparently.

It also talks about the fact that the proposed rezoned areas - the parcels of land above Churchill Avenue - were included in the university's master plan, which was apparently informed by a substantial program of engagement in 2021. Well, I can tell you, in 2021 that master plan was resoundingly rejected, at every stage, through any form of consultation that was had, but certainly then through the elector poll in 2022. Again, the people have spoken on this quite resoundingly, but it's not in the university's favour, it's not in favour of what's proposed here. I can't let it go through this place without making that crystal clear and emphasising it. These are Tasmanians who are directly affected. This is the community of Hobart. These are people who we legislate to have a say in our planning system. Under the normal processes, it's required that we listen to the voice of the community and take it into consideration. It doesn't always eventuate that things go the way the loudest voices say, but we have a process that allows for it. This process didn't have that in a meaningful way in this planning decision we're making here today.

I've talked about the Hobart City Council process regarding their neighbourhood plan and the fact that they put a discussion paper out, but then they heard things from the community and the engagement paper makes that really clear. The community is highly concerned about this sort of proposal of high density. They like the idea, potentially, of medium density; they like the idea of well thought-out development, perhaps; but they're really concerned about the impacts of high-density development, particularly on the amenity, the traffic, et cetera in the area.

I find it really interesting that second reading speech says:

The university has continued to receive technical and planning advice from the Hobart City Council officers on this land.

Now, that's astonishing, because when we asked to see that, we weren't given it. It wasn't made available to us. It's really murky, there's a space, a void of transparency that exists between the government, the university and potentially the Hobart City Council in terms of their planning staff and any involvement they've had in discussions. That space there is not visible to us. It hasn't been made accessible to us. We haven't had the benefit of any expert advice coming out of it, and the fact that actually hasn't even been properly documented and laid out for us, what these interactions look like, is really suspicious. It does not point to good governance. It doesn't point to probability. It points to questions over integrity.

With so much uncertainty and lack of information or detail available to us, clearly there's been plenty of machinations behind the scenes to cook up this deal resulting in this rezoning amendment to the bill. Neither the Rockliff government nor UTAS governance and senior management and leadership provide confidence that we should take anything on trust or have uncritical faith in their probity and their commitment to good governance. Nothing. All they've done is actually give us reasons to question it.

There've been obstructive approaches to RTI from both the government and from UTAS. There's been a lack of transparency. There's the purposeful decision to make these interactions

and decisions behind closed doors instead of in an open and accountable way. UTAS governance broadly is not accountable. The University Council is virtually answerable to no one. It's also a very internally focused group at risk of groupthink, and that's something that came out of the UTAS inquiry here; it's something that has come out of the Senate inquiry nationally and the other reviews that have been done on university governance matters broadly, certainly demonstrated here.

All of these things do not invite us to have confidence when we see this murky behaviour behind closed doors here between the government and the university. It's not acceptable to expect us here, as responsible parliamentary decision-makers for this state, to basically have to take on faith that the government has satisfied itself that all planning assessments are fine and they've talked to the Hobart City Council staff all about it. It's all good, no worries, mate.

It's not realistic to expect us, at permanent cost to the valuable publicly gifted asset of the Sandy Bay campus, to give free rein to the UTAS council and senior management for a project or series of projects that are based on non-existent funding opportunities, no comprehensive business case, a history of projects stalling, changing, having costs overrun, and a future plan based on a mud map. It's entirely unacceptable.

Before concluding, there's one thing I really want to do as part of my contribution, and that's to express my absolute deep appreciation for every single community member who has contacted me about this issue to express their high concern, their distress, their anger, their frustration, their puzzlement and their sadness about what this bill proposes to do, and they're absolutely befuddled as to how on earth this could be seen as being appropriate or possible. How on earth could our parliament act like this and pass this sort of travesty of a bill?

I've been contacted by hundreds of people, if not thousands, on this over the years, the different iterations and stages of concern about decision-making on this matter. I've been contacted by community members, by current students, by parents of current students and future students, by retired academics, by current academics, sometimes freely writing to me, perhaps sometimes also as union reps, so they've got that protection behind them. But I've also had current academics and staff members contacting me very quietly, very concerned. They don't want any repercussions because they've spoken to me to express their views.

I've had family members of current staff who've contacted me to express concerns about this, but also made it clear they don't want that to become known because they're worried about their family member having repercussions from a family member speaking to me about it. It's really quite sad, actually.

I've had locals in Mount Nelson and in Sandy Bay talk to me about this at length. I've had even members of, for example, the Bushcare groups that are responsible for those local areas getting in touch with me to tell me about their concerns about it. I've had business-owners, local and otherwise, talking to me about this. I've even had farmers from other parts of the state getting in touch to tell me their views about this. All raising concerns; all expressing their hope that we do not pass this bill.

I know we've had people on the other side asking us to pass it. My assessment of most of those is: they want to see the outcome in relation to STEM, an improvement in STEM facilities. That's something we all want, but they have swallowed the misapprehension that this bill is the only pathway to that and that it's an appropriate and acceptable pathway to that. I agree with

their stated outcomes that they want. I agree that we one day want to be able to update STEM and for us to have excellent facilities in that area in ways that perhaps we don't have now. But it's a shame that they've been made to believe this bill is the only way to do it and therefore they have to support this bill and ask us to support it. I still appreciate them getting in touch, though, and sharing their views about it. I share their aspirations for the university, very much.

Where to from here? From the NTEU, I quote a final piece from them. They said this in their correspondence to us:

The right course of action is to restore the bill to its original protective form - requiring parliamentary approval before any disposal of Sandy Bay land can occur - and to allow planning and financial preconditions for any future transaction to be properly established before this parliament is asked to approve one. That approach respects the community, protects the University's assets, and preserves the integrity of the planning system.

I agree with the NTEU on that. That is the right course of action: to retain the original intention of the bill, the protection of land for the Sandy Bay campus; to reject the inappropriate rezoning and to remove it from the bill.

I have amendments drawn up to assist us to do that, which I may or may not have the opportunity to do. This would involve deleting section 7 and Schedule 2, voting against those clauses, and then adjusting Schedule 1 to make sure the whole campus area is included as protected land. This would leave Hobart City Council to be able to resume its strategic planning process for the neighbourhood plan and then any effort to rezone those areas be pursued under a normal process - an accountable process, a legislative process, one that we can all have confidence and faith in.

This bill is an inappropriate imposition on this Chamber to be a planning authority without any expert advice and accountable evidence to inform our decision. We all want UTAS to thrive, to be successful, to be a jewel in the crown for our state. It's highly important because it is our one and only university.

However, that position is one that we cannot achieve just through this bill. We have to think about how we can achieve that but also not dispense with good process and proper governance. We need to be able to say no, the university doesn't get a free pass on appropriate governance, it doesn't get a free pass on integrity, it doesn't get a free pass on probity. It should have to go through our legislative processes like everybody else. I do want to reiterate my earlier point in closing, to every single member here, and I mean this sincerely, I would like every single member here to hear this sincerely: if this was in your electorate, being done in this way to your community, would you - could you - support it?

I can pretty much guarantee that if any member was in my shoes with this situation, they absolutely could not and would not support this bill. So, on that, Mr President, I cannot support the bill.

[5.46 p.m.]

Mr HISCUTT (Montgomery) - Mr President, before us today, we have the beginnings of a good bill. I believe that the people of Hobart and the people of the university have shown that they want it to stay in Sandy Bay. That appears to be self-evident. This also fulfils the

mandate that the state government committed to, of preventing the university from disposing of its land without the express will of both Houses of parliament. I will preface the rest of the conversation that I put forth about the bill that I do not disparage the intended outcomes of modern STEM facilities at UTAS Sandy Bay campus.

I believe we should be investing in our infrastructure and bringing it up to the standards of the 21st century. We should be encouraging students to this island and give them the ability to do their best. Let me make that point again very clear: I support new, fit-for-purpose STEM facilities in Sandy Bay and believe the business case for new facilities is appropriate. The concerns I will speak about next are about the hows and the whys and the process, which leaves a lot to be desired.

This bill is not about upgraded facilities at UTAS, it is about rezoning of public land, and the current government seems to have failed to prosecute the case. This is a public resource and our only source of quality tertiary education within Tasmania. It is a right of the public, through the parliament, to have a say on this endeavour. That is what the act proposed to do in its initial form. This is how it was tabled in the 51st Parliament last year and then the eleventh-hour amendment reared its ugly head.

Due to the prorogation of parliament in May last year, the bill lapsed and was reintroduced late last year, this time with the section 7 amendment baked into the main bill. What this does is completely disregard the intent and will of the bill in its entirety. You can't on one hand say yes, we don't think the university should be sold and then, within the same bill say oh yes, but let's sell this little bit. The concept is actually quite farcical.

This is not to say I don't understand the reasoning behind the decision. It appears to be a UTAS leadership decision, that since the move to the city didn't work, let's try this option and that is okay.

The Deloitte report indicates that the total move will cost \$500 million, money that the university doesn't have. They have apparently concluded that the federal government will deliver 80 per cent of this with no real understanding of how that will happen, considering it has not been included in the most recent infrastructure pipeline.

On this assumption, they need to find the other 20 per cent somewhere. The Tasmanian government is broke and so it cannot afford to gift it to the university in a grant and so, the decision is made to sell what it is calling 'excess land'. What is not evident, Mr President, is that it is excess land. It will only be excess land if the STEM facilities are moved, meaning that in order to fund the new buildings, then the old buildings need to be sold, meaning the STEM will have nowhere to teach. It's a bit of a circular argument.

What I originally always failed to find was any reference of consultation with the students. I have not been able to find any indication of discussing this issue with the students presented as evidence to this bill. Declining numbers are blamed on declining infrastructure, but perhaps the reason why people are not coming has other reasons: perhaps because some of the features are no longer there, it's making it a less attractive place to be.

Mr President, it took a deep dive to find some information on what the populace thought, including the students in the appreciative inquiry workshop. This did seem to indicate, along

with other correspondence received, that the students do in general support the business case for consolidated STEM facilities. This, unfortunately, makes the decision all the harder.

The bill proposes to rezone the land to inner residential. Why? What justification is there for this zone? It is flanked with inner residential on one side, yes, but it also has much more similar topography to the other side, which is zoned low-density residential. It's not a flat greenfield site. I see no evidence presented to me about why or how this should be rezoned. No consultation, no justification. I am not opposed to going against planning advice. I've done it here and I've done it at a council level. Sometimes, there are justifications for activities that go beyond the decision on planning grounds. However, I have always been presented with, and valued, those opinions and positions. It is required to make an informed decision. We do not have that in this instance.

After much research I was able to find the urban planning request for planning scheme amendment from December 2021. This does provide some level of planning advice. In fact, it is quite comprehensive, but it does also include lower Sandy Bay as well, which, at the time of proposal, was intended to be done. Within this document, it shows a transition from inner residential to general residential across the southern portion. It also concluded that a specific area plan overlay should be applied to the region to maintain certain characteristics.

This seems like a reasonable application and, if this had been updated and changed to reflect an above Churchill Avenue only perspective, we might be having a different conversation right now. Unfortunately, there is no independent verification to this report. Proponents report support for their position, and it is up to someone else to check and verify this.

The decision to not include section 7 in this bill does not mean that I agree with the rezoning and the sale of this land should or shouldn't be done, just that it should not be done as part of this bill. There are multiple other ways for this to be achieved, even through an act of parliament, if required. All would present the required information to make an informed decision or through a regular legislated planning decision.

Another issue which I find very hard to reconcile is the value presented: \$100 million for the sale of this land if rezoned. What is that decision based on? What evidence has been presented to support this? When asked this question in parliament, the Minister for Education supplied the answer that the sale of the property will validate it. Well, it might validate it, but it might also invalidate it. I'd rather have greater proof than that. I could say that my left toenail is worth \$100.

Ms O'Connor - It's worth more than that, surely.

Mr HISCUTT - If I use the government's argument, it might be. If I use the government's argument that it's worth that, the future sale of it will validate it. I'm not sure that it will, although apparently, I've got a buyer over here.

The topography of the land, looking at the contours marked on a map, looks much more similar to that present on Nelson Road. So does a site inspection. On a very rough count, there are about 150 homes on that road that would fit inside the parcel outlined in Schedule 2. Are the government or these investors expecting to make \$670,000 of profit per block? The government claim, with no backup, that this will unlock 1000 houses. This implies that they're

expecting a gross profit of \$100,000 per block. They don't actually provide any evidence to support any number here.

I know that it would be sought-after real estate, with amazing views over the city and Sandy Bay, but it is not an easily developable piece of land. It is hilly. There is massive cost with demolition of the existing precinct. There is rehabilitation. I just don't think that it's going to be easy, as the government or UTAS purports, to wave a magic wand and say, 'Oh, this is rezoned, it's worth \$100 million now.' It was also revealed to us in briefings that this is the finished development price, meaning it is not taking into account developing or demolition. This could be up to 20 to 30 per cent of the value, meaning now we only have \$70 to \$80 million to work with, not \$100 million.

It also purports, in the business case, to begin work on this in 2027-28. This is why the rush on this is here. The government took over the old football ground in Penguin close to three years ago. This is a flat block with services in town with broad local support - many varied opinions of course - and they still haven't passed even the land supply order. Imagine something as complex as this. We are probably scores of years away from getting any money from this development, unless, of course, it gets pushed through the parliament for an agenda.

Once again it comes to funding, and UTAS is unable to provide any evidence that they have funding from the federal government. Perhaps, they can ask for the total \$500 million and then consolidate below Churchill Avenue without this requirement.

My role is not to determine where the university building should be. That's a management decision. But they were able to stump up their own money for the forestry building. Perhaps it is a timing issue, but with no guaranteed funding in sight, there doesn't appear to be enough of a rush to do this without the proper process in place.

Of course, we then come to the intent of the bill. The bill was in response to an elector poll and community concern with the UTAS decision to move out of Sandy Bay. It was a commitment to the community after an overwhelming 74 per cent of voters decided it should stay. This was the government listening to the people. Great to see.

Do you know that this bill was originally tabled in parliament on 20 June 2024, and there it sat, the intent clear and known? All of a sudden, a thought bubble appears, a report is written and a report is released in March 2025, and then as the bill is debated an amendment without public consultation is proposed to match the UTAS-commissioned report. Thus, the government has gone back on its commitment to the people and underhandedly backdoored in the very thing that the people didn't want to happen. I'm not sure if this is the best way of doing policy.

I would like to ask specifically where the idea for including section 7 in the bill came from and who initiated it.

The Deloitte report relies on a lot of assumptions, as many reports do, and also a lot of maybes and coulds and perhapses. An example of this is where the long-listed options are. One of those options is titled 'Smaller-Scale Infrastructure Investment', which is described as:

Refurbishing and modernising key buildings in the existing Sandy Bay campus rather than a full scale development.

The answer:

May not deliver the scale of transformation required; continued operational inefficiencies in outdated buildings.

Again, that word, 'may'. On that assumption, this decision wasn't even considered. Maybe it could have worked, maybe it couldn't; but I guess this is just how these reports go.

Another issue that I'm concerned about is where the subsidiary buildings go - the greenhouses and other tenants like CSIRO and the Life Sciences annex. This does not appear to have space to be fitted within the campus below Churchill Avenue, although I do believe UTAS when they say they will not relocate them until a home is found.

I feel that an outcome is very hard to come by in this instance. Maybe on the roof, like in Burnie where they have great greenery on the roof, but this isn't even considered in the business case. It's considered it's given a value, some \$16 million to build new glasshouses. That's the only mention of the glasshouses at all. Maybe for \$16 million they are going on the roof, but I don't see any qualitative outcome proposed.

What has been presented is a strawman argument. The argument posed is that in order to have new STEM facilities integrated below Churchill Avenue, the parliament must pass this legislation that allows for the upper portions to be sold. Therefore, if you argue against this bill, that means that you are someone who doesn't want new STEM facilities at UTAS.

I'm sorry, but what we are being told is the argument isn't really the argument. We are being asked to rezone some land without the proper process, and it seems that the parliament is being asked to do it because they are worried that the Hobart Council won't, so instead of doing the work, they are trying to bypass the system. To be honest, it's just not cricket.

I've come a long way to say that I'm not supportive of section 7 in the bill. I think the original bill was uncontroversial and well supported, and I think this addition is unfounded for the purposes of this bill.

I'm sorry for those who find this is intrinsically linked to the new STEM facilities, but this is only a matter of money. The new facilities can be built if the money can be found. My decision does not even purport to say that the money shouldn't be found from rezoning and selling this land. It should just go through the proper process, present evidence and be diligently scrutinised by parliament, as the original intent of this bill supposed.

At the start of this discussion, I had many issues. The government has been able to allay many of them, like the consultation with the students and that the lower Churchill Ave STEM facilities consolidation is actually a good idea. Unfortunately, there were issues that I could not be persuaded on:

- (1) The justification for the zoning. There is no clear independent planning advice for this. There isn't actually any planning advice for this, just a bunch of promises that 'All the people we have talked to think it's a pretty good idea'. This required at least the consideration of a special area plan to take into account the existing buildings until the new business case comes online.

- (2) The justification for the change of intent for the bill. Section 7 seems to be anathema to the rest of the bill. It should have been a separate piece of legislation.
- (3) The justification for the value of the land. The evidence is not there to support it. No development or the government is going to pay \$100 million for a parcel of land that they must then do demolition and development on and then sell it for the same amount. It seems a number plucked from the ether.

I do not disparage UTAS in this endeavour, though others might. They have a commitment to the people of Tasmania, and I believe that they are trying to do the best they can. I think this is a good idea. I think the sale of this parcel could be beneficial. Unfortunately, the government has stuffed up this opportunity for them by bringing to us an unfounded, unfunded, abominable addition to this bill. Go back and have another try, please.

I will not support the bill in its current form, and I support the amendment.

[6.01 p.m.]

Ms FORREST (Murchison) - Mr President, this bill has been a vexed issue for some time, an issue the government has certainly not covered itself in glory with, through its handling of this issue at large. The cynic in me sees this as a level of political game-playing and a desire for votes and power. Sadly, we find ourselves in that situation more often than we'd like in this place.

This is not a straightforward bill either, and I do not intend to treat it as one.

I'd like to start with the university's position. The University of Tasmania is under enormous financial strain. This is not speculation or political rhetoric; it's a documented fact. But to understand it properly, we need to place it in a national context, because what has happened to UTAS has happened in varying degrees to almost every other university in the country.

COVID-19 exposed a structural vulnerability that has been building in Australian universities for years. The border closures wiped out international-student revenue overnight. For institutions that had quietly allowed their dependence on that revenue stream to grow well beyond what any prudent financial manager would regard as sustainable, the shock was severe. The truth, uncomfortable as it is, is that Australian universities had allowed themselves to become deeply structurally reliant on international students to cross-subsidise everything from domestic teaching to research to capital investment.

When that revenue collapsed, the underlying fragility of university finances across the country became impossible to ignore. UTAS was not immune to these pressures. In some respects, its geographic position and student profile made the adjustment harder than for many larger metropolitan institutions, and the federal government policy settings added further challenge.

This forced all universities, including UTAS, to move quickly to online teaching and learning, and UTAS has actually been a leader in this space. This has enhanced accessibility to students from our regions and it has meant that the on-campus experience is not the same. I know there are many people who hanker for their on-campus experience of the past. But if we stay in the past, we will keep doing things in the past.

When I go back and look at that time - I didn't go to university in Tasmania; I did my masters in midwifery through Flinders University by distance - I never set foot on the campus, not once, and I have my masters degree. I'm a pretty typical north-west kid. Even though I found it hard to accept this for a very long time, that I was smart enough to go to university, I think I've proved that I probably am, and was, through my work in Flinders.

It was such an elite experience to come to UTAS in Hobart. It was privileged kids who went, not an average little girl from Riana. I don't know any of my friends who went to university at that time. I did think about doing law; that was what I sort of wanted to do, but it was just like, 'Nah, can't do that, you've got to go to Hobart, you've got to have money, you gotta do ne-ne-ne, you've got to do all the things' but you've got to do all those things, and it was a completely elitist experience. I think we forget that.

It's the on-campus experience that is hankered after by many people, including people of my husband's generation because he was one of them. He probably didn't work anywhere near as hard as he should have, certainly in his first year - I won't repeat stories that I've heard or he's told me, but it was part of the culture of the time. Now, today, a lot of students don't have the benefit of spending time sitting around, not having to work. Back then, they had wealthy parents - not in all cases, but they had means. Then, there was that period of - remember, free university education? Remember that?

Mr Hiscutt - No.

Ms FORREST - No, you wouldn't, because you're too young. It was a time when students weren't required to work, and maybe put it off while they had families, things like that because they couldn't do it all.

That is now, but back in the day you didn't have to worry about working and the university cohort then was generally much younger people. I urge members to go to the Cradle Coast campus to have a look at the student cohort there. They look like me, old people, a lot of them. There are some nice young ones, too, but there are a lot of old people there as well and a lot of those are first in generation university attendees. I know it for a fact that there's a significantly higher rate of Aboriginal students in our Cradle Coast campus.

Ms Rattray - Twenty per cent.

Ms FORREST - Twenty per cent. Which is extraordinary.

I absolutely understand that a lot of people, particularly of a certain generation, feel an enormous loss of that sense of the way our university campuses used to operate and I absolutely accept that. I want them to understand, and the member for Nelson asked us to think about our own electorates, I want members in this Chamber to understand what it was like for members of my community before we had our own campus.

To move back to where I was sorry, from that little diversion. The recovery from COVID has not restored to the pre-pandemic model and nor should it, in my view. It was always on a pathway of destruction in many respects. Federal policy has since moved to actively curtail international student enrolments, recognising that that reliance was unsustainable, not just financially, but in terms of the social licence universities depended upon and that's just not just here, but across the country. The days of offsetting the decline in Commonwealth support and

stagnant domestic fees with the ever-increasing international student numbers are over. In my view, as I said, this is the right policy decision, but it does leave universities, UTAS included, with a structural funding gap that's not going away. This is the reality in which this appears before us. We need to add to that declining per-capita Commonwealth funding in real terms and expectations that universities teach a broader range of domestic students for less money per head and a capital investment requirement that has been deferred for years.

Now, you could argue that UTAS shouldn't have deferred the capital investment. It's not an argument I'm going to engage with right here, right now, but you have structurally challenging buildings to upgrade and modernise in the way that contemporary teaching and learning does need in a lot of disciplines.

Those pressures are not temporary, they're structural and they come at a time when the university has real pressing unmet capital needs, particularly in STEM and no ready source of capital to meet them, as many members have alluded to. If we are to attract students to STEM at UTAS, we do need contemporary facilities - just a small diversion to the issue of what brings people to a university. I went to my AI chatbot as well, but I asked it to show me the research on this. I didn't just rely on what a chatbot might tell me. I asked it to look at the research. Most of the research is out of the US, which I don't think is entirely comparable, but there is some Australian research and it did look at Australian research. I said, 'No, I want Australian research, back you go.' It says the key things are:

- Academic reputation and quality, which I think is a pretty much a no-brainer because no-one is going to go to a university that doesn't have a strong academic reputation. We heard about the reputation of UTAS in some areas - I haven't looked at the ranking in all of them, but I know they do a really good job in many areas.
- The program of study. Is the course you want to do available? Clearly, you're not going to go to a university that doesn't provide the course that you want.
- Job placement rates. How likely are you to get a job from the university that you go to and the degree that you received?
- The location and cost of the course - because it's not free anymore and the accessibility.
- Varying studies also showed around 30 to 45 per cent said the facilities mattered as much in their consideration, in terms of being contemporary, and meeting the needs of the course they're doing so.

I think it's safe to say that there's no one thing that drives students to a particular university, but there are key issues that they all look at, and they are the things I've listed.

Obviously, if you have buildings that can't meet the contemporary needs of the student learning experience or the requirements of the course - now, the way we taught some science subjects in the past is quite different to now. AI wasn't a thing a while back. You can teach that in many settings, but you have to realise that not everything stays the same, so what might have worked in the past - and yes, you can contemporise buildings like Trinity College. I did a bit of research on Trinity College too, interestingly, and they described that as an outlier because it's a major tourist attraction. It was interesting to look at that. But, yes, looking at some of the

old universities - they're beautiful. They often have a lot more money behind them too, a lot of them, but that is a separate issue.

If we want to attract students to STEM at UTAS, we do need contemporary facilities because when new equipment becomes available, you can't always retrofit it into the current space. I learned some of that when I went for a site visit about some of the new shiny equipment that needs to be fitted in that may require very thick walls or walls that prevent radiation and things like that - lead walls and that sort of stuff, perhaps. You can't always necessarily repurpose an old building without major construction and changes to it. We all need to realise that what might seem like a simple solution to the outside may be much more complex when you actually look at how you are going to do it. I'm not saying it can't be done, I'm just saying I'm not sure that we can make this broad statement.

I've visited the campus at Sandy Bay, I have been to The Forest building, I've been to the northern campus in Launceston - beautiful campus - and I've obviously been to the Cradle Coast campus many times. I've observed the very real challenges associated with the current facilities at Sandy Bay in a rapidly changing world that demands flexible learning experiences and spaces. How you deal with that is a question, of course, but there are real challenges. I just want to make that point.

The stakes here go beyond the university's balance sheet, however. Tasmania's technology sector currently contributes \$1.1 billion to the state economy and it is projected to triple by 2035, creating 21,000 new jobs. Yet right now, 31 per cent of workers lack critical digital skills and more than 1500 businesses report shortages. The number of Tasmanians holding STEM-related qualifications sits 25 per cent below the national average. That's not a good position to be in if we wanted to lead the way in many of these areas. UTAS's STEM buildings are among the oldest on the Sandy Bay campus and I tend to agree that a lot of them aren't fit for purpose anymore. Whether you can repurpose some of these buildings is not for me to determine because I'm not the expert in that. I know the building where the medical students used to be has been empty for a long time and we now look fondly at the Menzies research centre when we drive down the road. Enrolments in STEM have declined as a result. At a time when STEM enrolments are growing nationally, we need to keep this in mind. We need to get our share of STEM students, attract them and keep them. We cannot attract the engineers, scientists and digital specialists our economy needs into the facilities that belong in another era, because things don't stay still in these areas.

As we know, investment in facilities works. The Cradle Coast campus redevelopment has seen the local applications increase by more than 100 per cent. We have the state-of-the-art nursing lab there. We will see it on my electorate tour, it's magnificent. The new Inveresk campus in Launceston has become a thriving centre of learning, research and innovation. So, when the environment is right, students follow. Members from down this way may not have been into those campuses when they're fully operating, but they really are beautiful and very lively places.

These issues matter because the bill before us cannot be properly evaluated without understanding what the alternative actually is. The alternative is: the current environment is not a better process leading to the same outcome in due course. The alternative, realistically, is a third consecutive failure to fund new STEM facilities in an era where federal government capital grants for universities have effectively dried up, where the university's balance sheet cannot carry the load and where our state's own fiscal position offers no relief. In the

competitive global market for investment capital and future STEM capability, there is also a timing imperative. Tasmania actually needs to be positioned to act. That is the context in which I approached its bill and considered whether or not to support it.

The university's history on the site is worth recounting briefly, because it does shed a bit of light on how we arrived here. In the 2000s, when other universities were investing in science facilities, because they all were, UTAS made a deliberate and, as it turned out, wise decision, in my view, to invest in the Hobart Medical Science Precinct: the Menzies research centre. That investment was made possible by federal capital funding opportunities that existed at the time. Half the university's enrolments and revenue are now health-related. What a good move, excellent move. I did wonder about the outside of the building for a little while, but I think it's fine. That is a tangible return on a well-directed decision. My son had an opportunity to spend some his years doing his medical degree in that building.

The IMAS building on the waterfront is nation-leading in climate and Antarctic studies. Same time and similar money were available.

The Hedberg - what a beautiful building that is. These were also funded with federal contributions available in that era.

The STEM precinct proposal, developed through the Infrastructure Australia business case in 2017, was conceived in the expectation that comparable opportunities might exist. Well, they don't, sadly, and the world has changed. We all know the university has tried to progress this before. People say that we're just jumping straight to this as a solution, but it is not true. In 2017, it sought permission to sell parts of the Sandy Bay campus. The absence of a strategic master plan led to that proposal being rejected. A Sandy Bay master plan was subsequently developed and never meaningfully considered by Hobart City Council because of the community response to the concept. That's where community voice is important and was heard.

Now, here we are, where decisions are being made, not to build STEM in the city but to try to build a new facility at Sandy Bay on the campus below Churchill Avenue. This is the legislation we're here with now, to give some pathway to that. I don't say any of this to dismiss community concern, because it's genuine. I'm trying to be honest about the cumulative cost of delay here. This is not something that UTAS realised this year was a problem. STEM students in Tasmania have been waiting for these facilities for the better part of a decade. That too is a real cost, even if it's harder to see than a contested planning process.

Before I turn to planning concerns, I want to say something that's personal to me as the member for Murchison because this bill is not just about Sandy Bay. I'm going to go back to the member for Nelson's comments, which was to think about the fact that if this was happening in your electorate. Plenty of times things have happened in my electorate and people haven't always taken that too seriously, but this isn't just about Hobart or Sandy Bay or the electorate of Nelson or any electorate. Our job is to make legislation for the state.

As I mentioned, the Cradle Coast campus in Burnie is for the north-west of this state - something more than a university facility. It's a statement that higher education belongs there, not just in Hobart. Not just for those with the means and the freedom to relocate. For much of our history, the assumption, often unspoken, more often simply acted upon, was that if you wanted a university education, you left. If you could afford to leave, that was great. You left the north-west, you left your family, you left your community, you left your footy club,

your cricket club and your netball club. You left your job. A lot of young people have jobs up in our regions. If you couldn't leave, if you had caring responsibilities, if you couldn't afford it, if your life was actually there in the north-west, then a degree simply wasn't for you. That's how it was. That assumption is now, thankfully, in the past. The Cradle Coast campus, established in 1995 and transformed through a \$40 million redevelopment, opened in 2021. That has done more initiatives for the north-west coast than I can name in terms of the access to education, opportunities for employment, retraining, all the things.

Research that has been conducted about the campus - the fourth campus - documents that practitioners on the ground have what they have long known: students at regional campuses like Cradle Coast are frequently from lower socio-economic backgrounds, are often the first in their family to pursue a tertiary qualification, and carry diverse caring responsibilities far more than in large metropolitan institutions, which are generally not designed to accommodate. These are not students for whom university was ever a given. For many of them, the existence of a campus in Burnie - a campus they can reach without uprooting their lives - is the reason they are there at all. If it wasn't for that, they wouldn't be there. All those nurses that will be graduating from the Burnie campus, the doctors who are doing a full medical degree at Burnie, some of those will stay in our region.

When a student from Ulverstone, Circular Head or the west coast completes a nursing degree at Cradle Coast and goes to work at the North West Regional Hospital or in the community health setting, that is a direct, tangible return to our region and it cannot be understated. When a graduate teacher walks into a Burnie classroom, that's what the Cradle Coast campus is delivering for us. Now we will have doctors walking out of there into our hospital there. The university's own compact with the Commonwealth acknowledges frankly that the regional campuses create a genuine diseconomy of scale, smaller class sizes, more intensive teaching per student, and the cost of maintaining and staffing multiple sites. Yes, this is a regional model, a hub-and-spoke model with the Cradle Coast campus at Burnie in the centre, and the student profile of these campuses requires a more substantive investment per student to achieve successful completion.

In plain terms, to make it really clear what I'm saying, is that the Cradle Coast and the northern campus in Launceston are cross-subsidised. They're cross-subsidised from UTAS down there in Sandy Bay and in the city. They're not fully self-funding. When we had the evidence in PAC, I think it was \$40 million to \$60 million in cross-subsidy. That's a lot of money of cross-subsidy coming from here to there. It's a good thing that happens that way. We don't get much out of Hobart, but we do in this regard. The campus down here sustains the broader university's presence in the north of the state. But we do know that the university's financial position is under serious and sustained pressure. That's the reality and this matters enormously for what we're being asked to decide today. If UTAS's financial position deteriorates to the point where it can no longer sustain that cross-subsidy, if the Hobart campus can no longer carry Burnie and Launceston, where's the easiest part to cut money?

The consequences for regional Tasmania could be severe and lasting. I'm thinking about my electorate, Mr President, I am. I hope other members think about my electorate too. We will not just lose a building, potentially, or a course offering, we will lose the hard-won proposition that higher education is for everyone in this state, wherever they live, and I won't be one to allow that to happen without a fight. I will fight with UTAS if I have to on that.

I think others would agree with me that UTAS got itself into this position in many respects and that's been well documented through some poorly timed and considered decisions over many years, not least the over-reliance on international students. If it could turn back time, as with many decisions made by many of us, they might have made some different decisions. The reality is UTAS is in a financial world of pain, and we don't need to add to it.

We must demand better and hold UTAS to account for that position. That's one of the reasons I propose that the Public Accounts Committee inquire into UTAS's financial position. UTAS does have a huge body of work to do to correct their financial trajectory, along with just about every other university in the country except for the big eight probably not so much, but all the other regional ones or not big eight universities.

I now want to turn to concerns about this bill that I take seriously because they are serious and others prosecuted this in their contributions too.

The criticism that has been put to me most forcefully goes to section 7 and, as members have also spoken of, the automatic rezoning of the land above Churchill Avenue to inner residential zone. I want to acknowledge directly that criticism has genuine merit.

Planning experts have pointed out that parliament is once again acting as a de facto planning authority and doing so this time without the expert assessment that has at least informed comparable decisions in recent years. This is the government acting perhaps without due thought sometimes.

I have opposed other planning approval-related legislation in the past. I think the member for Elwick spoke about that, putting the reasons clearly on the record.

The Huntingfield Housing Land Supply Order, contested as it was and not seeing any meaningful progress for years after it was rushed through this place, at least did go through some consultation, professional assessment and structural planning processes. This was public land dealt with under the *Housing Land Supply Act*, an act that is restricted to public lands, so not a good comparator.

In this case, a range of zones was applied based on a master plan, not a single blanket zone applied arbitrarily.

This bill does not replicate that rigour in section in relation to section 7, and perhaps that is a change that could have been contemplated.

I want to acknowledge her, but something that tempers this criticism to a degree. The land is not currently without planning context. It sits in the particular purpose zone, the University of Tasmania Sandy Bay campus under the Tasmanian Planning Scheme, and the local area objectives within that existing zone explicitly acknowledge that the upper campus is an area in transition, as the university divests itself of redundant assets and as future use of development of the upper campus will be reviewed and subject to further applications for amendments under the local provision schedule. In other words, the existing planning scheme has already anticipated that rezoning or changed use of this land could or would occur.

The question parliament is being asked to resolve today is not whether rezoning is appropriate - that's been effectively anticipated - but what zone and through what process.

It is also relevant that is not entirely uncharted to planning territory. The university engaged a range of consultants for the 2021 Sandy Bay master plan, including ERA Planning and Environment and All Urban Planning, with extensive work covering community engagement, conservation management planning, heritage impact assessment, economic and market demand analysis, traffic assessment and Aboriginal heritage.

The outcomes of that work supported high-density residential as the best use of this land. You don't have to agree with that. That's just what it said. The inner residential zone is consistent with neighbouring zoning on the north and aligns with the ongoing strategic objective of increasing residential density in areas close to the Hobart CBD. This is an objective reflecting the Hobart City Council's own discussion paper for the Mount Nelson and Sandy Bay Neighbourhood Plan. We know the pressures on housing; it makes sense to build housing in areas close to services, close to the CBD, close to transport, all those things. We learnt that the hard way when we built settlements out in the sticks with no services and no transport. That was a bad decision.

The university also engaged directly with the council at a meeting in November 2025 on the future of the campus. The argument that the inner residential zone might make sense for much of this terrain, complex topography, infrastructure constraint and environmental sensitivities has not been made with any publicly available planning analysis - and other members have spoken extensively about that.

The honest answer appears to be that inner residential was chosen to maximise the land's financial value - not solely because it represents the outcome of rigorous planning - that will deliver. I understand why this decision was made, and I do not think it should go unremarked nor unchallenged as the only zone that could be considered.

The government has advised that a mix of zones was considered through earlier planning work, but that the single inner residential zone was applied across the site to provide flexibility and avoid predetermining outcomes across different parts of the land. It was also noted - and this is important - that applying the zoning does not mean the entire site will be developed at the highest density the zone permits; detailed outcomes will still be determined through the normal planning process. I believe it's important to remember that, because that seems to have been lost in this debate a little bit. Detailed outcomes will still be determined through the normal planning approval process.

There is also real concern for the Hobart City Council. The council is currently midstream on strategic planning work for the broader surrounding area. Legislating a predetermined zone for a large, strategically positioned parcel of land is a big process; it is not just procedurally untidy, it distorts the strategic picture the council is working on. You have all these competing things happening, and that may superimpose subsequent obligations on the Council that serve neither efficient development nor sound urban planning. There are real challenges here.

There is the further irony, one that I think the university could perhaps reflect on, which is that the bill itself in subsection (9) of section 7 appears to contemplate that the inner residential zoning is something of a holding position, capable of being changed through future rezoning. That's how I read it. If that's so, we should ask what the long-term planning purpose of the legislative zoning serves. If you look at section 7(9), you can go through the usual process - some, including me, would say the proper planning process - that could change that zoning. It's not a set and forget.

This is a legitimate question: is that deliberately there so that in the future, should things emerge that make it not appropriate for inner residential, that that's the process?

This bill legislates a specific zone, and because that zone will govern what and can happen on this land for potentially many years, I sought to understand what the inner residential zone actually means in practice under the Tasmanian Planning Scheme. These matters both challenge and support my decision on this bill.

The inner residential zone is the highest-density residential zone in the Tasmanian Planning Scheme. Its stated purpose is to provide for a variety of residential use and development at higher densities, the efficient utilisation of infrastructure, and some limited non-residential uses that primarily serve the local community.

On paper it maximises development yield; in practice, on challenging terrain - and this has been talked about by other members - that promise is considerably more complicated. Under the zone's use table, a single dwelling requires no permit at all. Multiple dwellings - apartments, townhouses, units - are a permitted use, meaning a permit is required, but must be granted if the development standards are met - and I hope I am corrected if I am wrong in this; I'm not a planning expert.

This is what makes this zone financially attractive to the university, obviously: multiple dwellings as of right, at densities that, in flat, well-serviced urban areas, could support significant yield.

The development standards that apply are worth noting: the minimum site area per dwelling for multiple dwellings is 200 square metres, though this can be reduced if development contributes to a range of dwelling types or provides significant social or community benefit.

Building height must not exceed 9.5 metres above existing ground level. Site coverage is capped at 65 per cent. Setbacks from primary frontages must not be less than 3 metres. Private open space requirements for each multiple dwelling are a minimum of 24 square metres. These are what we call acceptable solutions: the 'tick the box' pathway to a permitted outcome.

But the zone's permitted uses and acceptable solutions are only the beginning of what must be navigated. They operate alongside a suite of codes that apply regardless of the zone. It is these codes, not the zone itself, that will determine whether much of this land can actually be developed and the density the inner residential zone theoretically allows. The Landslip Hazard Code applies wherever the state's landslip hazard mapping identifies risk. I'm pretty sure it's the whole of the hill.

The government has advised that the area proposed for rezoning largely aligns with the existing development on the site and avoids the steeper slopes, watercourses and significant areas of native vegetation. Some areas of the site are subject to low and medium landslip hazard, but these areas are largely already developed for existing university buildings, which is itself evidence of site suitability.

The government's advice is that landslip risks at these levels will largely be managed through the building approval process. I note and do accept that, while observing that's

precisely the kind of site-specific information a proper structured planning process would have documented publicly from the outset.

The Bushfire-Prone Areas Code is also relevant. Fire travels faster uphill. The government advises that the bushfire risk can be appropriately managed through future development on the site, with the code applying to future subdivision proposals and individual buildings, addressing the matter through the building approval process. Again, I accept that. But construction cost premiums in a higher bushfire attack level areas can be substantial, and some development configurations can become unviable. These are real costs that will affect achievable yield, and must be honestly factored into any valuation.

The Natural Assets Code applies in relation to priority vegetation, which largely corresponds to the undeveloped areas on the site. It currently includes the path to Rifle Range Creek, which has been excluded from the land subject to rezoning under the bill, which is a small portion near Proctors Creek near the northern boundaries included in the rezoning area.

The government has confirmed that the rezoning would not remove any protection under the *Nature Conservation Act 2002*. We have the Commonwealth's *Environment Protection and Biodiversity Conservation Act 1999* or any other environmental legislation that attaches to specific species or communities. That is an important assurance to have. I assume I'm correct on this.

On infrastructure, water, sewerage and stormwater and road access, the site is not flat, as we know. It's not an easily serviced greenfield site and the roads are constrained. Stormwater management on steep terrain is technically demanding and expensive. These are not insurmountable problems, but they are real costs that potentially erode the financial return from the inner residential zone that's being used to maximise the likely return.

The government has itself acknowledged, in response to questions, that to satisfy the various requirements that relate to natural hazards and natural values will require trade-offs in the design phase. These considerations will likely place a limit on the residential density achievable at the site, and that is somewhat below the simple density controls within the zoning.

The inner residential zone specifically excludes tertiary institutions from permitted educational uses. In plain terms, as I understand it, under this zoning, a university campus use on this land will be prohibited. There is a certain irony in legislating a zone on university land that will prohibit the university of ever returning to it. I raise this not as an objection as such, as the land I believe is genuinely a service to university purposes, but as an illustration of how permanent and consequential a zoning decision actually can be.

However, this brings me to a provision in the bill, and I did mention it briefly earlier. It's with regard to section 7(9), which says:

Nothing in this section prevents the future amendment of the applicable planning scheme in relation to the registered area.

On its face, this is a safety valve. It says that the inner residential zoning imposed by section 9 is not immutable. The planning scheme can subsequently be amended through the normal planning process to apply a different zone or a mix of zones to this land. This suggests that the inner residential zone may itself be more like a holding position. By including

subclause (9), the government, and potentially the university, have effectively acknowledged that a proper planning process may yet determine a different zone that's more appropriate for parts of this area. As I read that clause - and I have asked the minister to comment on this - because the bill, if it should pass, would take full legal effect and that would be the zoning: inner residential. What I understand is clause 7(9) preserves a pathway back to the normal planning process. It does not delay or soften the immediate effect of zoning the bill imposes, but I think that does need clarity.

The combined effect, as I understand, is that the inner residential zone applies with full force from commencement and the land becomes immediately subject to everything that zone permits, requires and prohibits, but future amendment pathways are available, subject to all the consultation, public exhibition, representation rights, and Tasmanian planning condition assessment that a proper amendment process under LUPAA would require. That's not a fast process. That's one of the reasons we're here. I'm not saying that's a good or a bad thing, but we need to be really clear about it because it may be that some parts of the site are not suitable for inner residential construction.

The inner residential zoning signals maximum potential, it doesn't actually deliver it. The actual yield from this land, once landslip, bushfire, natural assets, servicing, and access constraints are worked through lot by lot, may be considerably less. That will be the challenge if this bill goes through: how much return can actually be achieved on the land.

I note that a conservative land value - the so-called conservative land value of \$100 million - has been calculated by UTAS and independently assured by Deloitte based on residential land values within 3 kilometres of the site. These figures need to be understood in light of everything I just said. It may be conservative, but I wonder if it's genuinely achievable. In my view, this is not an argument against the bill. It's an argument for the government and the university to be transparent publicly about what this land is realistically worth under the zoning and what proper structure planning processes would have determined.

On the question of alternatives, the record is instructive here and I also considered it in my decision-making. In 2021, the university lodged the Sandy Bay master plan with Hobart City Council as a request for planning scheme amendment - the proper legislative process, one might say. It was withdrawn following advice that the Hobart City Council was not going to support it. Critics of the bill would say that the answer is to simply let the normal planning process run its course. We do need to grapple with this history first. The normal planning process was tried. It's not like it hasn't been tried. It was - not to the full extent. It didn't go to a council meeting - but, in any event, the decision or advice was not to proceed. The Hobart City Council has previously indicated it would not support the amendments required and without those amendments, the STEM precinct couldn't proceed.

We are not choosing between this bill and a well-functioning, orderly planning process, in my mind. We are choosing between this bill and the near-certain prospect of no outcome at all. It is a challenging position to be placed in. I'm a bit tired of being placed in these sorts of positions by this government, I might say, but here we are. That's the reality.

The comparison with Western Australia and South Australia is informative here as well, although perhaps not in the way that it may be intended. Both states have repurposed former university campuses to fund new facilities while enabling urban revitalisation. They did so through dedicated state government agencies. In Western Australia it was Development WA

and in South Australia Renewal SA - with the proper planning frameworks embedded in the process.

Tasmania has no equivalent agency that could do that and that's a genuine gap because it has worked in Western Australia and South Australia. We don't have that here and perhaps that's another oversight. The right response to that gap is not necessarily to block the bill, it is to acknowledge the gap and find ways to reduce in the future. That's a matter for the future, but it's highlighted that there's a gap here and a problem.

I'm also conscious that the critics of clause 7, when pressed for alternatives, arrive at a decision that the minister could direct the Hobart City Council under section 40C of the act to prepare an amendment with binding timelines. That would be interference, too. That's not nothing. It could be a workable mechanism, but it also is a mechanism with no guaranteed outcome. Imagine the community pushback on that. We have no defined timeline that this Chamber can scrutinise, so it's a bit of a moot point in many respects.

We hear very clearly about the community sentiment about the way this has been handled and I think UTAS has done a pretty poor job on some of that. I'm not satisfied that this option provides the certainty the university's funding position requires. If they were in a good financial position, we'd probably be having a different conversation.

Others suggest UTAS sell all the city properties, including the new Forest building - spelled incorrectly, but there you go, it's the university - which, to me, is a diversion, a nonsense suggestion because it fails to acknowledge the really serious challenge that UTAS currently faces. The Forest building is built for a particular purpose and whether you like it or not, it's a functioning, vibrant learning space right now. For any other developer to come along and buy it, they would have to repurpose it as something other than that, and the cost of that would be extraordinary. The price you might get for it would be nowhere near anywhere enough to fix the problem and you'd lose the facility. It's a bit like saying we're going to shut down the buildings above Churchill Avenue so we can sell them off and fund below, but you can't do that, we need those until there's a new facility. You just can't do it. To me that is just not an option and not a realistic suggestion.

I also want to say something about the federal funding because it's central to arguments related to this bill. The university has made it really clear that without some sort of state capital contribution, or some avenue for making some of its own financial contribution - by selling property or something from the university itself - the chances of securing sufficient federal support for the STEM precinct are significantly diminished. You could sell all the properties in the city, but then what are you going to do? How are you going to educate the students who are currently in the Forest building?

A submission to the federal budget process frames the proposal around the Future Made in Australia policy; renewable energy and advanced manufacturing, and the skills pipeline Tasmania needs for both. The federal funding request is in the order of \$400 million. The university and the state government intend to, as I understand, use the rezoned land as part of the overall funding strategy to support that ask.

The world changes every day. The federal government has been talking about cutting their spending and now we have this enormous problem with the Middle East war. Who knows what that's going to do? I do accept, however, that federal capital funding rarely flows without

demonstrated state or private sector commitment. That is a longstanding reality of Commonwealth-state funding dynamics. That's how it works.

I want to put on the record that this conditionality should be tested and verified, not just accepted as a given on both sides of this debate. I would encourage the government to be transparent with us about the federal conversations that have occurred, what conditions have or could be indicated, and what the realistic future scenario looks like without the land contribution this bill would enable.

The argument for the bill is stronger when it rests on a demonstrated federal conditionality than when it rests on a general assertion that federal support will be diminished.

I also note that the university is publicly committed to executing a deed poll, which would require it to use the value of the rezoned land solely for the Sandy Bay STEM precinct. That's what they've committed to; mind you, some of the government promises don't hold true. That's not the government. This is a meaningful commitment, in my view, an important protection. If the bill is supported, I would expect it to be honoured in that the money would be set aside.

I've looked closely at the bill and I've heard the arguments and listened to both sides. I absolutely agree that Tasmania needs UTAS to succeed. I don't think anyone would disagree. I haven't heard anyone disagree with that. That's not a platitude, it's an economic, social and educational reality of this state. The university cannot invest in its facilities, cannot attract students, and cannot support a STEM pipeline for the industries we are asking to drive our economic future if the university is not financially sustainable, and they've got a way to go to get there. They can't do its job for Tasmania.

Much of the Sandy Bay campus above Churchill Avenue is, in my view - and I've looked at this from all angles - genuinely surplus to the university's educational requirements. Remember, we are moving into the future, not going back to the past. The land will be developed in some way in the future, I believe. The question has never really been whether some parts of the land up above Churchill Avenue will be redeveloped. It's about how and when and under what process. I know that a lot of these answers aren't clear in the legislation and the information we have before us. I absolutely accept that we're in an invidious position yet again.

I think section 7 is in there because it reflects the urgency of the university's financial position more than it reflects sound planning practice - that's pretty clear. I think the government and UTAS should be perhaps very honest about that.

So why, given these concerns, will I be supporting the bill?

In my judgement, as frustrating as it is to see the current financial pressures UTAS faces, the imperative is to ensure that UTAS has the financial foundation to keep doing what it does for our regions, not just in Hobart. That is a significant part of why, despite my genuine reservations about aspects of this bill, I will be supporting it. Why? Because I'm persuaded that the financial necessity is real and that the alternatives have been exhausted or are not genuine alternatives in a practical, timely sense. The planning concerns, while absolutely legitimate, do not ultimately outweigh the case to proceeding.

Some may be quite surprised that I will support this bill, but I've been clear about why I support it and equally clear about the legitimate concerns it raises because members deserve an honest account of both - not a cheerful endorsement of the process, but it has real shortcomings.

I am satisfied that the bill, on balance, represents the least-bad available path to an outcome that Tasmania needs, not just the university: a contemporary, funded STEM precinct, a more financially sustainable university, and a productive use of land that has sat unresolved for the better part of the decade.

It is with some degree of frustration and annoyance at the government and at the university for some of the handling of some of this, but I will support this bill despite all the frustrations and problems I've expressed.

Ms FORREST - I move -

That the debate stand adjourned.

Motion agreed to.

CHARITIES AND ASSOCIATIONS LAW (MISCELLANEOUS) AMENDMENT BILL 2025 (No. 65)

First Reading

Bill received from the House of Assembly and read the first time.

[6.55 p.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) -
Mr President, I move -

That the second reading of the bill be made an order of the day for Tuesday next.

Motion agreed to.

SUSPENSION OF SITTING

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) -
Mr President, I move -

That the sitting be suspended until the ringing of the division bells.

This is for the purpose of a briefing and a meal break.

Sitting suspended from 6.55 p.m. to 9.27 p.m.

UNIVERSITY OF TASMANIA (PROTECTION OF LAND) BILL 2025 (No. 58)

Second Reading

Resumed from above (page 79).

[9.27 p.m.]

Ms FORREST (Murchison) - Mr President, having not got a second wind over dinner, I have completed my contribution.

Mr HARRISS (Huon) - Mr President, I don't intend to speak for very long, but it's important to put some concerns on the record. I will start by stating that I strongly support investment in STEM. I support the university's ambition to modernise its facilities and believe that needs to happen for a range of reasons. I recognise the importance of STEM to Tasmania's economic future. The bill itself has been debated in detail by other members, and I have appreciated their contributions, so I don't intend to go over that.

I've been struggling over two parts of the bill. The first is the process around parliament being a planning authority. We've been asked to approve a major rezoning of more than 20 hectares of land above Churchill Avenue, and yet we have been given no planning evidence that would typically accompany such a significant land use change. I don't come - as many members do - from this place, from a local government background, but I find it hard to imagine a planning authority in this state would assess, let alone approve, a development with so little information. Yet, the government expects this Chamber to override planning laws with no assessments at all.

The member for Elwick mentioned the Stony Rise development in Devonport, which I supported through this place, but, as I see it, that had gone through the normal planning process. The TPC had assessed it, considered the evidence and made a determination that rejected the rezoning. Only after a full planning process with public submissions, expert analysis and formal commission findings did the government choose to override that decision using legislation. That was somewhat controversial, yes, but the key point is, it had a complete record of planning evidence. Whether members agreed or not, this bill doesn't have anything like it.

The second I'm struggling with is how the legislation, in its current form, provides a clear or credible pathway to achieve the desired outcome. The bill is set to a \$100 million figure but does not outline the financial model, revenue source or the structural reform required to produce this contribution. Parliament is being asked to accept optimistic assumptions, not verifiable financial projections.

Tasmania deserves its only university to have a world-class STEM precinct, but it also deserves a parliament that scrutinises legislation, weighs evidence and makes decisions not on ambition alone, but on responsibility, transparency and the need of the people we represent.

I don't support the bill in its current form.

[9.31 p.m.]

Mr EDMUNDS (Pembroke) - Mr President, the member for Huon caught me on the hop - I had half a Mentos in my mouth, which I had to dispose of.

Ms Rattray - They're dangerous.

Mr EDMUNDS - They are. Like the previous speaker, I won't look to repeat the points made by others, but I'll attempt to add to them. The irony of us being here late on a Thursday night, chucking an all-nighter before a Friday deadline is not lost on me, as somebody who started most of their assignments about this time on a Thursday night to make the 5.00 p.m. deadline on a Friday. I thought that'd at least get one laugh. It's been a tense day, I was just trying to break the ice.

Like many others, my entire postgraduate career has been through the University of Tasmania. I started my journey at the Launceston campus as a part-time student, moved down to Hobart, lived at Jane Franklin Hall. It's the first time I've ever worn this pin in this Chamber - it stared at me a lot of times when I've walked out the door. It changed my life studying at this university and I know it changed the lives of many others.

However, to reflect on the comments by the member for Murchison, many of the people I went to Brooks High School with were going pretty well if they got past year 10. I'm very lucky that I had parents who pushed me to continue to study and that my ambitions shouldn't stop at any level of education if I didn't want them to. Having studied at the University of Tasmania with plenty of people who went to much better pedigreed schools, I think there was a lot more brain power at the schools I went to that perhaps could have been pushed harder and, academically at least, achieved more.

I echo the comments of the member for Murchison about what access to university courses for students in the north of the state, but also down here in the south, has done to change those people's lives. I also acknowledge comments that have been given to us through multiple inquiries in this House about how much more qualifications people are going to need into the future, which I think ties into this bill.

I think the voice that I'm most interested in this whole debate is the students' and the first quote, and I believe the member for Launceston has read this quote in, but I will as well. It's the only one I'm going to read in. I think, again, to come back to the anecdote I shared at the start, it's appropriate to quite a few paragraphs from someone else when you're trying to chuck an all-nighter to reach your word count. From TUSA:

Students remain supportive of the university's plans for a STEM campus at Sandy Bay. We continue to call on the University, the community and all levels of government to back and support strong improvements in our outdated learning and research facilities. Crucially, students have been involved in discussions of a new STEM precinct from the outset. Unlike past capital works, the university is not simply 'consulting after the decision', but rather co-designing those spaces with those who will use it the most. This valuing of students' expertise ensures quality of experience within the precinct. The alternative to backing STEM at Sandy Bay is an incredibly poor one for Tasmania's future. Students of all ages need this precinct to be supported and developed collaboratively.

I think that's a pretty important point.

Obviously, as a member of the opposition party, we have criticisms of the Education minister and the government from time to time, but we have all these STEM courses going into our primary and high school students in this state and where are we supposed to send them when they hit the end of grade 12? To the mainland, where we won't see them again?

I support a strong university with state-of-the-art teaching and research facilities because that's the best way to train Tasmanians for well-paid jobs. This proposal will enable the rezoning of sections of the Sandy Bay campus to inner residential, allowing the repurposing of existing buildings for additional housing. It will also assist UTAS to fund upgrades to STEM facilities planned to remain at the Sandy Bay site.

This could be one of the biggest housing projects in Tasmania's history that will make a real difference to housing supply and affordability in Tasmania. It will also create thousands of jobs and hundreds of new apprenticeships.

I'm very concerned that our best and brightest are currently heading for the mainland in record numbers. Blocking housing developments and preventing the development of modern research facilities will undoubtedly make that problem worse. I believe a modern, exciting university in a vibrant capital city will help Tasmania keep our young people here and build a stronger economic future for our state.

I believe the minister, in her second reading speech, outlined a couple of points I'd like to echo. These are that two parcels of land identified by the university as surplus to future needs can be rezoned for inner residential use, and like other jurisdictions, Tasmania is facing challenges in productivity and workplace capability.

Across the economy, shortages in digital and technical skills are a constraint on growth. Our technology sector already contributes more than \$1 billion annually to the state economy and is expected to triple by 2035, creating 21,000 new jobs. However, at the same time, 31 per cent of workers lack critical digital skills and more than 1500 businesses report shortages. It's estimated that addressing those gaps could deliver over \$200 million in productivity gains by 2030.

As the minister said, the number of people in Tasmania currently holding STEM-related qualifications in Tasmania is 25 per cent below the national average. To reiterate the point, a visible and accessible STEM hub would also strengthen outreach activities and increase interest in STEM pathways for senior secondary high school students and primary school students in encouraging them to continue their education in Tasmania.

I thought the comments by the member for Murchison about nostalgia were very pertinent. What the university is now is not the same as when I walked into that place 20 to 25 years ago, and when I walked in, it wasn't the same as it was 25 years before that. The ref steps, the Dead Abigails playing on the - to misquote some sporting quotations - are not walking back through that door. Having four hours to spare to laze around on the lawns at Sandy Bay outside whatever Lazenby's used to be called back in the 1970s is not coming back.

The students that we have these days want modern, contemporary facilities, and they deserve them. The facilities at the university were outdated when I studied there and they're using the same buildings. If we don't move forward as a state, we will be left behind and we will continue to send far too many people under the ages of 30, 40, 20, 21 to the mainland and

we don't get them back. We won't get them back anymore because the advantages we used to have in housing are gone.

As I reflected, I did study at the University of Tasmania in the early 2000s, and the data, if we were to collect it, on those people, whether they came back to Tasmania, if they went to the mainland, is very bad. Those are the people we need to keep in this state.

We do need to refresh our facilities. I believe it was really good when the Energy committee managed to have our hearings at the River's Edge building in Launceston. I was taken aback by how collaborative and open those modern spaces were. I thought, 'This is a place where I would like to study. This is not online, this is face to face, this is in an open environment.' I was impressed with what I saw.

I also got a tour of some of the university's facilities recently, including going back to view The Forest building. I still drive past signs that say the unused forestry building can be sold. I mean, what a joke. It's there. People have seen it built and they're embracing it. We need to continue to move forward.

This notion that people go to university, as the member for Murchison pointed out, with some sort of entitlement to go and smoke a doobie and go to a lecture in five hours, not that they were her words, but this romantic concept that I seem to be encountering from, frankly, some of the grey-hair set, is just not based in reality. The average student at the University of Tasmania is 37 and works in town. We've got to make things accessible to them.

As UTAS said, they're moving forward calmly and with purpose; I'm prepared to support that. We are where we are. Yes, I'm kind of sick of being a planning authority. I don't like leaning on my local government experience in this place, but it seems to be what we're doing lately. I look at the member for Prosser over there smiling at me. However, if we support this, I think it is a win for the university, I think it is a win for the city of Hobart and I think, most importantly, it's a win for students, and I will be supporting it.

Members interjecting.

Mr EDMUNDS - I didn't have my orange note. Mr President, I move -

That the debate stand adjourned.

Debate adjourned.

PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (No. 11)

First Reading

Bill received from the House of Assembly and read the first time.

SUSPENSION OF STANDING ORDERS

Petroleum Reporting (Miscellaneous Amendments) Bill 2026 (No. 11) - Pass all Stages

[9.44 p.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) (by leave) - Mr President, I move -

That so much of Standing Orders be suspended to allow the bill to pass through its remaining stages at such time as the Council may appoint and without an endorsed copy having been distributed to members.

Ms FORREST (Murchison) - Mr President, here we are, dealing with the bill we saw - is it two hours ago?

Ms Rattray - No, a bit longer.

Ms FORREST - Whatever. Not long. We don't have an endorsed copy, and why would that be? Because the Clerks have been put under enormous pressure to try to put together an amended bill that can be endorsed, so that we can be sure what we are debating in this place is actually what we're debating in this place.

I'm going to speak to why I'm concerned about rushing this through. I haven't had time to get everything together for some strange reason, so I'm going to rely on a couple of different bits of information here as I go.

There is no doubt that the provisions in this bill, and no doubt similar bills around other jurisdictions around the country, including the federal parliament, are important and need to be considered. I have been listening to a lot of podcasts on this matter, as well as reading a lot of media and other information from various stakeholders on this, that this fuel crisis we're facing down the barrel of - thanks to the actions of a foreign nation attacking another in the Middle East - is not just going away, that we're facing a crisis worse than we've seen in history, in terms of our energy supply, as far as fossil fuels go for petrol, diesel, aviation gas and the like.

It is a legitimate and genuinely serious problem, but our job here in this place is to make sure that we get things right and to not have a bill that's been certified, that we can be sure is right - and that's no reflection on our Clerks, I want to make that really clear - it is deeply concerning.

To go back to the reasons why I'm not sure that we need to rush this through tonight, there have been conflicting messages about whether we're actually in a crisis. We're definitely in a crisis, no two ways about that, but is this a red-hot emergency that we need to act on tonight and we can't perhaps be given a day-or-two's time to properly look at it, and hear from key stakeholders? Members have received a couple of emails from people who are concerned about this - and acknowledging that one of them is a player in the industry, so of course they've got an interest - but it seems like this is a bit like other things that we see this government do; they weren't consulted or even told it was coming.

We find ourselves here again with the situation: they're raising concerns about unintended consequences, and one of the first things, and I hate that term because then we move onto a

slippery slope, but the reality is that in our briefing we had - this is a while ago - that was one of the first things that was mentioned in relation to Part 5 of this bill, which amends the *Petroleum Products Emergency Act 1994*. They're quite extraordinary powers. Is there a real emergency that requires them now? There could be unintended consequences. We don't fully understand the scope of that, and I want to read something I've got here somewhere about that.

Is it such an emergency that we need to do it now? Are we dealing with a crisis? We should have a couple of days to think about it.

I was appreciative that the acting Minister for Energy, the Deputy Premier, made himself available and met with the members in the briefing and provided his view of the seriousness of it. We did have a discussion before we had a short dinner break, so we didn't get too 'hangry' and out of control - speaking for myself and the member for Elwick - that he would come back with whether this could be deferred and the parliament recalled, which is the proper process to do that, either tomorrow or one day next week. From all the work I've done in reading and listening, trying to inform myself, because it affects me driving up and down the highway in a diesel car all the time, to me it seems like we've got a crisis, yes. Are we in an emergency that can't be given a few days for us to do our job properly? The Deputy Premier consulted the Premier during the break and we were told, 'No way, must do it tonight'. I asked if the Premier could meet us in that room because he's the one who can recall parliament; that's his job. The answer was no.

How disrespectful of this House that the Premier, in an emergency situation, did not have the decency to turn up in front of the members he's asking to ram this through and not even sit across the table and explain why we couldn't do it next week. I don't know if anyone else feels insulted by that. To me it's disgraceful. He's in the building. They're all in the building.

It is a bit of a change - them waiting for us, but there you go. I just think that is the height of disrespect, and whilst the Deputy Premier dutifully passed on the message that 'no, you have to do it tonight'. Well, actually we don't have to do it tonight. That's up to this House whether we do it.

But for the Premier not even to come and say why Monday is no good: 'next week we've got National Cabinet'. That's fine. I accept that. Tuesday, no reason; just has to be done tonight. Wednesday, no reason; just has to be done tonight, Thursday, no reason; has to be done tonight.

Personally, for me, Tuesday and Wednesday are not good days. We've got Public Accounts Committee hearings scheduled, but parliament takes precedence over committee work. That's how it works. We'd have to reschedule. Worse things can happen. Anyway, I hope the Premier's listening because 'not happy, Jan!'. I find that terribly disrespectful.

I go back to the question: is this an emergency and do we need to deal with it right now? Do I personally - other members will speak for themselves - feel prepared enough to be debating this bill without an endorsed copy and be sure we're doing the right thing?

I understand at least one member has consideration of an amendment. I don't know how that's proceeding. We won't have time to see that before we're dealing with it probably. There's a question I had about another matter - if we do proceed with this tonight.

I tried to put together a few thoughts in a short time between filling my belly as quickly as I could and coming back in here. The crisis no doubt is serious - there are no two ways about that, and it's moving fast. I absolutely agree. I did read and printed it off from the ministerial statement this morning, which doesn't make it clear about the urgency of the situation in my mind, and it does sort of suggest in that - and this is what's been picked up in the media - that it's going to impose a price cap. That's what it's sort of suggesting.

In the briefing, that was the 'nuclear' option because of the risk of unintended consequences. I'm getting very mixed messages about this. Whether we actually have an emergency or a crisis that's unfolding, absolutely we've got that. Do we have an emergency that can't wait for two or three more days? Is it as serious in Tasmania as it may be in other parts of the nation and world? Obviously, parts of the world have got far more problems than we've got.

But when I did a bit of quick research on this - and I can't say it's absolutely accurate - it seems to me that Tasmania has a challenge, certainly, but we're not in the depths of despair. Most of that's been driven by people panic buying. We kept hearing that from the Prime Minister and the federal minister that it was not so much that the supply wasn't coming as that people were panic buying - and you know those big plastic water things that people have on their farms to put out fires and stuff? I don't know what they called, the member for Prosser might know what they're called, but you know what I mean? People are buying diesel and filling those with it. That's not normal consumption. Part of that has led to the situation we're in. I understand why people do that, particularly in our rural sector; the last thing you want is to run out of diesel, and you can't harvest your crops. You can't plant your seeds. You can't do all the things that we rely on for our food production. I go back to that question: is this so serious that we have to deal with it tonight?

The other issue, and I'm not sure about this, maybe the Leader can enlighten the House a bit, but there are federal powers that already exist, and more are being considered, as I understand it, under the *Liquid Fuel Emergency Act 1984*, which I understand overrides state legislation if enacted or could override it. I'll leave that for the Leader to try to get some advice on.

The fact that on Monday, next week, four days away, there's a National Cabinet Meeting where they're going to be discussing matters relating to this crisis that we're facing, and may well suggest other mechanisms that the state would need to legislate, in my mind, that says why don't we give us a few days to look at what we've got, and if something else needs to be brought forward, based on the outcome of the National Cabinet, that we come back and deal with this. The lower House will have to come back, too, because that's how it works. We can deal with all those problems. Otherwise, we could have to be recalled anyway, if the National Cabinet says, well, we actually need our states to get these ducks in a row as well.

I don't know. We only have a vague idea from the media as to what has been discussed at National Cabinet, because we won't be there.

The other thing about rushing emergency legislation is that sometimes the laws that we put in place outlive the emergency and they're there forever. That may be appropriate, it may not, but we need to give due consideration to that. Or do we put a sunset clause in? They only last for a certain period.

That was the other thing. I haven't had enough time to think about how you might prevent that, if there is a risk to a certain section like Part 5 of the act, which seems to be where the major concern is. I absolutely appreciate the need for reliable data and basing our decisions. I understand that our Director of Energy Planning has been having regular meetings. We sought to have him appear before the Energy Committee last week and talk about what was happening. He has written to various parties in the supply chain who haven't been forthcoming. Some information has but not all of it, so here we are.

The government are asking for a power to basically be more forceful with the direction of demanding that information that's necessary to make decisions. If they don't, we can impose a decent penalty. Now, I don't think that's really contentious and that's pretty straightforward.

This is the problem. It's the other emergency powers and the additional things we're seeing inserted in the other legislation. I haven't had time to really fully understand the other provisions in relation to the Australian Consumer Law (Tasmania) Infringement Regulations and the Australian Consumer Law (Tasmania), mainly because we've been here all day, doing our work in the Chamber. I've been here a whole day. I know we've barely been on a quorum at times, and I haven't been able to leave for that reason, also listening as we are dealing with serious legislation in this place as well.

I'm really concerned that the case hasn't been made for this to be dealt with right here, right now. I absolutely understand the significance of it, the importance of it, and the need to progress it swiftly. But our job is to make sure that when we do that, particularly in times of emergency, that we do have all the information before us, that we understand what we are doing fully, and that we don't pass legislation that may have a consequence we don't fully understand. When I asked about that in the briefing, particularly with regard to the *Petroleum Products Emergency Act 1994* and the capacity to effectively put on a price cap, that was the first thing that jumped out at me. This is what the community out there is expecting. They're expecting if this bill passes tonight, there'll be a price cut tomorrow. There absolutely won't be because that's the nuclear option, remember?

I asked about unintended consequences; just give me an example of one. The one that was provided was, let's say the price gets up to \$4.20 and the government decides, that's enough, stop, no more, so we cap it at \$4.20.

Let's call it diesel because diesel is the most expensive at the moment and therefore most likely to get there, which is a terrible thing for the people. Not for me. I don't have to pay for my diesel. The taxpayer pays for my diesel. I'm very conscious of that, and I've said that to people when I've been out and about and how much that concerns me with me driving up and down the road all the time. We put the price cap on at \$4.20 and suddenly we see, well, the fuel company says, 'Oh well, Tasmania is not allowing us to charge more than \$4.20 because that is the cap, but in New South Wales it's up to \$5 there. We'll just send all that supply there.' That is a real risk, so we need to understand that risk and see if there are ways of mitigating that.

Again, I go back to the point that's the nuclear option, only be used - and we really will be in dire straits by the time we use it, but that's not what the public think. The public think tonight - but not tonight because the Governor has to tick it off - as soon as it's enacted there'll be a price cap and they can rest assured they're not going to pay more than whatever it is now, \$3-something for diesel.

I'm deeply concerned that we're rushing this to this degree. I understand Monday next week being out of action with the Premier needing to be in National Cabinet.

We are prepared to shift our diaries. Well, I am. I assume other members are. Parliament is what we do. That's our job. I don't know that we should be rushing this through with such haste. This is far quicker than COVID and people aren't dying.

Ms O'Connor - Well, they are in the Middle East.

Ms FORREST - Not here.

Ms O'Connor - Yes, well.

[10.02 p.m.]

Mr GAFFNEY (Mersey) - Thank you, Mr President. I have some concerns here, and they echo those of the member for Murchison.

It was probably a couple of hours ago this was dropped upon us and we were dealing with another bill.

For those people listening, at 7.32 p.m., just very quickly, we all received:

I am writing to you to request you not progress the Petroleum Reporting Amendments Bill. We are deeply concerned about some aspects of the bill, particularly the proposed price-capping element, which potentially could have serious perverse effects upon fuel supply in the state if enacted.

The first we heard of this bill was after its introduction this morning. We have not been briefed aside from the provision of and a reminder from the Deputy Premier to read the speech. Nor, as we understand it, has the bill been consulted in any way, shape or form with affected industry players, particularly fuel distributors and retailers, and despite demand pressures, the Prime Minister continues to make clear, as does the fuel distribution sector, that there are no fuel supply issues, as opposed to distribution challenges in Australia and Tasmania at this time. So what is the rush?

That was at 7.32 p.m. Then, at 8.55 p.m., which is not that long ago:

I am the CEO of one of Tasmania's biggest distributors. The first I heard of the bill was when I was informed by an industry colleague that it had been tabled late this morning. I was not consulted on the design. I've not been consulted on how it may work.

From what I've read, the bill has a number of potentially problematic measures, including the price-capping clause, which could impact on our business and many more in the industry. It may be fine, but not to have a business such as ours not being engaged could lead to more fuel-supply issues, not less, as every industry has nuances that lead to a balanced outcome for all concerned.

Unfortunately, I can't tell you much more about potential effects of the bill because I haven't been briefed on it. Currently, there is no fuel supply issue in Tasmania. There is no rush and therefore I respectfully ask you to consider deferring considering the bill until the next parliamentary sitting, which I understand, is a few weeks away.

Mr President, this is my objection. We talk in this place all the time about consultation, about authentic, genuine consultation.

Is this a proper process? Are we just becoming a rubber stamp now? Should we deal with this tonight? I've looked at this material and it's not stuff that I'm that familiar with. Now I'm being expected to say, 'Yep, let's just do it.' I'm not doing my job. That's not my job. My job is not here to act on a minute's notice and put a rubber stamp on legislation that I don't understand.

Therefore, for the government not to allow us two or three days or four days so that we can consult with industry - and I think that just because it's a distributor and we only have four or five or six of them in the state doesn't mean that they shouldn't have the opportunity to talk to us about their concerns. We're just not here representing Mr and Mrs Smith in my backyard, in the street down the road. We're representing all the industries and all of the people that make up Tasmania, and this distribution outlet or distributor, he's one of those people that really have impact on our lives.

We want to make certain that whatever piece of legislation we pass in this place, we have done our homework. If we pass this tonight and let this go through, we haven't done our homework, we're not doing our job, because we are the house of review of legislation. Not passing something that comes to us two hours ago and say, 'Okay, look, it'll be right. Trust us. We've got to get this done because it's an emergency.' It's not an emergency.

I want to really impact on those people in this room, we are not doing our job if we pass this tonight. We haven't had a chance to consult with lots of different people. We haven't even had a chance to read the fact sheets, the clause notes. We've been given a really good briefing, thank you very much. That was to be expected. We've been given a really good briefing an hour ago and told to come up here and pass this, but not even given a chance to have it read through, go through, understand it, talk to people around in the industry. People are impacted by this.

I'm urging people in this place - we have to do our job. Our job is not here to rubberstamp legislation that we've received two hours ago. I will be embarrassed if this passes. It's the first time in 17 years I've stood in this place and said, 'I will be embarrassed,' because we've rolled over and we haven't done our job. I mean that seriously, and I would not say that - and the other thing that really annoys me, if we roll over, good on the government, they've done it, they've created something, they've shortcut. We're ahead of the game. If we block it, that's that Legislative Council again, they've stopped us, we won't get capped prices now. That's not what this is about.

I can take that flak because my job is to review legislation. My job is not to rubberstamp stuff that comes here two hours ago. That's not what legislation - this is in law. We talk about it in law and I haven't even had a chance to read it. I do appreciate the briefings, but I will not be standing for, and I will not stand in favour of this bill because it's - I'm not going to say it's bad legislation; we just haven't had a chance.

Ms Forrest - The point you made that if they blame the Legislative Council for not having a price cap, that would be the most disingenuous outcome from this whole thing if this doesn't proceed tonight.

Mr GAFFNEY - It will be. That's my thoughts and I won't be supporting this bill.

[10.09 p.m.]

Ms O'CONNOR (Hobart) - Thank you, Mr President. I find myself in the very unusual position of not agreeing with the honourable members for Murchison or Mersey and in all likelihood, Nelson. I think we should be able to deal with this tonight.

We are in a crisis, globally. We know that the Strait of Hormuz is closed to countries like Australia, which pre-emptively, in fact, was the first country in the world to roll in behind the United States and Israel in their unprovoked attack on Iran. The fuel that would come to us - we have no certainty over that. We cannot, as the member for Murchison said, have all the information before us at this point because the world is in a state of chaos.

We do know from the information that has come out of the federal government that there is some question mark over our fuel supplies from about the middle of April, and that would be when we sat the next time when, apparently, one of Tasmania's largest fuel distributors wants us to examine this legislation again. With all respect to the Tasmanian Chamber of Commerce and Industry, they speak for vested interests. I wonder if that large fuel distributor was one of the entities that wouldn't provide the director with the information that they requested, in terms of how much fuel is still in their tanks.

I understand that the contentious part in here is Part 5. But, from my reading of the act itself, the *Petroleum Products Emergency Act 1994*, the power to cap prices is already in there and I would appreciate some clarity on that. For honourable members' information, if you haven't had a chance to look at it, section 6(1) says:

If, during a period of emergency restriction, it is, in the opinion of the Minister, in the public interest to do so, the Minister may give directions in relation to the production, supply, storage, distribution, transportation, sale, purchase, use or consumption of the petroleum products in respect of which the period of emergency restriction is in force.

That reads, to me, like there are already substantial powers available to the minister in relation to petroleum products, should there be some kind of supply constraint.

In clause 16 of the bill that's before us, it says, simply 'For the avoidance of doubt'. It's a 'doubts removal' clause to clarify the powers that are already at the minister's disposal:

(1A) For the avoidance of doubt, a direction under subsection (1) -

Which I read out to honourable members before -

- may include a direction that specifies the maximum price that petroleum products, or a type of petroleum product, may be sold -

(a) as specified in the direction.

Maybe it's partly the fact that I've come from downstairs, but a number of times downstairs we'd be presented with bills and told that they're urgent and they clearly weren't. But from time to time, as was the case during the beginning of COVID, which I remind everyone is still not over, we were presented with emergency legislation, a number of pieces of emergency legislation. I think there were three or four in the end. We actually amended the COVID emergency bill to make sure that there could be no increases in rents or evictions. We put the time in, in a rush, to make sure that that bill was amended and improved to the benefit of Tasmanians.

This is not an ideal situation that we are being put in. If the Council decides that we don't want to debate this tonight, it is untenable to me that we would wait until the next sitting - 14 April. Untenable.

Ms Webb - It would be on the government, wouldn't it?

Ms O'CONNOR - Well, yes, I guess it would be on the government, but one of the state's major fuel suppliers is lobbying us to wait until the middle of April when we are -

Mr Gaffney - No. They didn't suggest that. They said we sit again in three weeks, but that's not to say they wouldn't let us do it next week.

Ms O'CONNOR - Oh, okay. Well, I misheard you. Sorry, honourable member for Mersey. What I heard from you was that they would rather we waited until the next sitting. Okay, well, I have -

Ms Webb - None of us want to do that.

Ms O'CONNOR - No, I'm not saying you want to do that, honourable member for Nelson. I'm saying that's what one of the state's major fuel distributors wants us to do.

The problem that we have here, a threshold problem for the whole state, the island economy, is that we actually, apparently, don't know how much fuel is in the tanks. The reason that we don't is because, when requests go in to suppliers, because there are no penalty provisions currently, they can just ignore them. We're being given an opportunity to sort that out here, so if Part 5 of the bill is the contentious one, I would like the honourable Leader, perhaps, to clarify that that price cap power already exists for the minister. Now, I totally hear the issue around parliamentary oversight of the declaration of emergency periods by the governor. I look forward to having a look at the honourable member for Nelson's amendment, which I hope we have a look at tonight because the times we live in demand of us to be flexible and adaptive. Right now there is so much uncertainty over fuel supply to this island, which is wholly dependent on imported fuel supplies, so we actually can't afford to faff around here, and we certainly should be treating this as an urgent question because it is urgent.

It's urgent for the people we represent, it's urgent for our small businesses, it's urgent for our export industries, it's urgent for the whole island economy, and it feels weird to be standing up here as a Green kind of talking about petrol and saying that we need to be really sure about how much petrol we have in the tank or how much fuel we have, but that is the cold, hard reality of where we are, and when you have a look at the bill, which, again, it's not ideal, we haven't had a whole lot of time but I did have a listen to some of the contributions downstairs.

When you have a look at the bill, it's actually pretty straightforward, and if the problem is part 5, perhaps we could deal with the second part of that problem by having some clarity from the government about the minister's existing powers under the *Petroleum Products Emergency Act 1994*. I think we should just get on with it, and I think, although it's not ideal, it's the right thing to do.

[10.17 p.m.]

Ms LOVELL (Rumney) - Thank you, Mr President. I just want to put a couple of remarks on record briefly. First of all, that Labor is comfortable to support progressing this bill tonight because we are comfortable that the work needs to be done, but also comfortable with the content of the bill. I do want to say and put on record that I absolutely understand the position that the independent members in particular in this Chamber have been put in by the government.

I am fortunate, the member for Pembroke is fortunate, and I suspect the member for Hobart is fortunate, that we have colleagues who have been in that other place, participated in the debate in the other place and have been able to convey to us the arguments that were put forward. We've had colleagues that have had time to scrutinise the bill and feed back their thoughts on it.

Others have not had that and it is really not fair for other members in this place to be put in this position, particularly when, as we know, we've had a really changing landscape through the day, where we had a ministerial statement with no indication that there would be any urgent bill tabled and debated today.

We had advice earlier that this bill wouldn't be progressing today and then all of a sudden late in the day, that's changed. I'm also really disappointed that there has been no willingness from the government to consider any of the alternatives that were put in briefings that we had earlier, which I know were not on record, but I know there's a real willingness amongst people in this Chamber to progress parts of the bill that are more urgent and maybe consider other parts later, or to come back and have parliament recalled. To be met with absolutely no willingness to consider any of those options is really disappointing.

I think this is another example - which we have seen before - of where the government have handled things badly, could have done things much differently and we would probably be having a very different debate tonight and be in a very different position. However, they haven't, they never do. We tell them every time, but they still don't.

I do want to put on record that I have real sympathy for independent members who are in this position. I'm not trying to convince anyone to vote a different way, people can make their own decision, but just to put on record that Labor will support progressing the bill tonight.

[10.19 p.m.]

Ms WEBB (Nelson) - Thank you, Mr President. I rise to speak on this question, which is incredibly frustrating and infuriating, actually, to be contemplating. We're being put in this position yet again and I appreciate what the member for Rumney has just said. It's disappointing though that she hasn't backed us in, having acknowledged the position that we've been put in as independent members. It's a shame that Labor won't back in the independents to actually do their job properly in this place, because we're being asked to not do our job properly in this place and it's disgraceful. There's nothing faffing around about it, quite frankly, member for

Hobart, because you have a party. You have staff attached to your party; you can contemplate this in the other place and you had every opportunity for your party to make sure you felt equipped and prepared to debate it. None of the independents in this place had the luxury of that. None.

It's absolutely unacceptable. When I had the experience of the COVID bills being rushed through this place in 2020, 10 months into my first term here in this place, it was an absolute shock to the system to have to be legislating in that way. It was so far from ideal. Yes, there were some amendments that were got up because a party had resources to do it.

Ms O'Connor - Well, I beg your pardon, there were two MPs at that point. It was Rosalie and I, and a very small staff.

Ms WEBB - You had resources, had staff to do it. Here, in this place, we don't have the luxury of that.

Ms O'Connor - It wasn't luxurious, I'm telling you.

Ms WEBB - I came out of that experience with a determination to never be put in that position where we are forced to rush through legislation under enormous pressure and, in particular, when there are matters to do with parliamentary oversight that are part of that legislation that may be eroding - or not putting proper parliamentary oversight in place. I will not be put in that position again.

However, having said that, to try to address that now under these circumstances is incredibly difficult, actually. It's incredibly difficult to try to get an amendment arranged now in time for us to be debating it tonight, for me to feel that it is a credible and defensible amendment and the right one to put forward to achieve what I'm trying to achieve. I think it's so unacceptable to put us in this situation. We're not refusing to debate this bill, full stop. We've made it entirely clear that we do not expect it to wait till the April sitting of parliament, the next scheduled sitting week. We would absolutely be prepared to come back here and be debating it on a recall of parliament. It's simply a matter of a few days.

It's to be responsible to ourselves, it's to be responsible to our electorates and our constituents and the state of Tasmania to do the job we're sent here to do. We're the House of review, and those of us in this place trying to do that job should be given the courtesy and the respect to do it when it is such a small matter of a small delay. We're not going to fix the war in the Middle East by rushing this through tonight, and not waiting a day or two to actually do our job properly.

What we did today was first hear about this in the Premier's ministerial statement in the other place this morning that a bill was to be introduced, but not an intended debate time frame laid out. No, not at that time. When we asked was it intended to be debated, we were informed not in either House today. That was what we were told; clearly something changed.

Then we heard in the briefing this evening that the Director of Energy did not ask for this bill, despite it being the director issuing the information requests, which have apparently been ignored by the petroleum companies and prompted the need for this bill. It wasn't urgent enough, obviously, for the director to request it. Apparently it's so urgent on the one hand that we're going to cut corners here and prevent us from doing our job responsibly, but not so urgent

that the responsible officer working for the last two weeks, gauging the current fuel status on island, did not request the parliament to act in this manner or the government to progress this bill. I'm highly frustrated that we are in this position. We're employed to be here for our electorates to do our job properly with diligent scrutiny. We didn't get the bill - and the second reading speech arrived via email at 7.12 p.m. tonight, that's when we got to see the second reading speech for this bill that we're about to contemplate.

I particularly also want to point out that it's our democratic right to do our job properly here. I think the only reason, that the government will not contemplate a different way forward, for example, recalling us next week, is that the Premier is turning up to National Cabinet on Monday, and what we heard at the briefing is that every other state turning up to that National Cabinet has already acted in some way in their jurisdiction. If we don't pass this bill tonight, then our Premier is going to turn up looking lazy and derelict, perhaps. Maybe that's what they're worried about: it looks like we've dragged our feet.

Ms Palmer - That's ridiculous.

Ms WEBB - That's what we heard in the briefing: that National Cabinet is Monday, and we did hear every other jurisdiction has actually taken some steps that they will be discussing at National Cabinet. Maybe it's about embarrassment on the part of the government and the Premier that they didn't act earlier this week and get this done properly.

We've had two sitting weeks in a row. It's not like this wasn't known to be coming down the line. It's been discussed across these past two sitting weeks. I just wonder whether the refusal to contemplate recalling parliament and the Premier's refusal, as the member for Murchison said, to even come and tell us that to our face is about his embarrassment when he goes to National Cabinet on Monday. Shame on him if that's the case.

That's my view on this. I'm incredibly frustrated about it. I'm trying to do my job properly. I want to consider an amendment to this bill on a matter that I believe is an important principle, and it's going to be incredibly difficult. Certainly, I hope if I do have to bring that amendment tonight, contemplating the bill, I hope no-one tries to challenge me on whether I properly considered it, because I've certainly done my best on it. I will be doing my best on it, but it's ridiculous to be legislating like this.

[10.26 p.m.]

Ms ARMITAGE (Launceston) - Thank you, Mr President. I believe I do my job properly. I listen to the briefings. We have an emergency and a crisis, and I agree with the member for Hobart. As the member for Hobart said, she was surprised that she was agreeing with the government at the time, and I'm agreeing with the member for Hobart, and I take offence if people say we don't do our job properly as an Independent if I'm prepared to proceed with the bill tonight. I look at it, I've heard the briefings, I understand that we have an emergency and a crisis. I agree again with the member for Hobart, when I actually looked at the act and I also heard in the briefings that half of the bill, the part with capping, is simply avoidance of doubt - that it's already there. I've read it myself. It's actually there in section 16.

Ms Forrest - Price is not there, only sale; and there's an argument about whether sale and price are the same power. Commissioning a direction, that's not there.

Ms ARMITAGE - I think I have the Floor, thank you. I do take offence that people say if we proceed with it, as an Independent not having the backing of a party, that we're not doing our job properly. It is a crisis and this is an emergency and I certainly will be proceeding with it tonight. I don't have an issue with the bill. I believe it's important that we proceed with it. Just because we're proceeding with it doesn't mean that the government are actually going to do anything about capping prices. As I said, there's not a lot to say apart from the fact I don't believe as an independent that we can't make decisions without party backing. We had a very intensive briefing. I understood the briefing and I'm prepared to move forward.

[10.28 p.m.]

Mr HISCUTT (Montgomery) - Thank you, Mr President. I won't speak long. I'd like to very much thank the member for Rumney for her comments in relation to this. I appreciate that a lot and also reconcile with the honourable member for Nelson's comments that she'd been here 10 months dealing with COVID and here I am, here 10 months and dealing with this. So, I guess it happens to all of us maybe, or maybe just some of us. I have not actually formed an opinion on whether I agree or not agree with this issue that we're currently debating. I'm very much listening to all of the debate around the room and I look forward to the government's response to this as well. I'm still very much up in the air and nervously sitting here thinking, what do I do?

Ms Rattray - Message your mum.

Mr HISCUTT - I keep coming back to the question of - well, I have been, actually. She's gone to bed, she's got other things on tomorrow. She didn't give me advice; that was even worse. However, I keep coming back to the question of my role is to review legislation. We're not here to pass legislation. We could sit here and say we've been elected to legislate; well, actually we've been elected to review. So have I had the time and effort, or will I, by the time we need to make a vote, have had the time and effort to be able to say I understand the concerns, what may happen or the way it may not happen? While we're sitting here listening to this debate, I'm trying to listen to that so I can make sure I know what's going on, but at the same time I am running through this, and I believe I'm pretty close to having an understanding of it. How long the last person speaks for may sway what my decision is as well. The decision will be made on the merits of if I believe I can review this legislation before we have to make a decision. I look forward to further comments here in the House.

[10.30 p.m.]

Ms THOMAS (Elwick) - Thank you. Mr President, I rise to speak on the question, that is, should we suspend Standing Orders to consider this bill this evening. Absolutely I do not support that in any way, shape or form. I apologise in advance if I'm a little bit inarticulate in my contribution, because I'm really struggling to grapple with the fact that we perhaps could have to be debating this tonight and, as the member for Montgomery just said, trying to process what you're going to say in response to this question at the same time as considering if we do have to debate this, how am I going to vote is quite a lot for the brain to handle.

We are coming to the end of a sitting week, and we've had a number of different issues to consider today. We started with greyhound briefings, a really important bill that we are considering and we had a number of briefers in before us this morning in relation to that topic, which is very important to many Tasmanians. Then we moved on to UTAS and we're considering that issue, which again is really important to many Tasmanians. Then, all of a sudden, in amongst that, we get a ministerial statement from the Premier saying that you need

to turn your attention to this issue, or rather we in the other place are turning our attention to this issue. Then some messages come around that we might sit late tonight to consider this.

We don't even know what this is at that time, because we're too busy in these other issues, because that is what we are here to do today. If there was demonstrated urgency on this issue I'm quite prepared to sit late, quite prepared to do all I can to understand the issue, but in order to be able to understand the issue, I need to know what I don't know. If I haven't even read the bill, haven't read the second reading speech, haven't been able to consider the *Hansard*, the debate in the other place, which I often will read to help my understanding of any issue, then I haven't been able to properly consider it. I don't feel I'm in a position to be able to do my job properly.

Every member is entitled to their view on how they do their job and when they feel well equipped, and we're all different in that regard, that's our prerogative, how we like to consider issues, how we like to address issues, how we like to inform ourselves. We're all different. There's no right or wrong in that and we're all different. For me personally, I like to make informed decisions. I'm not informed on this issue. I don't have an adviser who is on standby to be able to inform me on this right now.

Ms O'Connor - Nor do I at the moment, just for clarity.

Ms THOMAS - Well, perhaps. Anyway, it's not about comparing. I'm not going to engage in debate with other members while I have the Floor, and it's actually not about comparisons even; it's that right now I don't feel equipped to be able to properly consider this tonight and be a voice for the people who I represent and genuinely do my job properly. It floors me to have to consider that I might have to do that. In the briefing we heard we don't have a shortage of fuel in the state. There is no supply issue at the moment. We also heard then, on the other hand, that we have no clear picture of how much fuel we have in the state, how much is in the tanks; but we know the same sort of volumes have been coming into the state, so we have confidence in the supply at the moment, right now. We don't need the law to be able to get this information tomorrow.

Ms O'Connor - Yes, we do.

Ms THOMAS - Not necessarily tomorrow: we know the same sort of volumes have been coming into the state. The Premier has been assuring Tasmanians that we have sufficient fuel supply right now. Yet we know that it is a rapidly changing issue. We know that things are changing at a rapid pace. I appreciate and accept that. We also know, though, and we've known for a few weeks in fact, that that's the case, that this is a rapidly changing issue. Yet we've had briefings this week on issues that we're not debating this week. And I'm not going to complain about that, because I appreciate that. I appreciate briefings in advance. I appreciate not having to be briefed the day of a bill.

But in this instance, it's been briefed an hour before trying to debate a bill, Mr President. It just floors me, absolutely blows my mind, that as the Legislative Council, the House of review, we could be expected to do that. I, too, appreciate, as other members have acknowledged, the Deputy Premier in giving his time to attend the briefing. He asked the question, 'Have the briefers adequately answered your questions?' Well, I don't know what questions to ask yet, because I haven't properly read the bill. I haven't properly considered the

issues. I haven't heard from stakeholders. I don't know what the unintended consequences could possibly be.

We're being asked to 'trust us, trust us here, trust us that we know what we're doing here'. This morning when I heard there was going to be a National Cabinet meeting on Monday, I thought, 'Oh, that's interesting. Perhaps we might, depending on the outcomes of National Cabinet, we might have to recall parliament next week' if there are urgent legislative measures that need to be implemented as a result of National Cabinet - fine. That's what we'll do if that's what's in the best interest of Tasmanians. I'd be prepared to do that, if that was the case. And that could still happen, right? That could still happen. We could consider, possibly even pass this legislation tonight. We could be back here next week because National Cabinet decided that actually all the states have agreed they're going to do this, this and this, and they're going to do it next week.

Why not wait and see what the agreement is at National Cabinet, and then deal with it? That's what we could do if we don't consider this tonight, if we wait. That is certainly my preference.

I appreciate the member for Mersey conveying the feedback that we've received from a couple of stakeholders. Whether they have vested interests or not, they are key stakeholders, right? We consider the feedback from stakeholders on every issue, whether they have vested interests or not. It doesn't mean it's more or less valuable for us to consider. Certainly, I pride myself on taking that into account in all the decisions I make. I'm not prepared to consider this tonight.

If we do get to the point where we will, I'm very minded not to support it. Of course, I'll listen to the debate. But I just don't feel like I'm in a position where I can possibly support it. So, I don't support our suspension of Standing Orders to consider this.

[10.37 p.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Thank you, Mr President. Before I begin, I'd just like to acknowledge and thank all the members who have spoken in regard to this. I can assure you that it's not easy to stand here in my position and ask for this request. Not easy at all, but I have a job to do, and so I will be doing that.

I'd also like to acknowledge, as the honourable member for Murchison did, the Clerks, and the work that the Clerks have done and undertaken to put together a bill for members to proceed with, if that happens.

I can assure members that the bill that will be presented for members to consider reflects what has been received from the House of Assembly. Again, a sincere thankyou to our Clerks. They do a mighty job when they are required, at all times. I just wanted to say that.

In response to the honourable member for Hobart, yes, I can confirm that section 16 of the amending act is an 'avoidance of doubt' provision - that the minister can set a maximum price, by way of a direction, once an emergency declaration has been made by the governor.

Ms O'Connor - Just for clarity, is it true that the minister has existing powers in that regard? That that's my proposition on reading the Act.

Ms RATTRAY - That is correct. Correct. Existing powers. I know that was also mentioned by the honourable member for Launceston. It has been said a number of times by the speakers who have stood to make their position very clear to the government, and it wouldn't be a request if it wasn't unprecedented times, an emergency situation and something that needs to be progressed at the earliest possible time. We are here now, and yes, it is not ideal. Absolutely, it's not ideal but I expect that most crisis situations are not ideal. I'm not sure if the honourable member for Hobart might have read what I was thinking, but I wrote down 'unprecedented times require this parliament to be adaptive in certain circumstances'.

This is one of those times and, on behalf of the government - and again I've already indicated it's not an easy request for me - I respectfully request that members consider supporting the suspension of Standing Orders to allow this bill to proceed, and we have a second reading speech and a debate, and I know that there will be an amendment going around that the honourable member for Nelson has asked to have prepared and that's something that will be considered as well.

I'm not going to make a big plea about this. Members have their own mind and I absolutely know that. I've been one of those ones for a long, long time, and I certainly appreciate and acknowledge that, and acknowledge that this is a very difficult request to ask members, but I do so as respectfully as I possibly can on behalf of the government, but I'm also clearly of the view that the House will make its decision and will proceed from there.

Mr PRESIDENT (Mr Farrell) - The question is that Standing Orders be suspended.

The Council divided -

AYES - 8

Ms Armitage
Mr Edmunds
Mr Hiscutt
Ms Lovell (Teller)
Ms O'Connor
Ms Palmer
Ms Rattray
Mr Vincent

NOES - 4

Ms Forrest
Mr Gaffney
Ms Thomas (Teller)
Ms Webb

PAIRS

Mr Duigan

Mr Harriss

Suspension of Standing Orders agreed to.

**PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS)
BILL 2026 (No. 11)**

Second Reading

[10.45 p.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) -
Mr President, I move -

That the bill be now read the second time.

Before I commence the second reading speech, I'd like to advise that the parliamentary attendants will now distribute a first print copy of the bill along with a marked-up version of the bill, which is a copy of the master bill transmitted to the Council from the House of Assembly in lieu of the endorsed copy that would normally be prepared by Parliamentary Counsel. This marked-up version incorporates amendments agreed to by the House of Assembly, and I've also asked the parliamentary officers to distribute the amendments as circulated in the Assembly for information. As we know, usually a second print bill would include all the amendments and changes made, so for clarity, we are working from the first print and a copy of the master copy with the House of Assembly Clerks' endorsement in lieu of the second print. I acknowledge again the support from the Clerks.

Before I begin, I just want to say something that I probably should have said in my brief contribution to the previous question, that if I didn't believe in this, I wouldn't be doing it.

I move that the bill be now read a second time.

As it was said in the statement with the Premier this morning, the Tasmanian government is taking action to address ongoing fuel pressures. It's appreciated for the opportunity to debate the Petroleum Reporting (Miscellaneous Amendments) Bill 2026 today, and I sincerely mean that.

The bill seeks to strengthen Tasmania's energy security framework, improve compliance with mandatory codes of practice, and enhance the state's powers to monitor, plan for, and respond to risks to petroleum and energy supply. Again, as the Premier said this morning, the impacts of the ongoing war in the Middle East are being felt right across our communities, our industries and our economy.

This bill will further improve transparency, strengthen compliance, and enhance Tasmania's ability to act during fuel disruptions. Under these new laws, we will enforce clearer rules for fuel companies to report on supply levels and introduce strong penalties should they fail to do so.

Importantly, this bill enables the government to get access to information from fuel companies quicker, ensuring that it can keep the community informed.

These are uncertain times, but together, we will navigate this challenge calmly, cooperatively and with full confidence in the strength of our state.

The minister joins the Premier in expressing appreciation for the ongoing national efforts to manage a complex situation. However, the Tasmanian government continues to call on the federal government to reduce the fuel excise to provide the immediate relief that Tasmanians need.

This bill will play a crucial part in ensuring a response to fuel prices. It proposes amendments to support petroleum reporting, including clarifying consumer law regulation-making powers and penalties to support codes of practice.

It also includes an expanded power to require information under the *Energy Co-ordination and Planning Act 1995*, and clarifies a direction power and extends the periods that the Governor may declare under the *Petroleum Products Emergency Act 1994* in case that becomes necessary.

Turning to the amendments to the *Australian Consumer Law (Tasmania) Act 2010*, there are currently codes of practice made in regulation under this act in relation to fuel prices. The bill provides that if a code of practice imposes a mandatory obligation on a person, the person must comply with that obligation. This penalty provision addresses a gap between the Tasmanian act and other jurisdictions, as there is no fine currently available in Tasmania for breaches of codes of practice. There is currently very high compliance with the codes of practice, but this is an important supporting measure. I note the department's officers have been undertaking an ongoing audit and will have audited the majority of fuel retailers by the end of the week.

The bill also amends the regulation-making power to support matters being prescribed in regulation in relation to codes of practice. This responds to the issue that other requirements on the same matter as an existing code of practice may have to be prescribed, potentially in urgent circumstances.

Indeed, I flag an amendment that was done in Committee to bring forward plans to require reports of fuel outages at retailers, so the FuelCheck app can accurately inform Tasmanians of these matters. In the interim, the app is being updated to allow for voluntary reporting from Monday 30 March 2026.

The bill also amends regulations under the act to add an infringement notice penalty for breaches of codes of practice.

The *Energy Co-ordination and Planning Act 1995* provides for the Director of Energy Planning to coordinate and advise on energy policy and to assist in planning the energy needs of the state and other matters.

I note the application of the act to a broad range of energy resources. 'Energy', as defined under that act covers not only electricity and gas, but also any other recognised energy resource. Petroleum and petroleum products fall within this definition. These are crucial energy resources for the purposes of the act generally, and for the purposes of the power to be inserted by this bill in particular.

The bill inserts a section to provide that the director may compel information in certain circumstances. The new section applies where the minister notifies the director that there is a serious risk in respect of the supply of energy to the state or within the state. The director can

then require a person to provide information that is required for the specified purposes - such as the director's functions, or the minister coordinating provision of energy - and the director has reasonable grounds for believing the person can provide the information. This information may relate to the production, supply, storage, distribution, transportation, sale, purchase, use or consumption of the energy to which the requirement relates.

The bill includes related clarification of the power, and penalty for non-compliance.

The bill also amends the *Petroleum Products Emergency Act 1994*. This act provides for the conservation of petroleum products in the event or likely event of shortages of supplies of petroleum products occurring in Tasmania. The bill amends the time periods that apply in relation to declared periods of emergency. The periods will now be that the Governor can declare a period of up to 28 days as a period of emergency restriction throughout the state in relation to petroleum products, instead of the current 14-day period. This emergency period can be extended for successive periods of up to 28 days, and the total period cannot exceed 60 days. Currently, the act provides for extensions of up to seven days, for a maximum of 28 days. This means that shorter periods can still be declared by the Governor, but the Governor may also utilise the longer periods if appropriate.

Section 6 of the act provides that during an emergency period declared by the Governor, the minister, if considering it is in the public interest, may give directions in relation to the production, supply, storage, distribution, transportation, sale, purchase, use or consumption of the petroleum products in respect of which the period of the emergency restriction is in force. There is a penalty for non-compliance. Such directions have no effect after the emergency period and can be revoked by the minister at any time.

The bill clarifies that a direction under section 6 may include a direction that specifies the maximum price that petroleum products, or a type of petroleum product, may be sold as specified in the direction and for the period specified in the direction. This means, in the unlikely event it becomes necessary, maximum fuel prices can be set. I want to be clear; this is a power that can only be used during a period of emergency declared by the Governor.

I'd like to note again the government's appreciation for the cooperative approach between the government and fuel retailers, and our industry and stakeholder briefings, as we navigate this challenge. This is a crucial set of amendments that aid our state's ongoing efforts to address this important issue for every Tasmanian.

I commend the bill to the House.

[10.57 p.m.]

Mr GAFFNEY (Mersey) - Thank you, Mr President. I have been advised that whilst my comments for the Adjournment will be on *Hansard*, somebody coming in now to read what happened in the bill won't necessarily go back to that speech.

Ms Forrest - You have to say it all again.

Mr GAFFNEY - I have to say it all again because I want my views to be in *Hansard* about the bill. I won't take as long, but I am going to read in the two pieces of correspondence we've received, one at 7.32 tonight, and one at 8.55 p.m., because we were only informed at 7.12 p.m. I believe the member for Nelson said that the emails came through sometime around

that. For those listening from outside, we haven't had a chance, or I haven't had a chance, to adequately prepare myself for this debate. These are the two pieces of correspondence I've received. I will say them in full because beforehand I just sort of took some parts out of them.

This is from Becher Townshend, who is the Chair of the Tasmanian Chamber of Commerce and Industry. Becher wrote to everybody:

Dear members of the Legislative Council,

I'm writing to you to request that you do not progress the Petroleum Reporting (Miscellaneous Amendments) Bill 2026 tonight, as we understand it is currently being contemplated. We are deeply concerned about some of the aspects of this bill, particularly the proposed price-capping element, which potentially could have serious perverse effects on fuel supply in the state if enacted.

The first that we have heard of this bill was after its introduction this morning. We have not been briefed, aside from the provision of, and enjoined from, the Deputy Premier to read my speech. Nor, as we understand it, has this bill been consulted in any way, shape or form with affected industry players, particularly fuel distributors and retailers.

Despite demand pressures, the Prime Minister continues to make clear, as does the fuel distribution sector, that there are no fuel supply issues, as opposed to distribution challenges, in Australia and Tasmania at this time. The Premier has also stated this in his ministerial statement today.

So, what is the rush? Legislation should never be done in haste - particularly legislation as significant and far-reaching as this. The Tasmanian Chamber of Commerce and Industry (TCCI) would be very happy to engage with the government and yourselves over this bill ahead of the next scheduled sitting of parliament, which would enable the bill to be properly considered in the manner its serious and potentially far-reaching nature deserves.

Yours sincerely,

Becher Townshend.

It's important to note in that period that they were saying they would be happy to meet 'ahead of', and it could have meant that we could have dealt with this bill next week. The next one is:

Dear Legislative Council members,

My name is Troy Bennett. I'm CEO of Bennett's Petroleum. We are one of Tasmania's biggest distributors. We also retail a significant amount of fuel through our Mood Food retail outlets. I understand the government is seeking to have you consider the Petroleum Reporting (Miscellaneous Amendments) Bill 2026 tonight. I'm writing to you to respectfully ask you not do so.

The first I heard of the bill was when I was informed by an industry colleague that it had been tabled late this morning. I was not consulted on the design. I've not been consulted on how it may work. From what I have read, the bill has a number of potentially problematic measures, including the price-capping clause which could impact on our business and many more in the industry. It may be fine, but not to have a business such as ours not being engaged could lead to more fuel-supply issues, not less, as every industry has nuances that lead to a balanced outcome for all concerned.

Unfortunately, I cannot tell you much more about the potential effects of the bill because I haven't been briefed on it. Currently, there is no fuel supply issue in Tasmania. There is no rush. I therefore respectfully ask you to consider deferring considering this bill until the next parliamentary sitting, which I understand is a few weeks away.

Again, if it had been put to Mr Bennett that we could meet next week to deal with this, I'm sure Mr Bennett would have been happy to have had that consultation with both us and the government about what was intended.

For the people in my electorate, we only found about this a couple of hours ago. It's not how I like to work. I like to be able to research the legislation we're about to pass. I'd like to be able to go out to the community to see stakeholders, to talk to the stakeholders, to get information, to actually be able to understand what is being considered and what they're asking us to pass. I apologise to the people in my community. I'm not comfortable in this space because I haven't had the opportunity to do that.

For the first time in this Chamber, I'm going into a second reading speech really unprepared, other than being able to read in the two pieces of correspondence that we've read tonight. That is bad practice. It is bad practice on my behalf and it's bad practice on the member - I don't feel as though I'm representing my community here, because these two people who are heads of bodies, and one is a distributor, are saying there could be issues that they'd want to talk through, and they haven't talked it through with anybody, but there could be issues, and we're going, let's stamp this, let's get this through.

Then once it goes through, we don't know if there are going to be issues, indirect issues, things that the government haven't thought about. Things that industry, the distributor, the TCCI could have added to the debate and could have added to what I was about to present here tonight. I am disappointed that this is going down this path, and this won't be the last time it happens now. We've set the precedent, let's do it again; because the government knows how we're responding now and so this will happen again and again, because we've let the door open and that's bad practice. That's not what the House of review is for. I don't support the process.

[11.04 p.m.]

Ms O'CONNOR (Hobart) - Thank you, Mr President. As I've already let honourable members know, as we did in the other place, I will be supporting the Petroleum Reporting (Miscellaneous Amendments) Bill 2026, with absolutely no joy in my heart whatsoever. Every point that has been made by an Independent in this place about poor process, I accept. I understand that it is not ideal but the times we live in are not ideal. There is war in the Middle East. There've already been supply chain interruptions from the war in Ukraine and the ongoing

issues that we're still not fully recovered from that caused huge supply chain interruptions as a result of the pandemic.

We live in a hugely uncertain world and we are at the whim of two psychopaths, Donald Trump and Benjamin Netanyahu, and we have no control over that, none whatsoever. We have no control over transport through the Strait of Hormuz. We have very limited control as a small island state that's so heavily dependent on imported fossil fuels over the supply of fuel that we receive. We don't, but what we do know is that we don't know how much fuel is in the various tanks of our major suppliers here and the reason that we don't know is because apparently some of those suppliers think it's reasonable to hide behind a commercial-in-confidence excuse not to provide to the Tasmanian government information that is critical to our economic security and our social wellbeing, and that's a real issue.

That is a serious problem when you have companies operating in this state who provide a critical supply of a product who refuse to tell the government the nature of that supply or how much is in there. That is a huge problem and so, obviously one part of this bill - and it has a number of parts but I'm not sure they're all that complicated - amends the *Australian Consumer Law (Tasmania) Act 2010*, the Australian Consumer Law (Tasmania) Infringement Regulations 2021.

It means another amendment, which I'll go to shortly from the minister in the other place to do with fuel supply reporting requirements, the *Energy Co-ordination and Planning Act 1995* and the *Petroleum Products Emergency Act 1994*, but fundamentally, if you just break down the bill into its major parts, one is that there are heftier fines now attached to not complying with code of practice provisions that would require you, as an entity or a body corporate, to provide certain information that's requested by government and surely we can all support that.

There's also a fuel shortage reporting requirement amendment, a not unreasonable amendment put by the minister in the other place, that has reasonably significant penalties attached to it.

There's the third component of this amendment bill, and that's to extend the periods of emergency that the governor can declare, again not unreasonable, and the fourth component, fundamentally, of this amendment bill is to clarify the minister's powers under the *Petroleum Products Emergency Act 1994* to take a range of actions once an emergency has been declared in relation to fuel supplies, use, consumption, transport, et cetera.

So, just going through some of the changes, the amendments to the *Australian Consumer Law (Tasmania) Act 2010* prescribes that if a person contravenes a mandatory requirement of a code of practice under the act then they're subject to a maximum penalty of 200 penalty units, or \$4000, for an individual or 1000 penalty units, or \$205,000, for a body corporate, which, hopefully even for multibillion-dollar, planet-cooking corporations like BP, Ampol and Caltex, is a hefty enough fine to clarify their thinking when a request comes in from the Tasmanian government to be clear about their fuel supply levels - critical information that the government of Tasmania should have.

The Australian Consumer Law (Tasmania) Infringement Regulations 2021 are also amended to declare this new provision an infringement offence and to allow an authorised

officer to impose a penalty of 10 penalty units for an individual or 50 penalty units for a body corporate.

The amendments to the *Australian Consumer Law (Tasmania) Act 2010* also allow for the regulations that prescribe a code of practice to contain provisions that do not form part of that code of practice but are related to the subject matter of that code of practice.

Regulation-making powers are also amended to allow for regulations to authorise any matter to be determined, applied, approved or regulated by a person specified in the regulations. Again, Mr President, not unusual.

The amendments also increase the maximum penalties that may be prescribed for offences in regulations from 100 penalty units to 200 penalty units for an individual or 1000 penalty units for a body corporate.

The *Energy Co-ordination and Planning Act 1995* is amended to allow for the Director of Energy Planning, our 'energy tzar', as he's otherwise known, as I understand it, to require a person to provide information in respect of the production, supply, storage, distribution, transportation, sale, purchase, use or consumption of the energy if the minister determines there is a serious risk in respect of energy supply to the state and that information is required for the director to perform their functions under the act, or for the minister to plan and coordinate the provision of energy in the state.

The bill stipulates that a person can't object on trade secret grounds, that is commercial-in-confidence, and is subject to a maximum penalty of 100 penalty units for an individual or 1000 penalty units for a body corporate if they do not comply or if they give false or misleading information. Unlike the existing powers to request information under section 8M of the act, there is no obligation to preserve the confidentiality of the information.

The *Petroleum Products Emergency Act 1994* is amended to extend the initial maximum period that the Governor may declare an emergency restriction for and rationing period from 14 days to 28 days. The maximum extension going up to 30 days.

Again, none of this is ideal, but here we are. I'm sorry, correction, from 7 days to 28 days and the maximum total period from 28 days to 60 days.

I have seen the honourable member for Nelson's amendment, which I'll look forward to hearing her speak to, but it is a pretty straightforward amendment that allows for parliament to examine, through a disallowable instrument, any extension of the emergency period once it goes outside 90 days in a 120-day period, to come back to this parliament. I certainly hope that that amendment, which provides for greater parliamentary oversight of emergency period declarations, is supported by this House.

The bill also reaffirms that section 6 allows for maximum prices to be set during an emergency period. I was thankful to the Leader for the Government clarifying that that power already exists under the act for the minister.

I know it's a rushed piece of legislation, and it is an unenviable or invidious position for Council to be put in to have to deal with legislation that only arrived in the lower House today and with us this evening, but here we are.

I'll just restate the information to date that we have from the Australian Government is that while there is not an immediate fuel supply risk, by the middle of April there may well be. Given the nature of uncertainty in the world right now, are we prepared to take the risk of not being able to, for example, require through threat of hefty fine from suppliers an understanding of the supplies that we have here? I don't think that is a situation that the state of Tasmania should be put in or allow itself to be put in. Obviously, the Council could have been recalled to deal with this next week, but it was made pretty clear to us in the briefing that that's not something the government was countenancing.

When we look at fuel prices - and I have raised this in this place in my state of the state address reply - there's a whole lot of dimensions to the fuel supply issue and the increase in prices that are impacting on the people we represent, and the community sector organisations who are there at the frontline providing them with the support and services that we need. There is no question at all that community sector organisations, who already run on the smell of an oily rag, will be feeling the pinch now that petrol prices - I mean, last time I was down at the bowser, a few days ago, it was \$2.50 per litre for unleaded petrol. Extraordinary. If you're running a community sector organisation that is, in funding terms, right on the wire, now you're going to be going backwards. The impact of that is on some of our most vulnerable people.

Earlier this week, 20 peak bodies in the community services space let the government know that they require more support and require that support immediately. It's a matter of urgency. We also know that when you've got petrol prices that are \$2.50 per litre in some of our most disadvantaged communities, people are going to be making some very difficult choices about how they get themselves to college, to uni, to work, to training, because the price of petrol is going to make car travel increasingly very, very expensive. What government must be considering - and this is again something that I've raised with the Minister for Transport - is looking at every single opportunity to lower transport costs, not just for our most disadvantaged people, but increasingly this will bite for low- to middle-income families as well. We've already got half-price bus fares on the island for a period of time, and, really, this is one of those moments again where a decision needs to be made with a sense of urgency and the government completely has it within its capacity to make bus travel, for example, free for this period.

I note that I don't think anyone in the other place voted against the bill. As I understand it, the minister's fuel supply reporting amendment which came in after clause 7 was accepted by the other place and that is the additional reporting requirements - effectively, it says if a fuel retailer runs out of a relevant fuel that is offered for sale by the fuel retailer, the fuel retailer must report that fact in accordance with subregulation (2); penalty, in the case of a body corporate, a fine not exceeding 1000 penalty units; a natural person, a fine not exceeding 100 penalty units. Again, this is information that the government of Tasmania, representing the people of Tasmania, really ought to know.

With those few comments, again, with discomfort, I will support the passage of the bill through this place because of the nature of the world right now, and it is changing from minute to minute, hour to hour, and the level of economic uncertainty we in Tasmania are facing is enormous. It is on that basis, because of the extra capacity it gives government to understand the nature of supply, that I'll be supporting this bill.

[11.20 p.m.]

Ms ARMITAGE (Launceston) - Mr President, I just have a short contribution. In normal circumstances, we would take more time, we would consult widely and make a decision, and

I agree that this process is not ideal. However, these are unprecedented and uncertain times. To my mind, we take every bill on its merit and I accept the urgency on this occasion. I respect every member's right on whether or not to support the bill or wish to deal with it. It is rushed and not ideal, but these are not ideal circumstances.

I've read everything I could find on the bill, including relevant parts of the *Petroleum Products Emergency Act 1994*, and I'm satisfied this bill needs to be dealt with as soon as practicable. There's no doubt in my mind that this is an emergency and a crisis, and for that reason it needs to be dealt with without delay.

While we're told there's not a shortage of fuel at this time, not knowing how much fuel is in the tanks leaves us in doubt. While it's understandable some retailers may prefer not to disclose the amount of fuel available, I believe it is in the public interest for that information to be available. It's hoped that penalties won't need to be applied and that retailers provide the information requested. It's essential we have that information. It's also important that the general public have real-time access to the FuelCheck app that informs Tasmanians of fuel outages at retailers.

As mentioned in the second reading speech, the bill enables the government to get access to information from fuel companies quicker, ensuring the community can be informed. In briefings, we were told the fuel price capping section is already provided in the *Petroleum Products Emergency Act 1994* and its addition in this bill is simply for the avoidance of doubt. It's important to note that such power can only be used during a period of emergency declared by the Governor. I understand that debate held without sufficient public consultation can damage trust in the process, but unfortunately there are times when the situation demands it.

I acknowledge the email from the Chamber of Industries and also a fuel retailer, and, as mentioned, in normal circumstances, we would take whatever time necessary to consult and work through the bill. To my mind, these are not normal times and in the circumstances I believe it appropriate to debate the bill.

[11.23 p.m.]

Mr HISCUTT (Montgomery) - Madam Deputy President, I'm halfway between typing and halfway between paper, so we'll see how this goes, but I believe the member may have wanted to make her own contributions.

I said that I would only vote to proceed with this bill tonight if I understood it, and I now feel confident that I do understand the bill. To do so, I will distil it in its simplest forms, in the hopeful way that a layperson can understand it. I ask that the government take note of how I've proceeded with this understanding of it and if there is any misunderstanding, that they will allay me of those. I'm going to go through some of the clauses. For the people who may be watching, I'll miss some of them that are procedural and we'll go from there.

Section 5 and 6: this means that if someone goes against the code of conduct related to fuel, they can be fined as within an offence provision.

Section 7 allows regulations to be made about the matter on which there is a code of practice and this will still be disallowable by parliament.

Section 8, that you can change those regulations.

Section 11, the fuel stations will be compelled to say to the government if they are empty.

Section 13, the government can fine you outside of a court order under an infringement notice if you don't comply with the rules.

Section 15, that the government can compel information off fuel providers.

Section 16, the compulsion for that information can't be hidden behind the reason for trade secrets.

Section 17, if they do, they'll need to pay hefty fines.

Section 19, that the length is changed for an emergency period being called.

Section 20 is for an avoidance of doubt that the government can cap the price on fuel.

Again, hopefully that is understood correctly and I'll be told if it is not; therefore, I feel confident that I can review this. On that assessment of it, I don't think there are any provisions within this that I don't feel comfortable passing into law in Tasmania. We recognise the fact that this is an urgent and pressing situation and I would compel others to allow this to proceed through the Legislative Council so that it can be put into law and we can have greater comfort in our level of fuel - or perhaps discomfort, but at least have the option to do something about it, which we may not have had before. I hope the government noted those and will recommend if there are any issues.

Ms FORREST (Murchison) - Mr President, I will be very disjointed - discombobulated, you might say - in my presentation and comments on this bill because I haven't had time to get into some sort of order for the reasons we've stated. I don't think anyone in this state or this place doubts the seriousness of the situation that we're facing. We have nothing to worry about compared to other parts of the world around the Middle East, it's just a horror show to stand back and watch it. As soon as I heard of the first attack on Iran, a joint mission with the United States and Israel, I wondered if it was about other matters unrelated to nuclear weapons, such as my lack of trust in the person leading the United States. Anyway, here we are. I think at the time President Trump thought it was all going to be over fairly soon, and Benjamin Netanyahu thought the same, but here we are, with no idea where it's going, and probably as much idea as the President of the United States himself.

It is a rapidly changing situation. It's a terribly worrying situation. The lack of fuel, in the big picture, is a minor thing. We're not having bombs dropped on us. We're not being shot at. We're not having drones blow up our buildings or bridges or health facilities or anything.

Ms O'Connor - Schools.

Ms FORREST - Anything. We live in a very privileged, safe place, and so some might say this is a first world problem. And, well, yes, it is, in many respects, but it does have serious implications for our state. I thought straightaway when I heard the news, what does this mean in terms of supply of fuels, particularly because we know that's where a lot of the oil supplies for the world come from. Not all of Australia's come from there, but the raw products come from that area, a lot of them that are subsequently refined further through Asia and out to us.

It has been a story of mixed messaging. We've had messages being put out that have led to panic buying. You understand why that happens? I spoke about this when I spoke on the matter relating to the suspension of Standing Orders. I can understand why agricultural people, producers would want to go out and panic buy or stock up, fill up their big diesel tanks they've probably got and then if they want to fill up those big, how many litre water containers traditionally used for firefighting, I can understand why they'd want to do that. Bunnings sold out of jerry cans in no time at all - they're still called jerry cans, aren't they? The plastic ones - they've just sold out because everyone was buying additional fuel. That created an unreal picture that's been confusing, so the supply process, it's a bit like buying too much toilet paper during COVID. It's really the same. People do remember I'm sure, don't you? The supermarkets had no toilet paper. Most people were really worried about toilet paper. Some might say it's a first world problem too. People panicked thinking that the toilet paper was never going to be in the shop again but it was the supply chain issue. With the fuel issue here, it's a little bit bigger than the toilet paper issue because toilet paper was still being produced, it was just hard to get here.

The whole issue with supply chains, again with COVID restrictions and the whole thing around the movement of people, we are dealing with a much more unknown quantity because while some other people participating in the war in the Middle East keep blowing up oil refineries and oil and gas facilities, this could get much worse.

Members have talked about the closing of the Strait of Hormuz. Apparently, the President of the United States was warned about that but he said, 'that won't happen - it'll be over quick enough'. Of course it was going to happen. Iran is not a stupid country, funnily enough, in terms of being prepared for this sort of attack on their country.

I absolutely see the need for action in this space. I am very worried about proceeding at such haste and I will come to a particular provision that gives me some real concern because most of the bill is quite straightforward and essentially makes sense. It surprises me that we have to, in some respects, knowing what's going on around the world, put in measures to compel the suppliers of our fuels to be penalised with such heavy fines through their not complying. That's very disappointing.

Those provisions in the bill aren't troublesome and I think they're sensible. We heard last Friday in the Energy Committee in a public hearing from the Director of Energy Planning, who had to dash off to a meeting just after he'd finished talking to us about some of the challenges, what they knew and what they didn't know. At the time, we didn't know this sort of legislative provision was going to be needed or brought forward so it is a surprise to me as much as anybody in this place that we would end up here.

That's reasonable, it makes sense. It's relatively easy to understand those provisions and they fit into the legislation fairly simply and understandably, as much as you can determine this with two hours or less.

The other changes to the Australian Consumer Law and the Australian Consumer Law (Tasmania) essentially make sense. I haven't had a chance to fully understand what it is now, I can't read what that is, sorry, clause 11, I think, which is regulation 4 inserted in the additional reporting requirements.

With all due respect to the parts, it's a bit hard to read that bill, sorry. I just want to go to the bit in here. When I read the clause notes on this one it did say, a new subsection 5A is inserted to provide that regulations may authorise any matter to be determined, applied, approved or regulated by a person specified in the regulations. This is a feature of regulatory schemes where appropriate, as is the case here. For example, a regulation may prescribe that the Director of Consumer Affairs may specify a format in which the information under the regulation is to be provided.

Subsection 47(9)(b) is substituted with a new provision; currently that subsection provides the maximum penalty of the offence under the regulation is 100 penalty units and a further 10 penalty units for each day the offence continues. That just then increases.

Clause 13: this clause inserts new regulation 4. The effect of this is that failure to comply with the code of practice will be an infringement notice. Section 25 of the principal act provides for infringement offences in the usual way, in that an authorised officer may issue an infringement notice under the *Monetary Penalties Enforcement Act 2005* for an offence and at the penalty level listed in the regulations under the act. Section 25 also allows different infringement penalties for bodies corporate. That's pretty straightforward.

There was a question relating to the latter section of the bill, but I want to note before I go to that specifically - and I know the member for Hobart's comments about the impact on fellow Tasmanians - in that it's the rural communities who will suffer the most in this. The rural communities are far more isolated, there isn't public transport, even if it is free or half price, it's just not there to get their kids to school, get to work, get to shops to buy bread and milk, to operate their farms to produce the food that we eat, particularly with perishable products like milk. These are really serious issues and so some of the most vulnerable people live in the country - some vulnerable people live in cities too, I'm not disputing that, but they have access to more reliable public transport and that can be dealt with through support from government. But people who live in the country, and we know this from the statistics, often struggle to fill their petrol tank at the time and they'll go to the petrol station and buy \$10 worth of fuel. That'll hardly get up the drive if the prices go up too much.

I think there's a real need to look at this, not just from a public transport point of view, but to look at how this actually impacts different sectors of our community differently, because it already is and it will.

Ms O'CONNOR - What about some better rural bus services? That would help.

Ms FORREST - It's economies of scale - it might be better to support the individuals rather than running a bus right out to Roger River to pick up one person. Anyway, we need to think about how we support these communities. That is a really significant issue and one that warrants significant consideration.

I was reflecting on what was happening last weekend at a social function where I was talking to people from around my electorate and down the west coast, from the north-west, out in the regions - this was the Darwin Footy Association launch, so these are people from the country, all of them, who want to travel to the footy. If you're going to drive down to Queenstown, that's not a short drive to play the heritage-listed gravel oval. So, it's a massive issue for them and they're under a lot of pressure already, a lot of these people.

For me, I said to them, 'Look, I'm really sorry, this is a real issue. I don't have to pay for my fuel; the taxpayer pays for my fuel. I'm very lucky.'

Ms Webb - We've basically all got a salary bump in this whole exercise because our fuel is paid for.

Ms FORREST - Well, it is, effectively, it is a salary increase, it's an allowance, almost, because you have a vehicle. We don't feel the pain directly in that and I think we need to be very cognisant of that in the decisions we make because there are real people out there really suffering.

As we know, the fuel crisis is going to lead to increases in freight costs, your food, everything else. We're hearing that TT-Line will probably need to impose an additional fuel levy. There's an article in the *Advocate* today where - I'm pretty sure it's Chas Kelly - he's not so worried about the price, he says if there's no supply, it doesn't matter what the price is. He said he already has a fuel levy; he puts it up when the prices go up so he doesn't hurt and when the price goes down, the customer benefits. The customers will be feeling the pain there, won't they, for quite some time, potentially. I just want to make that point. Our GBEs, just about all of them have a really heavy reliance on fossil fuels. Is the government relying on financial support from them? Well, that's gone out the window for another reason, hasn't it now? This will create a significant economic shock to the state.

I wanted us to go to the matter, predominantly the sections of the bill relating to the Australian Consumer Law and the *Energy Coordination and Planning Act* amendment are sensible and fine. I believe it's absolutely appropriate that we, at times like this, have the power to get the information that's needed and if certain parties are not going to cooperate, that they can face a financial penalty for that. It does need to be substantial because they're making big profits at the moment.

To go to the matter in the amendments to the *Petroleum Products Emergency Act*, I know the member for Nelson has some amendments into section 19, and I will ask her some questions about them. It makes sense, it's logical and it's just unclear the way it is in the principal act. I look forward to her putting that forward. I think that is likely and should see the support of the House.

The price cap question, I'm not sure what feedback the Leader gave was entirely accurate because price and sale are different things, and also price cap legislation is technically complex. It always has been, always will be when we cap energy prices, there are always consequences of that, intended or otherwise, but getting the mechanism wrong - scope, thresholds, exemptions, enforcement - the interaction with other pricing arrangements can make shortages worse. That was one of the fears that was raised by one of the constituents who wrote to us, who is an industry player. That was referred to in the briefing; we were told that depending on how this is applied you may see the the situation get worse if we impose a cap at a certain level and other states let the price go higher - the supply could be diverted to the other states where they can get a higher price. That's a very legitimate and real risk. Here we are, rushing to include the power to effectively impose price caps. History shows that hastily enacted price controls can cause suppliers to disappear from one regulated jurisdiction entirely, or predominantly. That's a risk and that's why I'm really concerned about proceeding with this tonight. I don't think we've had the time to fully understand it.

I'm going to go to the principal act, where section 6, subclause (1) says this:

If, during a period of emergency restriction, -

- and just to be clear about the definition of emergency restriction, 'A period of emergency restriction means a period declared by proclamation to be a period of emergency restriction, whether or not it is also a rationing period'. Just to make that clear.

... it is, in the opinion of the Minister, in the public interest to do so, the Minister may give directions in relation to the production, supply, storage, distribution, transportation, sale, purchase, use or consumption of the petroleum products in respect of which the period of emergency restriction is in force.

To say that this is adding something that's already there as a removal of doubts clause, I question, because what this says is, for the avoidance of doubt, a direction under subsection (1) - which is production, supply, storage, distribution, transportation, sale, purchase, use or consumption of petroleum products - may include a direction that specifies the maximum price the petroleum products or a type of petroleum product may be sold. That's different from a simple sale. If you were having a doubts removal clause, you would have had some mention of a price there, not just the distribution, transportation, sale, purchase. I understand this is to clear up any legal fight you might have with a supplier, but I don't believe you're simply, as has been described, inserting a doubts removal that creates a price cap when we know that particularly emergency price caps, and particularly when we haven't had time to fully understand the implications of what the consequences may be, are fully understood. I would like the leader to further explore that because I don't think that's an accurate description of what this actually does. It includes a different direction that can specify the maximum price. That is not just the sale or the distribution or the purchase, it's the actual price.

As the Ministerial Statement alluded to, there's this expectation out in the community that tomorrow, when this is trotted out to Government House - it won't be tomorrow, because they won't possibly have time to get this tidied up in that time - but when it trots out to Government House and the Governor signs off on it, there will be a price cap imposed. We heard in the briefing that we'd be in very dire straits before that provision was used because of the risks I just described. It was described as the 'nuclear option'. I am very concerned about proceeding with this without fully understanding the potential consequences. One of them we heard, as I've described, that we could put our price cap on another state or more states who feel they need the fuel more might put their prices just a bit higher and so our supply is diverted because we are the last line in the chain. You know, it has to come on the boat to get across to here. There is a decent amount of trucks around the mainland, easy to divert. That's a real concern, and I'm disappointed that we're here having to deal with this tonight without any real chance to fully understand the implications.

I don't know when the crisis point is going to come. I don't think anyone really does at the moment, to be fair. We know there is a National Cabinet meeting on Monday to discuss matters relating to this. We know that there's a huge economic impact that will occur for the whole country and also for our state, and we're not in a financial position to weather it. I'm just deeply concerned that we're rushing this part particularly. As I said, I don't have such a problem with the other parts but I think it's really, really impossible to be here and have any confidence that we're not creating a problem for ourselves here when this is the nuclear option in this

section. I hope we're a little bit of a way off from requiring a nuclear reaction to deal with the problem, which is real. But anyway, Mr President, here we are trying to deal with it. You know, can you vote against the clause, and then what?

[11.50 p.m.]

Ms WEBB (Nelson) - Mr President, I rise to speak on the Petroleum Reporting (Miscellaneous Amendments) Bill 2026 that we have before us today at such short notice, and as I said in the previous debate on the suspension of Standing Orders, that I do so very reluctantly. I put on the record in this debate: I do not think we should be dealing with this bill under these circumstances, rushed through tonight when we have not had a chance to properly consider it. People can refer to my remarks in the Standing Orders debate to have a fuller understanding of my concerns about that. I'm particularly disappointed that we haven't had time to fully consult with people who have reached out to us as key stakeholders affected here, who are quite understandably keen to really know what this bill is about and how it's going to affect them and want to potentially be able to interact with us about our decision-making on the bill about, potentially even, I would imagine, things like amendments or whatnot - we haven't had a chance to do that, even though we've had those stakeholders reach out to us directly by email. That's actually quite derelict in this place that that's been the case. I apologise to those stakeholders that we haven't been able to provide an opportunity for them to be dealt with respectfully.

Having said that, of course, we don't want to be in a situation of having to do anything. For a situation in Tasmania of fuel shortage that is going to be urgent and an emergency, of course we want to be prepared for that. We don't want to be caught short.

I do think this bill really has two tranches in it, if you will. There's one that definitely didn't need to be done quickly and it would have gone through this place in a flash with no problems whatsoever - that was the measures to do with being able to direct information to be provided and those penalties being increased for those recalcitrant companies that are being difficult about providing information at the moment - that would have flown through.

Some of the other things aren't as urgent. Those about securing our supply could have waited either till next week or possibly even till next month when we're back for another sitting week, but the government wasn't prepared to consider splitting the bill. We could vote against clauses to give effect to that ourselves in this place; that'd be messy and scrappy. I would have questions too about whether, if we've struck clauses out of the bill, can they be brought back in another bill later in this term of government or not. I don't know. There are rules about that here that we haven't actually had time to get advice on how the rules of this place would apply in that situation. So, here we are again, up against the the wall, really, with this, nowhere to go when you're not given time to even get the right information and inform yourselves into your options. We do often have things available to us here to be able to be masters of our own destiny in this Chamber. But, of course, it still does depend on the will of the Chamber. It's been the will of the Chamber that we deal with this tonight.

I note we have actually probably all made a mistake in referring to the fact that we all would have needed the Premier to decide to recall us in this place to deal with this another time. In fact, this place is a master of its own destiny. We could have recalled ourselves, actually. At the time we are adjourning and setting the date of next sitting, this Chamber can set its own date of next sitting. I believe the Clerk is giving me - we can, we can recall ourselves to this place by setting the date - something for us all to remember next time. It was pointed out to me

after it was all done and dusted without debate. But, quite frankly, if we'd adjourned this debate and we'd adjourned to the next Tuesday or whenever, we could have come back ourselves under our own steam. It's actually not the Premier's decision when we sit here; it's this Chamber's decision in terms of setting the date of the next sitting. Let's all keep that front of mind for future reference.

I'm not going to go through the bill in detail part by part, it's the government's job to do that. They've done it to some extent. Other members have spoken to parts that they were interested in.

I am also concerned about the price cap capacity and unintended consequences and how that's going to be managed. I am also, as the member for Murchison mentioned in her contribution, with her concerns around the inequitable impacts of these things and whether we are best supporting all those who might need to be supported. That's going to be an ongoing question, not necessarily dealt with by matters under this bill, but it's certainly for all of us to be aware of, and the government.

I think the government should have to be answering regular questions about how they are managing the equity impacts of this situation if it does proceed into particularly emergency sorts of scenarios and drastic measures having to be brought in. I hope we don't, but if we do get into that space, equities are a major concern. We know that Tasmania has a big divide in the community when it comes to resources and how well people are able to withstand different sorts of shocks, and it generally does need more than just tweaks around the edges like half-price bus fares to be able to materially smooth out that inequity. That's something for us all to be monitoring going forward regardless of the particular provisions of this bill.

To speak briefly, and of course if we get to the Committee stage, as others have mentioned, and as I had foreshadowed, I do have an amendment for what is now clause 19 of the bill. It is on a topic that is a broad principal concern for me, a concern that's principle-based. It's to do with parliamentary oversight of the executive and it's an area that was very much brought to my attention at the time we went through the COVID emergency, and we had to legislate under incredibly difficult circumstances there. After that experience it's always been for me quite a front-of-mind concern to always look for opportunities to strengthen parliamentary oversight of the executive, or to address areas or times when that has not been dealt with as robustly as it should. No executive likes parliamentary oversight, of course, so they're unlikely, when they bring legislation through this place, to have put in things as robustly as others like myself might like.

I'll speak to my amendment in more detail when we get to that stage of things when we're in Committee. Suffice to say, I've tried to approach it in a way that didn't make changes to the government's drafting of their elements of the bill. I could have approached it in that way, but I deliberately chose not to do that, but to try to come at it from a slightly different angle to be able to achieve that greater certainty about oversight without disrupting the government's intentions and decisions about time periods, for example. We will come to that more in the committee stage.

That's all I'm going to say in terms of my contribution on the bill. Of course, there would and could be much more to say, but I don't have time to have contemplated it properly, to have researched it, to have consulted with relevant stakeholders, to have gathered my thoughts effectively, particularly not at this stage of the day. I'm disappointed in that and it's a shame to

feel that you are legislating in a way that is far less than ideal when we are tasked to be here to do this as a responsibility on behalf of our Tasmanian community.

Mr President, on that I will leave my contribution.

[11.59 p.m.]

Ms THOMAS (Elwick) - Thank you, Mr President. I will try to keep my contribution brief, noting it is just about to go midnight.

And the Council having continued to sit after midnight -

FRIDAY 27 MARCH 2026

Ms THOMAS - I understand the other place is waiting for us to finish our debate on this and make our decision so they can consider it. Again, it is a regrettable situation that we find ourselves in, only just having been in a very late hour sitting back in December that I think had a significant impact on all of us and it's has to be said, Mr President, at times this does not feel like a safe work environment when we sit from 9 a.m. in the morning and briefings through to midnight. It's not a safe work environment for the staff at parliament either and I think this is something that needs seriously addressing; it has significant impact on families as well. I think that has to be said and we need to start actually doing something to address that. It's not conducive to good decision-making when you're trying to make decisions at midnight, when you've barely had a break all day, Mr President, it's not right.

But on this bill, it's being presented as a set of miscellaneous amendments but when you look at what it actually does, it is anything but minor. It introduces significant new powers, it increases penalties and it removes important safeguards. All of what I say is based on a very superficial analysis given the very limited time we have had to consider this, but one of the most concerning elements is that there is a new power for the director to compel information.

This power is triggered when the minister determines there is a serious risk to energy supply, but this threshold of serious risk is not clearly defined and entirely rests on the minister's opinion. How is serious risk defined? I wonder if the Leader can advise the House in the reply, but whatever it is, once that threshold is met, a person can be compelled to provide information and, critically, they are no longer able to object on the basis that that information is commercially sensitive or a trade secret.

This is a significant step. We're effectively saying that in certain circumstances the government can require the disclosure of sensitive commercial information without the usual protections. At the same time, the bill significantly increases penalties, up to 1000 penalty units for a body corporate, for failing to comply with these requirements or for providing incorrect information. So, we're expanding powers and increasing penalties while reducing safeguards - and all of this might be warranted, it might, but I simply have not had sufficient time to consider this, to consider the risks, to consider the unintended consequences or to hear from the industry stakeholders who will be affected.

The bill also allows for greater use of regulations to set rules and requirements, including around codes of practice, with fewer of the consultation safeguards that would normally apply. This shifts power away from parliament into the hands of the executive and all of this is being done under urgency.

However, there has been no compelling explanation as to why a bill of this nature, with these kinds of changes, cannot be properly considered in the ordinary course. We've been presented with no compelling evidence of urgency, no evidence of engagement with stakeholders, and if the Leader can advise us what consultation has occurred, because I did hear some reference to it, it would be really enlightening to hear who has been consulted and when, when it comes to stakeholders on this bill.

Further, we have seen no documentary evidence that distributors are not complying with the existing requirements, we've just received a verbal or heard a verbal assertion that they are not complying.

So, I ask if the issue is a lack of information or a refusal to provide it, how hard has the government actually tried to obtain it? What mechanisms have been used under the current framework? What requests have been made and what responses were received? Because those questions go to the heart of whether these expanded powers are justified at all.

I also go into the narrative around this and community expectations and the importance of being clear with the community about what the government is doing here. Headlines like 'giving Tasmanians a fair go at the bowser' are misleading. That's not what this bill is about.

If this bill passes tonight, I urge the government to think about that because I noted, in response to the Premier's post outlining what the government had done today in the other place, what it was putting forward, some of the comments were great: what will the maximum price be? Great, Premier, that's great, what will the maximum price be and when will it be set? Tomorrow? Can we be assured of a maximum fuel price? That's how these messages are received, Mr President, and that's not what this bill is doing.

Mr President, this House has the responsibility to scrutinise legislation, particularly where it expands power, reduces safeguards and increases penalties.

On that basis, I cannot support the bill.

[12.05 a.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Thank you, Mr President. I'd just like to thank those members who made a contribution to the second reading debate on this bill.

To the member for Montgomery, your assumptions that you put to the House and to those who are assisting government with this are all correct, so you get a tick.

To the member for Murchison around the price-cap clarification, I have some information on the implications of the maximum price:

The power to set a maximum price can only be considered during emergency period. It must be considered very carefully to avoid unintended consequences of the kind that you yourself mentioned. It's for an emergency scenario and which I note we are not in now.

Ms Forrest - That wasn't the point I was making, through you, Mr President. The point I was making was that you said in your opening comments or at some point that it was merely

a 'doubts removal' because it was already in the bill, and it's not. Setting maximum price is not in the principal legislation; it's not there.

Ms RATTRAY - I'll finish this and then I'll seek further advice.

Section 6 allows directions for various matters including sale and purchase and a person must comply with direction. 'Sale' and 'sell' is defined in the act as including offers or agreement to sell and, with respect to power, to give directions to someone about things that they must comply with when selling must include the ability to direct the price of sale if required. However, the bill does avoid any doubt and I'll take further advice on that.

In response to the member for Elwick around the serious risk defined by the director, the member asked for the meaning of 'serious risk'. This is a term commonly used in regulatory acts and I think I might just get the right word for that one as well. So, I'll do that, Mr President, if you don't mind.

I thank the honourable members for their indulgence. I just had a couple of those matters clarified, so I'll repeat to the honourable member for Elwick around the meaning of 'serious risk'. This is a term commonly used in regulatory acts and has its plain English meaning. I'm not sure why I couldn't read that.

In regard to the honourable member for Murchison, regarding the setting of price, the existing legislation refers to sale and purchase. The new clause is designed to remove ambiguity and make it explicit that the minister has power to make a direction over maximum price, but only in a declared emergency. Obviously, there will be the Committee stage for any more questions.

Bill read the second time.

PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (No. 11)

In Committee

[12.15 a.m.]

Madam CHAIR - Because we have an irregular bill and we don't have a second print, to make it clear for members how we'll proceed through this, I'll ask the Deputy Clerk to not only read out the part and the clause numbers, but also the title of the part, because we'll go Part 1, Part 2, Part 3, which is actually the new part, and then back to Part 4, which was Part 3 and then Part 5, which was Part 4. You'll need to pay attention. I know it's late. The Deputy Clerk will do it slowly.

To be clear on that, we'll start Part 1 and Part 2 are as printed and then the marked-up bill that you've got in the absence of a second print is the Part 3 down the bottom on the Australian Consumer Law (Tasmania) (Code of Practice for Fuel Price Reporting) Regulation 2020 Amended. Then we'll go back to Part 4, which is above it on Australian Consumer Law (Tasmania) Infringement Regulations 2021 Amended.

The markup that we've got is the copy that came from the House. We haven't had a chance to do the usual magic, but our Clerks do. Is the Leader ready?

Ms RATTRAY - Yes.

Part 1 - Preliminary

Part 1 agreed to.

Part 2 - Australian Consumer Law (Tasmania) Act 2010 amended

Clause 4 to 7

Clauses 4 to 7 agreed to.

Clause 8

Clause 8 agreed to.

Part 3 - Australia, Consumer Law (Tasmania) (Code of Practice for Fuel Price Reporting) Regulations 2020 amended

Clauses 9 to 11

Clauses 9 to 11 agreed to.

Part 4 - Australian Consumer Law (Tasmania) Infringement Regulations 2021 amended

Clauses 12 and 13

Clauses 12 and 13 agreed to.

Part 5 - Energy Co-ordination and Planning Act 1995 amended

Clauses 14 and 15.

Clauses 14 and 15 agreed to.

Clauses 16 and 17

Ms O'CONNOR - Given that this is one of the new amendments that was passed by the Assembly, could the Council have some clarity on where this came from and whether it's mirrored in other jurisdictions?

CHAIR - We've gone past that.

Ms O'CONNOR - Clause 16. Trade secrets?

CHAIR - It wasn't the one that was inserted downstairs. Just give me a moment, honourable member. We can recommit the clause potentially. It's very messy. My mistake. As you were.

Clause 16 - Section 10 amended (Trade Secrets)

Ms O'CONNOR - I'm just trying to understand this trade secrets provision, where it came from and whether it is mirrored in similar energy coordination legislation in other jurisdictions, given the concerns raised by the honourable member for Elwick. To be clear, I think it's very reasonable, I'm just trying to understand if it's consistent with other jurisdictions.

Ms RATTRAY - Yes, it is in the existing act already, but the amendment to the trade secrets, section 10 amended, and the:

(3A) For avoidance of doubt, an objection may not be made under this section in respect of a requirement of the Director that is given to a person under section 9A.

So they can't use that. It's just making sure that they can't use that 'It's a trade secret and we can't give you that information'. That's what it's doing.

Ms O'CONNOR - Which they must have been using - the excuse of trade secrets not to pass on this information.

Ms RATTRAY - So this makes it an avoidance of doubt.

Ms O'CONNOR - Okay.

Ms RATTRAY - But only in relation to the new power under section 9A.

Mr HISCUTT - In relation to that, I would also like to confirm: is there, within legislation - as the newbie here - any available right of appeal to that, if someone particularly had a concern? They've been told here is an avoidance of doubt and they can't. Would there be any steps that they could take if there was a genuine concern that they had with their trade secret?

Ms RATTRAY - Before I provide an answer, I'd like to say to honourable members that we're doing the absolute best we can here, and that's why there are some conversations going on - so that we can get the appropriate answers as we work our way forward. We certainly appreciate the opportunities that members are providing.

There is a right of review for most statutory decisions under the *Judicial Review Act*. That applies here.

Ms THOMAS - Apologies if I missed it, but I'm interested in hearing what consultation occurred with stakeholders in relation to this particular clause and the broader act because I know in the second reading speech it was noted, 'I would like to note our appreciation for the cooperative approach between government and fuel retailers and our industry and stakeholder briefings as we navigate this challenge'. So, I'm interested to know, seeing as we have had

representation suggesting there was no consultation - and the government is suggesting that there has been a cooperative approach, what does that cooperative approach include? What consultation has been done? I did ask the question when I was on my feet in the second reading contribution, but I don't believe I was provided an answer.

Ms RATTRAY - That actual reference in the second reading speech was just about the ongoing conversations. They have regular consultation with the fuel industry. That was in regard to that, certainly not in relation to this bill, that consultation.

Ms FORREST - I'm going to ask the Deputy Chair for a little bit of leeway here. Clause 16 relates to a removal of doubts clause in relation to the powers of the Director under section 9A, which is the new clause inserted, 15. This is the bit I was trying to find in the second reading that I just couldn't find because I wasn't organised at all.

The reason I have concern about this is the avoidance of doubt. You can't use trade secrets as a reason not to hand over the information that's being sought. If I just go back for a moment to clause 15(2), which, again, is 'For the avoidance of doubt, a requirement given to a person under subsection (1)' - this is about seeking of the information - 'may require the person to provide information in respect of the production, supply, storage, distribution, transportation, sale, purchase, use or consumption of the energy to which the requirement relates. Which, when I spoke about it in my second reading contribution, sort of mirrors the *Petroleum Products Emergency Act* removal of doubts clause, except that goes to price. There's no mention of price.

I would have thought that trade secrets would as much relate to the pricing structure, so why aren't we being consistent here? If you need a removal of doubts under the emergency powers in relation to the *Petroleum Products Emergency Act*, and this is about getting information, surely pricing is just as important there as it is in this getting information and not being able to use trade secrets as a reason not to share it. I wouldn't have thought it would be easy because you have to put the price - some people don't display the price because they sell it to the retailer who then advertises their price. I'm just trying to understand why we're not using a consistent approach here, because to me that would be one reason why they might use the trade secret defence, or try to, and then you end up in court with the argument, 'Oh, well, it doesn't say "price" It does for this one over here; it clearly says setting a maximum price. But oh, no, not over here'.

Ms RATTRAY - Honourable member, both provisions refer to directions or requirements about sale. For example: how much is being sold, what is the sale price and so on. Section 9A is about information-gathering about sales. The other amendment is about directions on how sale occurs and it was considered more relevant to specify. This included caps on price.

Ms FORREST - Not very clear. The caps on the price, which is problematic in itself until we know exactly how it will work, that was in relation to directions, but this is in relation to the provision of information - the director's capacity to compel information in certain circumstances. We have a doubts removal clause in section 16 that says:

For the avoidance of doubt, an objection may not be made under this section in respect of a requirement of the Director that is given to a person under subsection 9A.

So, with your indulgence, Madam Deputy Chair, we go back to 9A, which says:

If the Minister notifies the Director in writing that there is a serious risk ... the Director may require a person to provide the Director with information ...

The information - there's a doubts avoidance clause there, that requirement for that person to give information:

... may require the person to provide information in respect of production, supply, storage, distribution, transportation, sale, purchase, use or consumption of energy to which the requirement relates.

I don't understand the explanation that was provided that says that the pricing arrangements are not part of this, because if you - well, we were just talking about supply, how much is being held - it's just not clear to me what information we're talking about here because it seems to me, in your answer you talked about sale, purchase, and then you talked about the price, but the price is not there. It has been included for a doubts removal in the other, later amendment when it's about issuing a direction or putting a price cap on. But surely, information, if that's important there and you're going to put a price cap on, surely information relating to how much they're charging and the price they're charging is relevant to not be hiding behind as a trade secret, if it's important in the other. I just think you haven't adequately explained, with all due respect, why this is different when the wording is exactly the same in the principal act on both, and in this one you just say trade secrets is not a defence, effectively, or not a reason not to provide the information, whereas in the other one, in a period of emergency, that for the avoidance of doubt, you can set a maximum price. I just don't understand why we're not being consistent and what the actual difference is.

It's a rushed piece of legislation. You haven't had time to really pick that apart. We didn't cover this to any degree at all in the briefing. The briefing was disjointed. It was helpful, yes, but it was disjointed, all over the place.

Ms Webb - We didn't cover everything. No way.

Ms FORREST - No, we didn't cover everything. We got diverted onto the consumer law bit and back to the *Energy Co-ordination and Planning Act* and then to the *Petroleum Products Emergency Act*. It was rushed, disjointed, and everyone was in a state where they've come in with no prior time to read anything.

Ms RATTRAY - The two sections referring to 'for the avoidance of doubt' are clarifying two different areas of possible doubt in interpretation. The wording in the two acts is, with respect, not the same. One is about requiring information to be given, the other is about directions being given about how things occur.

Section 16 is clarifying that if the director requires any information under section 9A, including in relation to sale, and that would include price, the relevant person may not refuse to provide the information on the basis of trade secret. The powers of the director are focused on supply security.

The other section the honourable member refers to is clarifying a different area of possible doubt. That is if a direction is given in relation to how sales occur, the direction can

include a requirement that sale prices are capped. In that section, the minister is more likely to be focused on price as well as other supply issues.

Ms FORREST - So what I'm hearing you say is that - and I do understand the difference in the two different areas - should the director require information about the pricing, because it's a required clarification in the other one, in the latter amendment, then a person can say 'Well no, that's a trade secret, matters related to price', and if they can't, why not? Shakes his head. So, if it says you need to remove doubt in the other one, surely you need to remove doubt in this one.

If you need to say that we can direct a maximum price and so we can deal with matters related to pricing in that act, then don't we need the doubts removal clause here that says - and my fear is you'll end up in court with this - if that a person who you're asking information from says 'No, no, we're not going to give you that; we can tell you how much we've got for sale, how much we're purchasing in terms of litres, but we're not going to tell you what the actual price is because that's a trade secret'?

Ms RATTRAY - Madam Chair, I'll seek some further advice.

I'll do my best. To use the member's example, the director could require sale information under section 9A, including price information. Section 10 is amended by the act simply to say the person cannot object to providing that information on the basis of trade secrets. There is no focus on price in the amendments as that is not the focus of the director under this *Energy Co-ordination and Planning Act*. It might become clearer when we discuss the other section, which is about directions. In that act, the minister is more likely to be considering price as part of the supply issues being addressed.

Mr HISCUTT - Can I just seek clarification why this is an avoidance of doubt clause? I feel like the initial clause states that the minister may, by notice and in writing, exempt the objector from the obligation to comply with the request either in full, whole or in part. So, that seems like a statement and then, in section 16 that we're talking about here, if you remove that from the avoidance of doubt part, it reads as another clause in the bill that doesn't necessarily have any doubt about the statement below it.

I just wanted to seek clarification of why this is considered an avoidance of doubt clause and not just (3A) - that they can't do this. If that makes sense.

Ms RATTRAY - This is an example of where the department and OPC have been very focused on clarity. In practice, section 10 very clearly only applies to section 9 in any event; however, given section 9A is new and also the information-gathering power, OPC included this amendment to section 10 to make absolutely clear it does not apply to section 9A requests.

Clause 16 agreed to.

Clause 17 agreed to.

Clause 18 agreed to.

Clause 19 - Section 5 amended (Declaration of periods of emergency restriction and rationing periods)

Ms WEBB - I have an amendment to move in my name.

Page 14, after paragraph (c).

Insert the following paragraph.

(d) by inserting the following subsection after subsection (2):

(2A) If a period of emergency restriction has been declared under this section for 90 days or more within a 120-day period, a resolution of both Houses of Parliament is required that authorises -

- (a) any extension of that period of emergency restriction under this section; or
- (b) any further period of emergency restriction that is to be declared in the 120 days immediately following that 120-day period.

To speak to that amendment, the *Petroleum Products Emergency Act* section 5 that we're looking at here is about the governor - and that would be on the advice from the executive - declaring by proclamation a period of either restriction or rationing. That's what section 5 is doing, and there are rules here about how long that can last for and when extensions are made, how long they can last for.

The thing that I'm interested in about this is that through the bill we're looking at today we're extending the timeframes that are in this bill that periods of restriction and rationing can be applied or declared. We're already extending that out, and one of the key things that the section in the principal act does at the moment is recognises a principle we would all be familiar with, which is that that sort of executive government decisions - I know it's the Governor declaring it, but on the advice of executive government - should have parliamentary oversight at some point. That's a fairly straightforward democratic principle so that executive government's power isn't untrammelled. It already has that built in. The way it is currently in the principal act is that it recognises under section 52B that basically if you've gone for a period of 28 days and you want to extend it further, then you have to come to parliament to ask for or get parliament to agree with that further extension. We've continued that because in the bill we have, we're extending the time periods but we're still retaining that.

It's just that now, because we're extending the time periods, it goes out to 60 days. So, you can have a period of 60 days basically through potentially some extensions made where a declaration has been made about restrictions and rationing. Two months is a pretty long time for the Tasmanian community to be under restriction and rationing provisions of some sort. If we'd had 60 days and the government wanted, by the Governor, to extend it further, it would have to come to parliament and that's fine. That's good that's still there in what we're doing today. My concern was that, well, 60 days is a really long time. What if we'd had that period of time and it had come to an end, and then after a very short duration we'd entered into another declaration of an emergency restriction and rationing period and that could extend out to

60 days then under what we're doing today. So, within a fairly short period of time you could end up with a two-month block and then quite soon another two-month block of restriction and rationing that had never been brought to parliament - that was my concern.

What I wanted to do was insert into this some sort of provision so not too much of that could go on without parliament being able to have some oversight of the executive government decision-making behind that. That's the intention of the amendment, to address some questions that I might be able to pre-empt. Why the 90 days? Why the 120 days? One of the things I would have been inclined to do had I had more time to interact with this bill, to talk with the government about it, I would have been inclined to, in the first instance, have looked to shorten the 60 days that the government had here in their amendments. I think that's a really long time. Two months is a really long time for a government to have the state under restrictions and rationing without coming to parliament.

But rather than interfere with any of the drafting of the government here and try to mess with these 28 days and 60 days that we're changing already, rather than trying to change what the government was doing, I've come at it separately, and I think much more modestly, to at least put in something as a backstop to try to keep some strength around this principle. The 90 days and the 120 days, I certainly don't have a well researched rationality to give you for why those two particular amounts of time, other than to say I felt like if we'd been under 90 days restriction and rationing within a 120-day period - so there might have been a break or two in it but a total of 90 days within 120 days - the state would probably expect us, as a parliament, to provide some oversight of the executive government's decisions on that front, would probably want particularly key stakeholders or citizens or representative groups or whoever it might be, would expect us as a parliament to at least have the government have to explain to us as a parliament why they're doing it, why they want it to go longer, and that would be a reasonable democratic principle.

That's the gist of it. I can't give you a better reason for the 90 and 120 days. I would like to, if I had more time, find a good rationale. One of the things to be avoided, as it was explained to me with this sort of amendment, was not to be seen to or have it be constraining of the Governor in the sense of her ability to make a declaration. This really sort of puts it ahead of the Governor's decision on that point. The way it's drafted, it mimics some similar drafting in the *Nature Conservation Act*, as it turns out, we looked at. I said, 'Is there somewhere else we can look to to find a similar sort of approach and mimic that?' That's what we've done in the drafting process. Hopefully that's enough information about what the intention is, where I've come from in terms of the drafting under pretty tight circumstances tonight, trying to not disrupt what the government was intending to the greatest extent, stick with the principle I feel is very important in terms of parliamentary oversight of the executive decision-making, and have something that's relatively defensible even on a commonsense basis, even if I can't put something more definite to it as a rationale for those particular timeframes. I'm happy to answer questions if I can.

The government recognises and acknowledges the amendment moved by the member. I can say on behalf of the government from the outset that the government will not be opposing the amendment. In the government's view, the scenario that the member is concerned about is very unlikely to materialise and they would have considered longer periods would be put to parliament for approval under the existing section. Nonetheless, it is also recognised that the bill has been brought in on emergency, as we all know, and therefore the government has no

objection to ensuring parliamentary oversight regarding a long-term period of emergency declaration and won't be opposing the amendment.

Amendment agreed to.

Title agreed to.

Bill reported with amendment.

PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (No. 11)

Consideration of Bill as Amended in Committee of the Whole Council

[12.58 a.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) -
Mr President, I move -

That the bill as amended in the Committee of the Whole Council be now
taken into consideration.

Motion agreed to.

Amendments read the first time.

Amendments read the second time.

Amendments agreed to.

PETROLEUM REPORTING (MISCELLANEOUS AMENDMENTS) BILL 2026 (No. 11)

Third Reading

Bill read the third time.

SUSPENSION OF SITTING

[1.01 a.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) -
Mr President, I move -

That the sitting be suspended until the ringing of the division bells.

This is for the bill to go to the other place and come back.

The Council suspended from 1.01 a.m. to 1.54 a.m.

MESSAGE FROM THE HOUSE OF ASSEMBLY

Petroleum Reporting (Miscellaneous Amendments) Bill 2026 (No. 11)

Mr PRESIDENT - Honourable members, I have a message from the House of Assembly:

Mr President,

The House of Assembly doth agree to the Amendments made by the Legislative Council to the Bill, intituled - 'A Bill for an Act to amend the Australian Consumer Law (Tasmania) Act 2010, the Australian Consumer Law (Tasmania) Infringement Regulations 2021, the Energy Co-ordination and Planning Act 1995 and the Petroleum Products Emergency Act 1994'.

Jacquie Petrusma, Speaker.
House of Assembly,
27 March 2026

ADJOURNMENT

[1.55 a.m.]

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Mr President, I move -

That at its rising the Council adjourn to 11.00 a.m. on Tuesday 14 April 2026.

Motion agreed to.

Ms RATTRAY (McIntyre - Leader for the Government in the Legislative Council) - Mr President, before I move that the Council does now adjourn, I sincerely like to thank every member for their input into what we have been part of this afternoon and this evening and into the next day. I know it's been a difficult journey for some and I certainly acknowledge that, but I do sincerely thank you.

Mr President, I move -

That the Council do now adjourn.

The Council adjourned at 1.56 a.m.

Appendix 1

OFFICIAL

QUESTION ON NOTICE

Question No. 25 of 2026

Legislative Council

ASKED BY: The Hon Bec Thomas MLC, Member for Elwick

ANSWERED BY: The Hon Tania Rattray MLC, Leader for the Government in the Legislative Council

1. In relation to the **advice informing the Tasmanian Government's decision** to shut down greyhound racing:

a. Prior to the Government's decision to shut down greyhound racing in Tasmania, did the Government receive any advice or a recommendation from a regulator that the industry should be shut down, including from the Department of Natural Resources and Environment Tasmania, Tasracing, or the Office of the Racing Integrity Commissioner?

No. The decision to shut down greyhound racing was, appropriately, a policy decision of Government.

b. If such a recommendation was received, when was it received and will the Government publish that advice on the Department of Natural Resources and Environment Tasmania website?

Refer to the response to question 1a.

c. If no such recommendation was received, what regulatory advice did the Government rely on in deciding to shut down the industry?

Refer to the response to question 1a.

d. Has any regulator, including the Department of Natural Resources and Environment Tasmania, Tasracing, or the Office of the Racing Integrity Commissioner, ever advised the Government that greyhound racing in Tasmania cannot be regulated to acceptable animal welfare or integrity standards?

Refer to the response to question 1a.

e. What data or evidence did the Government rely upon to conclude that animal welfare or integrity problems in greyhound racing mean that greyhound racing no longer aligns with community expectations?

Refer to the response to question 1a.

OFFICIAL

In addition, in June 2022 the Tasmanian Parliament e-petition entitled "End Public Funding of Greyhound Racing" received 15,519 signatures.

- f. In each of the past ten years, how many substantiated breaches relating to greyhound animal welfare were identified by an industry regulator?

One since 1 February 2025 (all other substantiated matters have related to integrity or record-keeping).

Information prior to this date was managed by the former Office of Racing Integrity and are not held in a readily reportable format.

- g. In each of the past ten years, how many integrity or animal welfare breaches relating to greyhound racing resulted in charges, suspensions or disqualifications, or other disciplinary action?

Since 1 February 2025, 64 integrity charges, involving 30 participants, have been laid, resulting in:

- 13 reprimands;
- 33 fines;
- 4 suspensions; and
- 7 disqualification periods (3 participants).

Information prior to this date was managed by the former Office of Racing Integrity and was not held in a readily reportable format.

- h. Did the Government seek advice from The Department of Treasury and Finance before making the decision to move to shut down greyhound racing?

No. The decision to shut down greyhound racing was, appropriately, a policy decision of Government.

- i. What economic analysis or modelling did the Government rely upon when deciding to move to shut down the greyhound racing industry?

The Government's decision to phase out greyhound racing in Tasmania through a staged and considered approach with the Code to end on 30 June 2029, is in recognition that greyhound racing no longer aligns with community expectations.

It is noted that economic modelling of the value of the racing industry and/or the greyhound racing industry in Tasmania has been undertaken by various entities.

In 2020, the Tasmanian Department of Treasury and Finance (Treasury) prepared the report for shareholder Ministers *Tasracing Pty Ltd: A Desktop Review of the Costs and Functions of Tasracing*¹. The report benchmarked Tasmania against other states on key metrics.

2. Other than legislation, is the Tasmanian Government exploring other mechanisms to shutdown greyhound racing?

The focus of the Government is in passing of the Bill.

¹ www.treasury.tas.gov.au/Documents/Tasracing%20Review%20Report%202020%20-FINAL.pdf

3. In relation to licensed greyhound trainers and **kennel inspections**, over the past five years:

a. How many licensed greyhound trainers were there in Tasmania, in each year?

2021-22	2022-23	2023-24	2024-25	2025-26
151	138	131	135	122

b. Each year, what proportion of those trainers had their kennels inspected by the Tasracing Integrity Unit or the former Office of Racing Integrity?

Since 1 February 2025, 131 of the 135 licensed trainers have had their kennels inspected.

Office of Racing Integrity Inspections numbers by financial year:

2021-22	2021-22	2022-23	2023-24
Persons licensed or registered	541	489	475
Inspections	133	157	139

c. How many greyhound kennel inspections were undertaken by the Tasracing Integrity Unit and former Office of Racing Integrity each year?

Since 1 February 2025, there have been 115 full inspections and 185 audit inspections undertaken.

For Office of Racing Integrity data refer to question 3b.

d. What proportion of these inspections were unannounced or intelligence-led inspections?

The Tasracing Integrity Unit does not maintain this information as a recorded statistic.

e. How many separate kennel properties were inspected?

116.

f. How many inspections identified animal welfare or racing rule breaches?

One animal welfare breach.

There have been several breaches of the Rules of Racing, primarily relating to record-keeping. In these instances, participants were provided with education and the necessary rectifications were undertaken.

g. How many inspections resulted in compliance actions, charges, suspensions or other disciplinary outcomes?

Several compliance actions were undertaken, during which directions were issued to rectify records. These actions have also been used as an educational measure for participants.

4. Since the **commencement of the *Racing Regulation and Integrity Act 2024*** in February 2025:

a. How many complaints relating to greyhound animal welfare or integrity matters have been received by:

i. Tasracing or the Tasracing Integrity Unit, and
27.

ii. the Racing Integrity Commissioner?

In the 2024-25 period 8 complaints received:

- 1 related to animal welfare; and
- 7 related to integrity and process matters.

In the 2025-26 period (up to 28 February 2026) 40 complaints received:

- 3 related to animal welfare;
- 24 related to integrity and process matters; and
- 13 related to the Greyhound Racing Transition.

b. How many of those complaints resulted in:

i. a formal investigation, and
Tasracing undertook 27 formal investigations.

ii. no investigation being undertaken?
All complaints were investigated.

c. How many investigations have been self-initiated by the Tasracing Integrity Unit?

39.

d. How many investigations have been self-initiated by the Racing Integrity Commissioner?

One.

e. How many investigations has the TasRacing Integrity Unit undertaken in total?

164.

f. How many investigations has the Racing Integrity Commissioner undertaken in total?

Information regarding investigations undertaken by the Racing Integrity Commissioner is publicly reported by that office in the Commissioner's Annual Report.

g. How many of the greyhound animal welfare and integrity investigations resulted in:

i. disciplinary charges,
11.

ii. licence suspension or disqualification,

6.

iii. other disciplinary action, or

1.

iv. no breach being identified?

48.

5. In relation to greyhound **euthanasia rates**, over the past ten years:

a. How many greyhounds registered in Tasmania have been euthanised each year?

Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
At Track (Injury)	26	14	25	7	12	8	7	4	1	2
Illness/Age	45	28	25	16	15	13	13	15	19	15
Injury	114	68	50	43	29	14	20	12	14	7
Not for racing	251	75	46	20	8	0	0	0	0	0
Not for re-home/ GAP	199	98	38	34	10	0	0	4	12	9
TOTAL	635	283	184	120	74	35	40	35	46	33

Note: 2016 – legacy / stewards audit updates were processed during this year, resulting in elevated figures (84 – legacy notifications / 106 – stewards audit updates).

b. How many of the greyhounds euthanised over the past ten years were:

i. registered to race at the time of death,

Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
At Track (Injury)	24	13	25	7	12	8	7	4	1	2
Illness/Age	14	20	11	5	5	7	7	6	11	5
Injury	66	57	39	33	19	12	15	9	13	5
Not for racing	46	49	35	16	5	0	0	0	0	0
Not for re-home/ GAP	48	68	27	20	7	0	0	4	11	9
TOTAL	198	207	137	81	48	27	29	23	36	21

ii. retired from racing but still owned or kept by licensed racing participants at the time of death?

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	37	25	24	16	15	12	13	14	18	15

c. How many were euthanised for each of the following reasons:

i. injuries sustained while racing,

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	29	12	29	8	13	10	11	7	4	4

ii. injuries sustained while training,

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	10	7	8	5	3	1	3	0	3	1

iii. injuries sustained outside racing or training,

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	82	63	32	29	24	11	12	9	7	3

iv. illness or disease,

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	27	26	19	11	10	12	10	11	18	12

v. old age, and

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	17	2	6	5	5	2	3	4	1	3

vi. any other reasons?

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	469	173	90	62	19	0	1	4	13	10

d. Of the greyhounds euthanised due to injuries sustained while racing or training, how many were:

i. euthanised immediately at the racetrack or training facility, and

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	26	14	24	7	12	7	7	3	1	2

ii. euthanised later following veterinary treatment or assessment?

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	13	5	13	6	4	4	7	4	6	3

e. What process must licensed participants follow before a greyhound they own is euthanised, and is this process the same regardless of whether the dog is registered for racing or retired?

Attachment 1 - Greyhound Policy GPOL0011 (1.1) – Euthanasia outlines the procedure required to be undertaken in relation to the euthanasia of a greyhound.

Notification of Euthanasia is also covered under the Greyhound Australasia National Rules (GAR 22) and Local Rules 22.11.

GAR 22 (1) stipulates that:

At any time after the result of service pursuant to rule 71, the owner or person responsible for the greyhound at the relevant time must notify the Controlling Body where the greyhound is domiciled in writing:

(b) within 10 days if that greyhound has been humanely euthanised by a veterinarian, and it is a mandatory requirement under the Rules to include a veterinary certificate of euthanasia when lodging the relevant

documentation for any greyhound that has been euthanised by that veterinarian;

Euthanasia

L22.11 If a greyhound is required to be euthanised, the only acceptable method of euthanasia is by an overdose of barbiturate administered by a veterinarian.

L22.12 L22.11 shall not apply if immediate euthanasia is obviously essential:

- (i) to alleviate the greyhound from suffering following a catastrophic injury or medical condition/illness, and*
- (ii) the greyhound cannot be transported to a veterinarian within a period of one hour at regular driving speeds, and*
- (iii) the euthanasia is carried out under the direction of a veterinarian unless every avenue possible has been explored to contact a veterinarian in which case evidence of those efforts must be documented and provided to the TIU.*

L22.13 The only acceptable option for euthanasia under L22.12 to end the animal's suffering shall be by the use of a firearm by a person who is appropriately licenced under the Firearms Act 1996 and competent to ensure the humane euthanasia of the animal.

L22.14 Where euthanasia is carried out under the direction of a veterinarian the owner or person responsible for the greyhound must obtain a written certificate or letter from the veterinarian providing details of the direction to euthanase under L22.12.

These rules cover both active and retired greyhounds if in the care of a registered person.

6. In relation to the breeding of greyhounds:

- a. What approval and/or notification processes must licensed participants follow to breed a litter?**

A breeding factsheet is provided at Attachment 2 which outlines the processes and forms required to breed greyhounds in Tasmania.

- b. How long does the breeding process typically take, from the time of application to the birth of a litter?**

Once licensed, the greyhound bitch is required to be registered. Registration includes DNA sampling and vaccination updates.

Once the bitch is in season, gestation is generally nine weeks once a service is successful.

- c. How many litters of greyhounds have been bred in Tasmania each year, over the past ten years?

	Services*	Litters	Live Pups	Dec Pups
2016	28	21	126	12
2017	35	29	169	8
2018	35	26	165	15
2019	22	15	75	11
2020	15	12	86	8
2021	15	9	49	1
2022	13	11	70	3
2023	4	4	21	1
2024	11	6	35	6
2025	27	6	35	2

* Please note that 2025 figure has been verified by the Tasmanian Racing Integrity Commissioner following audit and record rectification work undertaken at Tasracing as part of the Greyhound Racing Transition. Figures prior to 2025 are sourced from the national OzChase database, which has been identified as containing inaccuracies due to data input issues.

- d. How many individual female greyhounds were used for breeding in Tasmania in each of the past ten years?

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
TOTAL	27	32	33	21	15	15	12	4	11	9

- e. What is the average number of litters produced per breeding female?

Over the last 10 years, the average has been 1.4 litters per female.

- f. How many female greyhounds produced three or more litters, over the last ten years?

13 breeding females.

- g. What rules or limits exist on the number of litters a female greyhound may produce in Tasmania?

The following national rules apply:

57 Limit on the age at which a breeding female can be serviced

- (1) The owner of a breeding female, or person with authority to breed that female, must not cause any breeding female to be serviced if she is over ten years of age or older.
- (2) The owner of a breeding female, or person with the authority to breed that female, must not cause any breeding female to be serviced if she is over eight years of age, except if prior to each service:
 - (a) veterinary certification of appropriate health and fitness of the breeding female which confirms that it is appropriate for her to whelp is obtained (which must be done within 120 days prior to the date of the further service); and
 - (b) the written approval of a Controlling Body is obtained.

- (3) If any approval is granted by a Controlling Body under subrule (1) of this rule, one further service only will be permitted under that approval, irrespective of the result of that service. (Update effective 01.11.2024)

58 Limit on the number of litters that can be whelped by a breeding female

- (1) The owner of a breeding female, or person with authority to breed that female, must not cause any breeding female to whelp more than five litters.
- (2) The owner of a breeding female, or person with the authority to breed that female, must not cause any breeding female to whelp more than three litters. Except if prior to each service:
 - (a) veterinary certification of appropriate health and fitness of the breeding female which confirms that it is appropriate for her to whelp is obtained (which must be done within 120 days prior to the date of the further service); and
 - (b) the written approval of a Controlling Body is obtained.
- (3) If any approval is granted by a Controlling Body under subrule (1) of this rule, one further service only will be permitted under that approval, irrespective of the result of that service. (Update effective 01.11.2024)

59 Limit on number of litters that can be whelped in an 18 month period

The owner of a breeding female, or person with authority to breed that female, must not cause her to whelp more than two litters in any 18 month period. (effective 1.11.2024)

59A Limit on the number of litters that can be whelped by caesarean section of a breeding female

- (1) The owner of a breeding female, or person with the authority to breed that female, must not cause any breeding female to be serviced after having two caesarean sections, except if, prior to the next service:
 - (a) veterinary certification of appropriate health and fitness of the breeding female which confirms that it is appropriate for her to whelp is obtained (which must be done within 120 days prior to the date of the further service); and
 - (b) the written approval of a Controlling Body is obtained.
- (2) If any approval is granted by a Controlling Body under subrule (1) of this rule, one further service only will be permitted under that approval, irrespective of the result of that service.

7. In relation to the **economic impact** of the industry:

- a. What economic modelling has been undertaken by the Government or Tasracing regarding the economic contribution of greyhound racing in Tasmania?

Economic modelling of the value of the racing industry and/or the greyhound racing industry in Tasmania has been undertaken by various entities.

In 2020, the Tasmanian Department of Treasury and Finance prepared a report for shareholder Ministers: *Tasracing Pty Ltd: A Desktop Review of the Costs and Functions of Tasracing*². Treasury in that Report undertook an analysis of previous reports concerning the economic value of the racing industry and noted analyses that rely upon an economic multiplier “can be inherently unreliable and problematic”.

Tasracing also undertakes regular Size and Scope studies of the Tasmanian Racing Industry. The latest of these was conducted by IER Pty Ltd in 2023 and was based on 2021-22 financial results. A copy of the IER Pty Ltd report is provided at Attachment 3.

While not undertaken by Government, the Government was aware of an independent assessment completed in May 2025 by economist Saul Eslake. His report, *The Financing of Greyhound Racing in Tasmania*³, analysed the financial position of the greyhound code and the extent of government funding, concluding that greyhound racing contributes approximately 0.2% of gross state product and employment, while remaining heavily reliant on public funding, including \$12.70 per head of population in 2023-24, more than double the national average.

- b. What is the estimated gross value added to the Tasmanian economy attributable specifically to greyhound racing?

The IER Size and Scope study in 2023 estimated greyhound-related direct expenditure at \$51.3 million in 2021-22, with the total value added by the greyhound industry in the same year estimated at \$59.7 million.

- c. How much government funding has been provided to support greyhound racing in Tasmania in each of the past five years?

Tasracing operates as a tri-code organisation, meaning that much of the funding provided by Government is used to provide industry-wide benefits that are not allocated between the individual codes. This includes functions such as human resources, finance, insurances, corporate governance and administration. A significant portion of the infrastructure, such as parking areas and grandstands, is also multi-code in nature. Accordingly, Tasracing does not normally undertake strict code-based allocation of all costs. This level of allocation is normally limited to “code funding”, which includes prizemoney, bonuses and other direct costs.

In response to the Government’s announcement that the Greyhound Code would be wound up, Tasracing undertook a detailed review of the 2024-2025

² www.treasury.tas.gov.au/Documents/Tasracing%20Review%20Report%202020%20FINAL.pdf

³ <https://www.sauleslake.info/wp-content/uploads/2025-05-20-The-Financing-of-Greyhound-Racing-in-Tasmania.pdf>

financial year results to determine the net financial impact of each racing code for that year.

The review showed that the Greyhound Code required \$3.2 million in funding to cover the net loss between commercial revenues and operational costs. In addition, a further \$0.9 million was required to meet the net cost of the Greyhound Adoption Program (GAP).

Tasracing considers the results of this review to be reasonably indicative of the annual funding requirement of the Greyhound Code, noting this reflects a return to typical operating conditions following the extraordinary COVID-affected period 2020-21 to 2022-23.

	Greyhound	GAP	Harness	Thoroughbred	Integrity	Unallocated	Govt Funding	Totals
Race Field Fees	\$8,129,421	\$0	\$3,376,662	\$10,470,369	\$0	\$0		\$21,976,441
International Fees	\$269,647	\$0	\$133,853	\$521,305	\$0	\$0		\$924,805
Other Revenue	\$25,955	\$38,678	\$309,516	\$1,974,214	\$1,833,043	\$2,850,309		\$7,031,710
Govt Grants							\$36,871,975	\$36,871,975
POCT							\$7,303,677	\$7,303,677
Total Revenue	\$8,425,023	\$38,678	\$3,820,032	\$12,965,958	\$1,833,043	\$2,850,309	\$44,175,652	\$74,168,606
Code Funding	-\$7,488,990	\$0	\$10,065,046	-\$20,397,045	\$0	\$0		-\$37,951,081
Labour	-\$857,900	-\$619,077	-\$817,440	-\$2,281,056	-\$1,010,864	-\$5,107,549		-\$10,693,887
Depreciation	-\$742,131	-\$12,265	-\$898,731	-\$2,866,796	-\$2,521	-\$266,124		-\$4,788,568
Other Expenses	-\$2,549,609	-\$271,584	-\$3,308,507	-\$9,010,515	-\$764,039	-\$5,978,420		-\$21,882,674
Total Expenditure	\$11,638,636	-\$902,927	\$15,089,724	-\$14,555,412	-\$1,777,424	\$11,352,094	\$0	-\$75,316,210
Total	-\$3,213,607	-\$864,248	\$11,265,693	\$21,589,454	\$33,619	-\$8,501,785	\$44,175,652	\$1,207,316

d. Of that funding, how much was provided for:

i. prizemoney,

Prize money is a component of Code Fund allocated annually to each of the three codes.

The following shows the code funding allocated to the Greyhound Code and the proportion of that allocation attributed to prizemoney:

	2020-21	2021-22	2022-23	2023-24	2024-25
Greyhound Code Funding	5,206,954	5,930,429	7,025,319	7,306,332	7,488,990
Greyhound Prizemoney	5,087,020	5,599,286	6,534,955	6,966,475	7,040,306

ii. infrastructure and capital works,

Capital expenditure on Greyhound Code specific projects totalled \$4 million over the past five years. This excludes any capital expenditure on multi-code projects.

	2021-22	2022-23	2023-24	2024-25	2025-26 (YTD)
Greyhound Capital Expenditure	327,565	844,550	346,335	1,642,233	848,563

iii. industry development or breeding incentives, and

Code funding is directly allocated funding by Tasracing towards prizemoney and other industry supporting costs. For Greyhound, this includes racing bonuses, welfare program contributions and vaccination assistance.

The total non-prizemoney code funding amounts for greyhound over the past five years are:

	2020-21*	2021-22*	2022-23	2023-24	2024-25
Other Code Funding	119,934	331,143	490,364	339,857	448,684
includes					
- Welfare related programs	-135,100	-203,612	-222,132	-230,681	-238,992
- Racing Bonuses	-160,200	-159,000	-164,400	-160,290	-166,200
- Vaccination assistance	-51,800	-53,600	-49,800	-31,200	-28,000
BALANCE	-227,166	-85,069	54,032	-82,314	15,492

* Note that the deficit was met from prior years carry forward funds

iv. administration and regulatory functions?

Tasracing operates on a tri-code basis, meaning that most functional costs outside of code funding are not allocated on a code-by-code basis. Tasracing has, however, undertaken a review of the 2024-25 financial results to provide this allocation where possible (refer to question 7c).

This analysis showed that outside of code funding, the Greyhound Code was responsible for an additional \$4.15 million in costs. This included \$858,000 in labour costs, \$742,000 in depreciation and \$2.66 million in other costs including facility maintenance, race day operations and club funding.

e. How much revenue to the Tasmanian Government is attributable to greyhound racing in each of the past five years, including revenue from:

i. wagering taxes,

On the advice of Treasury, I am advised that it is not possible to determine the proportion of Tasmanian wagering tax revenue attributable specifically to the Greyhound Code.

Wagering operators are not required to report Point of Consumption Tax (POCT) liabilities by racing code or jurisdiction. POCT revenue is provided to Government in aggregate form and therefore cannot be disaggregated to identify any component related solely to greyhound racing in Tasmania.

Accordingly, no separate POCT revenue figure for greyhound racing is available for any of the past five years.

ii. race field fees, and

Racefield fee revenue (domestic and international) generated by the Greyhound Code over the past five years has been:

	2020-21	2021-22	2022-23	2023-24	2024-25
Greyhound Racefield Fees	9,566,677	10,619,296	9,921,733	8,079,320	8,399,068

iii. licence fees?

From 1 February 2024 to 30 June 2025, Tasracing received licence fee payments of \$6,965.

From 1 July 2025 to 28 February 2026, Tasracing received licence fee payments of \$7,164.

All licence payments received by Tasracing are subsequently paid to the Department of Natural Resources and Environment Tasmania for the purpose of supporting the Tasmanian Racing Integrity Commissioner.

- f. Over the past five years, what is the net fiscal impact on the Tasmanian Budget of greyhound racing after accounting for government funding provided and revenue received?

Please refer to 7c.

- g. What has been the total prizemoney paid for greyhound racing in Tasmania in each of the past five years?

Prizemoney is a component of Code Fund allocated annually to each of the three codes.

The following shows the code funding allocated to the Greyhound Code and how much of that allocation relates to prizemoney:

	2020-21	2021-22	2022-23	2023-24	2024-25
Greyhound Code Funding	5,206,954	5,930,429	7,025,319	7,306,332	7,488,990
Greyhound Prizemoney	5,087,020	5,599,286	6,534,955	6,966,475	7,040,306

- h. What is the average annual prizemoney earned per greyhound trainer in Tasmania?

	2021-22	2022-23	2023-24	2024-25	2025-Feb 26
Average earnings per trainer (\$)	21,796	26,821	32,305	32,016	26,977

- i. In each of the past five years, how many greyhound trainers earned in prizemoney:

- i. \$0,
- ii. less than \$10,000,
- iii. between \$10,000 and \$50,000, and
- iv. more than \$50,000?

Earnings brackets	2021-22	2022-23	2023-24	2024-25	2025-Feb 26
i. \$0	56	37	30	36	27
ii. less than \$10,000	43	40	35	35	43
iii. between \$10,000 and \$50,000	35	44	40	43	35
iv. more than \$50,000	17	17	26	21	17
	151	138	131	135	122

Attachments

- 1 GPOL0011 - Euthanasia - TIU - v6
- 2 Greyhound - Breeding Factsheet Feb 2025
- 3 Tasracing - IER Report 2023 (compressed)

OFFICIAL

14

APPROVED

A handwritten signature in black ink, appearing to read 'Jane Howlett', written in a cursive style.

Hon Jane Howlett MP
Minister for Racing

Date: 26 March 2026

OFFICIAL

To ensure optimal animal welfare outcomes, the aim of this Policy is to set out the procedure to be followed in relation to euthanasia of greyhounds associated with the greyhound racing industry in Tasmania.

An owner of a greyhound must make application to the Tasracing Integrity Unit (TIU), using the approved form, requesting permission to euthanase a greyhound. If the greyhound is from Greyhounds as Pets (GAP), the Manager of GAP must follow the procedure in this Policy.

Where appropriate, Tasracing's Chief Racing Integrity Officer (CRIO), or their authorised delegate, will act on the advice of the Chief Veterinary & Animal Welfare Officer (CV&AWO), or their authorised delegate, in reaching a decision as to whether to approve the euthanasia of a greyhound.

An owner shall not euthanase a greyhound until written approval from the CRIO, or their authorised delegate, has been received, unless the greyhound is euthanased due to a medical or legal exemption as detailed in Local Rules 22.7 and 22.8.

If a greyhound is approved to be euthanised by the CRIO or their authorised delegate, the only acceptable method of euthanasia is via an injection of a barbiturate overdose administered by a registered veterinarian.

Where, following a catastrophic injury or medical condition affecting a greyhound, immediate euthanasia is deemed essential to prevent the greyhound's further suffering, preventing an owner from obtaining prior written permission for euthanasia, one of the following two conditions must be satisfied:

- (i) Such a euthanasia is carried out only under the direction of a registered veterinarian, with evidence of that direction, based on the need for immediate euthanasia, to be supplied by the greyhound's owner to the CRIO in the form of a written certificate from that registered veterinarian; or
- (ii) Where all reasonable efforts by a greyhound's owner of contacting a registered veterinarian have failed, and euthanasia is carried out as detailed below, evidence of those attempts to contact a registered veterinarian must be documented by the owner and provided to the CRIO.

The only acceptable method of euthanasia for circumstances (i) and (ii) detailed above shall be by the use of a firearm administered by a person appropriately licensed under the Firearms Act 1996 and competent to ensure the humane euthanasia of the greyhound.

Tasracing Pty Ltd

Tasracing Integrity Unit

Enquiries: Leanne Purdon

Ph: (03) 6777 1900

Fax (03) 6777 5148

Email Web www.tasracingintegrity.com.au



BREEDING FACTSHEET

This factsheet provides you with details on the processes and forms to be completed for breeding greyhounds in Tasmania. The Tasracing Integrity Unit (TIU) is the regulator in Tasmania.

If you decide you would like to breed your own greyhounds, please make sure that you follow the steps below to ensure the process is as quick and seamless as possible.

1. Stud Master

- This is the person who is going to be responsible for the Sire (male greyhound) in a breeding pair. Under Tasmanian rules this person must be licensed as an Owner or Trainer but does not require a particular Stud Master registration and is usually the registered owner of the greyhound or person with authority to use this greyhound for breeding purposes named in the "Authority to Register Sires, Services or Litters" form available on the Tasracing Integrity website.

2. Stud Sire Registration (Male Greyhound)

- To be able to breed in Australia, male greyhounds must first be registered as Stud Sires. This process is not administered by state jurisdictions; it is done through the national controlling body Greyhounds Australasia (GA).
- To register your greyhound as a Stud Sire you must complete an "**Application to Register a National Stud Sire**" form which can be found in the "Forms" section on the GA website www.galtd.org.au/
- Part of the registration process includes a DNA test, which is also facilitated through GA and the required forms and information is available on their website.
- You will also need to provide a "**Semen Evaluation Report**" with the application. This form is also available on the GA website.
- Submit the forms and payment directly to GA.
- If not already completed, make sure you have the DNA test done and send the sample to the laboratory for testing as quickly as possible to allow your application to be considered and processed.
- GA will forward the application to the relevant jurisdiction for consideration and approval. Once the DNA fingerprint result is returned, registration can be completed and you will be notified accordingly.

Prospect Government Offices, 171 Westbury Road, Prospect 7250 - PO Box 1329 LAUNCESTON TAS 7250

3. Breeding Female Registration

- The female greyhound you wish to use for breeding purposes must be registered with your State Controlling Body as a Breeding Female.
- To register the female greyhound for breeding you must do the following –
 - Ensure you are licensed as a Breeder. Application forms and information are available on the TIU's website. To obtain this licence you must already be licensed in the greyhound industry with owner privileges in Tasmania.
 - Submit an **"Application for Breeding Identification Card"** form, which is available on our website.
 - Submit a copy of a veterinary certificate indicating a C5 vaccination. This should include the greyhound's name, ear tattoo (if applicable) and microchip number together with the name of the veterinary surgeon, the clinic and the date of vaccination.
 - DNA fingerprinting details must be recorded.
 - The greyhound must have a microchip implanted.
 - Submit the greyhound's Identification Card.
 - The application must be from the registered owner/s or person who has authority to use her for breeding purposes and is named on the **"Authority to Register Sires, Services or Litters"** form.
 - If you and the greyhound meet all requirements, the application will be processed, and you will be provided with a "PINK" Greyhound Breeding Identification Card. This card can also be used should this female still be racing. If the greyhound is over 8 years of age, has already whelped three (3) litters or whelped two (2) litters in the past 18 months see Clause 4 for further requirements.
 - Refer to current **Schedule of Fees** for the application cost.

4. Application for Breeding Exemption

- If the female greyhound you wish to use for breeding purposes is 8 years of age or older or has already whelped three (3) litters, you will need to apply for an Exemption to Breed.
- You must submit the following –
 - Application to **Breed with a Female over Eight Years of Age and/or Breed Over Three Litters** (which includes a full veterinary report)
 - Vaccination certificate indicating a C5 vaccination
- Applications will be considered against the criteria contained in the Tasracing policy.
- Pups which are not of an age to be eligible to be named will not be included when considering criteria percentages.
- If your application for exemption is approved, this will allow one (1) additional service/insemination only, irrespective of the result of said service/insemination. The service must be completed within 120 days from the date of the veterinary examination.
- If your application is denied, you may have a right of appeal to the Tasmanian Racing Appeal Board.

Tasracing Integrity Unit
Prospect Government Offices, 171 Westbury Road, Prospect 7250
PO Box 1329 LAUNCESTON TAS 7250

- Should you wish to have the greyhound served for subsequent litters, you must make an application for exemption on each occasion.

5. When Mating with Frozen Semen (FSI)

- If you intend to have a registered breeding female served using frozen semen, this must be done by an Approved Clinic. You must be able to show the veterinary surgeon the Breeding Identification Card so the greyhound can be identified prior to service.
- The Approved Clinic must make every endeavour to ensure the breeding female is registered and the breeding unit is transferred to the correct ownership prior to any service taking place.
- The owner/authorised breeder must ensure they have transferred the Frozen Semen Breeding Unit into their name. This must be done **prior to** the broodbitch being inseminated.
- Approved Clinics should be able to supply the "Application to Transfer the Ownership of a Frozen Semen Breeding Unit" form that you will need to transfer the breeding unit into the correct name. Alternatively, this form can be found in the "Forms" section on the Greyhounds Australasia website.
- Once the clinic has conducted the medical procedure, they must submit a Service Notice through to GA using an internal database. Approved Clinics are aware that this must be done, but please follow up with your clinic to make sure that they do this **within 14 days** of the breeding female being served as failure to do this will delay the process.
- GA will advise the relevant State Controlling Body of the service once all details are correct and fees have been paid.
- Once all of this is complete, the Tasracing Integrity Unit will have everything we need to provide you with a **Result of Mating / Whelping Notice**.

6. When Mating Naturally or Through Artificial Insemination (AI)

- When a registered breeding female is to be served naturally or through AI, the Stud Master must submit an "**Application to Register a Service by a Registered Stud Dog**" form to the TIU **within 14 days** of the breeding female being served.
- The studmaster must make every effort to ensure the breeding female is appropriately registered prior to conducting a service.
- The TIU will provide you with a **Result of Mating / Whelping Notice**.

7. Result of Mating

- The **Result of Mating** form must be completed and returned with the applicable fee to the TIU **within 14 days** of the pups being born, or **within 14 days** of the breeding female's expected due date. Please note that you **must** return the **Result of Mating** even if no pups are actually born, i.e. a nil whelp.
- Please provide a short explanation should any pups be deceased either at birth or after but prior to the lodgement of the whelping notice.
- **If you are whelping your litter interstate, you should inform the TIU to avoid possible penalties.**

Tasracing Integrity Unit
Prospect Government Offices, 171 Westbury Road, Prospect 7250
PO Box 1329 LAUNCESTON TAS 7250

- After receiving the **Result of Mating**, the TIU will prepare **Litter Registration** documents and forward to the breeder.
- **Until the litter is microchipped, vaccinated and marked up they must remain in the same location as the breeding female to assist with identification purposes.** If it is necessary to move the pups or the breeding female, the TIU must be advised of the intended location, and they must all be moved together. If it is not possible to keep the litter together, permission must be gained from the TIU to separate the litter. If separated prior to microchipping without permission, it may be necessary for pups to be DNA tested to confirm parentage. This would be at the expense of the breeder.
- Pups must be vaccinated with a C3 vaccination at between 6 and 8 weeks of age. A certificate of vaccination identifying the greyhounds by reference to its sex and colour must be obtained.
- Ear tattooing is recommended at between 8 and 10 weeks of age. You should contact the Marking Official in your area to organise a suitable time for ear tattooing to be completed.
- Pups must be microchipped by an Approved Implanter with an approved microchip and a further C5 vaccination administered between 10 and 16 weeks of age. Following this you should contact the Marking Official in your area to organize a suitable time for the marking up of the pups to be completed. A certificate of vaccination identifying the greyhound by reference to its sex, colour, and microchip identifications must be obtained.

8. Litter Registration

- The **"Application to Register a Litter"** form must be returned to the TIU **within 4 months** of the pups' whelping date.
- This form requires that all pups are microchipped, vaccinated and marked up as required under the rules.
- If any greyhound has died between original notification and microchipping, you should submit a Statutory Declaration explaining the cause of death.
- The TIU will process the Litter Registration and issue **"Application for Registration and Naming of a Greyhound"** form for each pup in the litter.
- You will also be provided with copies of the **"Application to Transfer an Unnamed Greyhound"** which must be completed and returned to the TIU each time a pup is sold or transferred to a new owner prior to the greyhound being officially named. There is no fee to transfer the ownership of an unnamed pup.
- As pups are sold the **"Breeders Record Sheet"** should be completed and once all pups have been sold, a copy of this form should be submitted to the TIU.

9. Naming Application

- When your pups reach a minimum of 12 months old, the owner/s can complete the **"Application for Registration and Naming of a Greyhound"** form and submit to the TIU with relevant fee and the certificate of vaccination indicating that a C5 inoculation was given to the greyhound when it was at least 12 months of age.

Tasracing Integrity Unit
Prospect Government Offices, 171 Westbury Road, Prospect 7250
PO Box 1329 LAUNCESTON TAS 7250

10. Greyhound Identification Card

- Each greyhound named will be issued with a Greyhound Identification Card which should remain with the greyhound and returned to the TIU should you wish to obtain a Breeding Identification Card (Pink Card) or when the greyhound is retired. It is not necessary to submit the card with applications to transfer the ownership of a greyhound.

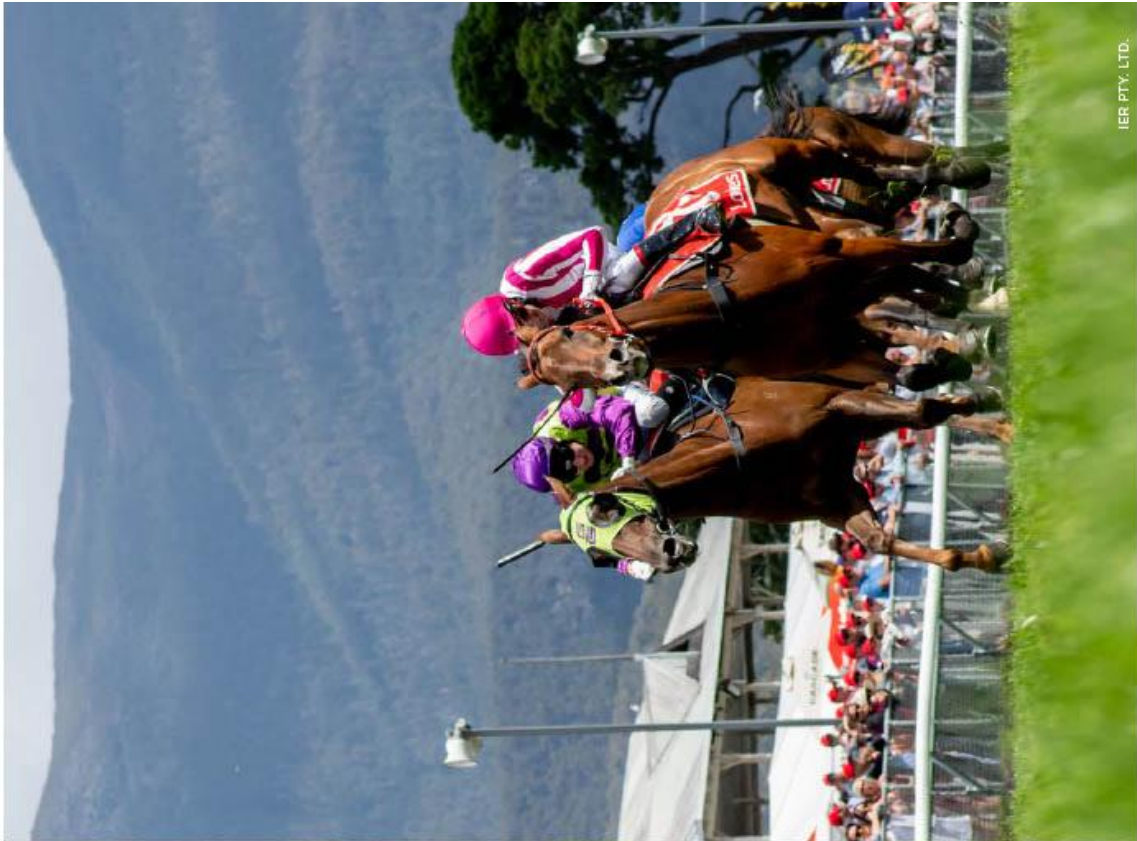
If you have any questions about this information or any other matter, please feel free to contact our office for assistance.

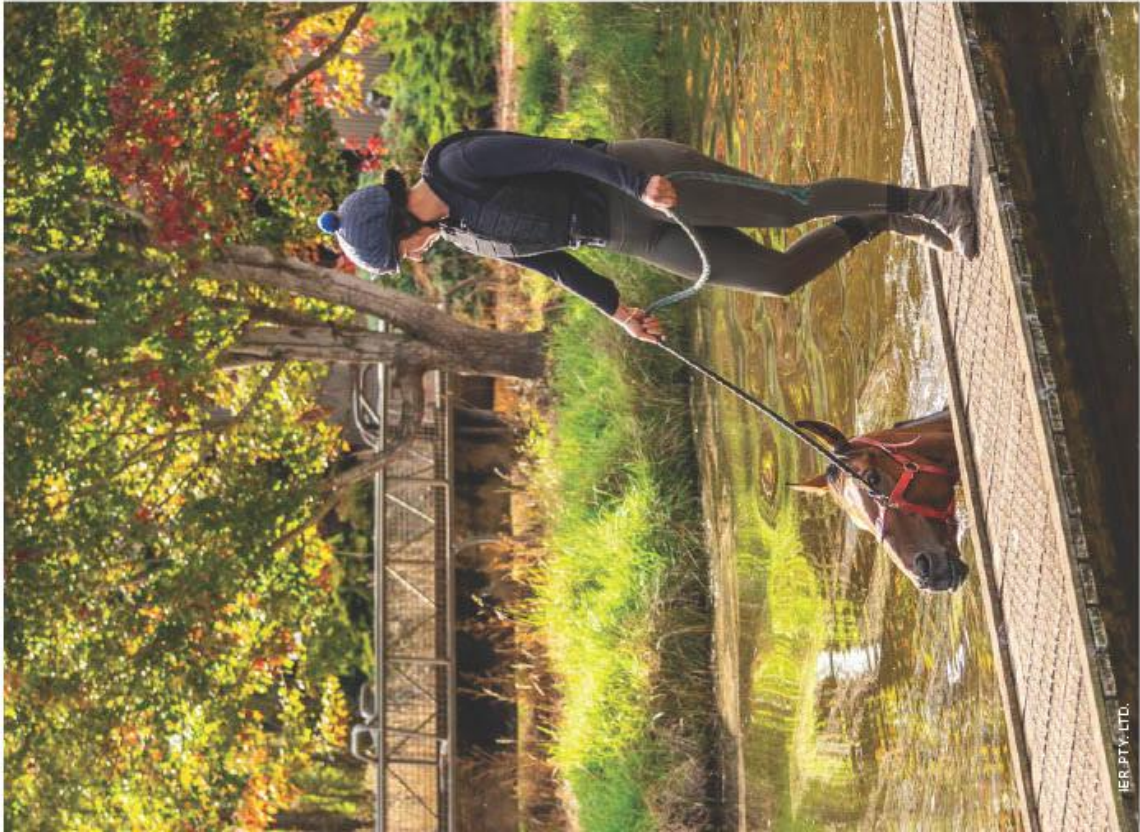
Tasracing Integrity Unit
Prospect Government Offices, 171 Westbury Road, Prospect 7250
PO Box 1329 LAUNCESTON TAS 7250

Size and Scope of the
TASMANIAN
RACING
INDUSTRY

PREPARED BY IER | AUGUST 2023







IER.PTY.LTD.

Contents

KEY FINDINGS	04
INTRODUCTION	08
ECONOMIC IMPACTS	12
EMPLOYMENT AND SUPPLY	18
THE BREEDING INDUSTRY	24
THE TRAINING INDUSTRY	30
RACING CLUBS, ASSOCIATIONS AND AUTHORITIES	36
SOCIAL AND COMMUNITY ENGAGEMENT	44
REGIONAL SUMMARIES	54
APPENDIX	60

KEY FINDINGS

In 2021/22, the Tasmanian racing industry generated total direct spending of \$189.6 million. This expenditure was responsible for creating a direct value added impact (in terms of wages, salaries and profits) of \$111.3 million. However, the flow-on effects linked to this expenditure increase the size of the industry's value added contribution to \$207.5 million.

Around 40.3% of the total value added impact occurred in regional areas of Tasmania, whilst 39.6% occurred in Hobart and 20.1% in Launceston.

The economic output generated by the Tasmanian racing industry was directly responsible for sustaining 993 full time equivalent (FTE) jobs across the state. When flow-on employment impacts are considered, the total FTE impact generated by the Tasmanian racing industry rose to 1,735 jobs. This total represents the employment sustained within the industry, as well as the employment that is sustained in supply industries who meet the demand created by racing industry activity.

¹ Direct expenditure is defined as expenditure associated with breeding & rearing foals and pups, preparing racing horses, racing, and the associated expenditure on the racing industry. Direct expenditure is counted at the point at which it leaves the racing industry and reaches the broader economy.
² Value added contribution is defined as the value of sales less the value of inputs used in production, i.e. it is equal to the income (wages, salaries and profits) generated in production.
³ Household income is defined as being wages and salaries (before tax) earned from employment generated by the racing industry

In 2021/22 the Tasmanian racing industry was responsible for generating close to \$208 million in value added contribution to the Tasmanian economy – 40% of which directly benefits regional economies

DIRECT SPENDING IMPACTS

	Thoroughbred	Harness	Greyhound	Total
Total Direct Expenditure ¹	\$95.6m	\$42.7m	\$51.3m	\$189.6m

ECONOMIC IMPACTS

	Thoroughbred	Harness	Greyhound	Total
Total Value Added ²	\$103.4m	\$44.5m	\$59.7m	\$207.5m
% of Industry Value Added	49.8%	21.5%	28.7%	
Total Household Income ³	\$55.4m	\$23.2m	\$32.6m	\$111.2m
Total FTE Employment	873	376	486	1,735





IER PTY. LTD.

Of the **1,735 FTE jobs sustained** by the Tasmania racing industry around **57% are the direct result of the racing industry activity** whilst the remainder support down-the-line industries that **produce and supply goods and services** for racing in Tasmania

Size and Scope of the Tasmanian Racing Industry 05



In 2021/22, close to 110,400 attendances were recorded at thoroughbred, harness and greyhound race meetings in Tasmania. More than 77% of these attendances were made at metro racecourses in Launceston (43.6%) and Hobart (33.4%), with the remaining 22.7% occurring in regional Tasmania.

Participants are the lifeblood of the racing industry. They provide the investment, time, skills and passion that underpins horse and greyhound racing in the state. In total, there are over 6,400 individuals who participate in the Tasmanian racing industry. Many of these

people enjoy gainful employment of their specific skillset where they may find limited opportunities otherwise - particularly in the breeding, training and racing related disciplines. Furthermore, many participants hold more than one role within the industry.

The industry is supported by close to 1,100 people who volunteer their time and resources. For many of these people, local racing clubs are an important part of their community and provide valuable opportunities to stay active and engage with people from all walks of life.

AT A GLANCE

RACING ACTIVITY

14 Racing Clubs

THOROUGHGBRED 4
HARNESS 7
GREYHOUND 3

307 TAB Race Meetings

THOROUGHGBRED 64
HARNESS 84
GREYHOUND 159

5 Non-TAB Race Meetings

THOROUGHGBRED 2
HARNESS 3

2,810 Total Races

THOROUGHGBRED 534
HARNESS 737
GREYHOUND 1,539

110,380 Attendances

THOROUGHGBRED 42,900
HARNESS 43,740
GREYHOUND 23,740

653 Live Foals/
Pups Bred

THOROUGHGBRED 277
HARNESS 126
GREYHOUND 248

2,649# Horses and
Greyhounds in Training

THOROUGHGBRED 1,210
HARNESS 611
GREYHOUND 828

Horses in training represents where the trainer was domiciled in Tasmania

There are 6 race meetings held in Tasmania every week providing live entertainment to close to 110,400 attendees



There are **more than 6,400 individuals** who are involved in the Tasmania racing industry as an **employee, participant or volunteer**. More than **63% of these participants** in racing are in **regional communities**

AT A GLANCE

THE PEOPLE

319 Breeders

THOROUGHBRED	124
HARNESS	110
GREYHOUND	85

3,006 Owners

THOROUGHBRED	2,332
HARNESS	515
GREYHOUND	159

378 Trainers

THOROUGHBRED	90
HARNESS	138
GREYHOUND	150

771 Racing Club & Industry Staff

THOROUGHBRED	488
HARNESS	208
GREYHOUND	75

762 Staff employed by participants

THOROUGHBRED	360
HARNESS	232
GREYHOUND	170

116 Jockeys & Drivers

THOROUGHBRED	26
HARNESS	90

1,094 Volunteers

THOROUGHBRED	376
HARNESS	441
GREYHOUND	276

INTRODUCTION

In April 2022, Tasracing commissioned a study into the size and scope of the three codes of racing in Tasmania for 2021/22. The last size and scope study was undertaken for 2018/19.

PURPOSE OF THE STUDY

This study aims to quantify the economic, employment and social contribution that the Tasmanian racing industry generates within the state of Tasmania. The report focuses on the whole of state impacts as well as looking at specific outcomes for specific regions. The key focus of the study is to investigate the following outcomes attributable to the racing industry:

- ✦ The full-time equivalent employment generated by racing industry activities in Tasmania
- ✦ The number of participants (i.e. trainers, breeders etc.) in the industry
- ✦ The total direct expenditure contribution that the industry makes, in its current form, to the Tasmanian economy
- ✦ The value added contribution that the industry generates within the Tasmanian economy
- ✦ The social and community importance of thoroughbred, harness and greyhound racing – particularly in regional parts of the state

STUDY METHODOLOGY

In assessing the size and scope of the racing industry, the study will take into account a number of the traditional measures adopted by the racing industry (such as breeding and training activities, attendance and wagering) as well as calculating a number of economic measures. For the purpose of this study, the racing industry is



defined as covering the full spectrum of activities associated with the conduct of thoroughbred, harness and greyhound racing in Tasmania. This includes racing activity at both TAB and Non-TAB racing clubs and the impacts that flow to Tasmania as a result of betting activity.

The data that underpins this study has been gathered from a number of sources. These are outlined below:

- + Tasracing provided financials, wagering data and data related to racing activities
- + Racing clubs provided financial data as well as data relating to their club and raceday operations
- + Wagering Service Providers provided data in relation to net wagering revenues and gross wagering turnovers
- + Australian Stud Book, OzChase and Racing Information Services Enterprise provided breeding related data
- + Racing Australia provided thoroughbred racing and participant data
- + IER also interviewed a number of breeders, trainers and owners in order to build a profile of the cost of production and preparation of racing horses and greyhounds.

Throughout the report, data has been presented at the state and regional level. The regional level analysis are based on two frameworks which include the Significant Urban Areas (SUA) framework and SA4 level framework. Both have been taken from the Australian Statistical Geography Standard (ASGS).

ECONOMIC METHODOLOGY

The development of an economic model of the Tasmanian racing industry requires a strong understanding of the internal and external flows of money. Through the model, duplicate expenditures have been identified within this monetary framework and excluded from the total expenditure calculations. In this regard, the key is to identify the final expenditures - ensuring not to count the same expenditures as they flow between internal racing industry transactions.

This study measures the economic contribution made by the racing industry in Tasmania. The final expenditure profile of the racing industry is based on the following key inputs:

- + breeding related activities of racing horses and greyhounds - the expenditure generated by the breeding sector in maintaining breeding racehorses/ greyhounds and foals/pups.
- + preparation (training related activities) of horses and greyhounds for racing - the expenditure by owners and trainers on training services as well as other non-training related expenses such as major veterinary, transport etc.
- + racing club and industry expenditure - the expenditure generated by racing clubs and Tasracing on running their operations, businesses and events
- + wagering related impacts - the benefits that flow to Tasmania from product fees, taxes and operational expenditure by wagering operators

- + racing customer off-track expenditure - expenditure made by racegoers, off-track, as part of their attendance at the races

The economic model used within this study follows three key steps:

1 Gathering Industry Expenditure This has been explained in more detail previously; however, this is the most important step as a failure to accurately generate the expenditure profile of the industry only leads to a multiplication of this error throughout the latter parts of the economic methodology.

2 Categorisation of industry expenditure into ANZSIC classifications The 'racing industry' does not exist within the Australian and New Zealand Standard Industry Classification (ANZSIC) structure. For modelling purposes, it is necessary to allocate direct expenditures to the appropriate industry sectors. The majority of expenditures are classified within their relevant ANZSIC codes. A number of horse and greyhound racing activities are contained within ANZSIC classification R - Arts and Recreation Services, specifically within the following sectors:

- a. R9114 - Sport and Physical Recreation Administration.
- b. R9121 - Horse and Dog Racing Activities.
- c. R9129 - Training and Racing Activities.
- d. R9209 - Other Gambling (Racing).

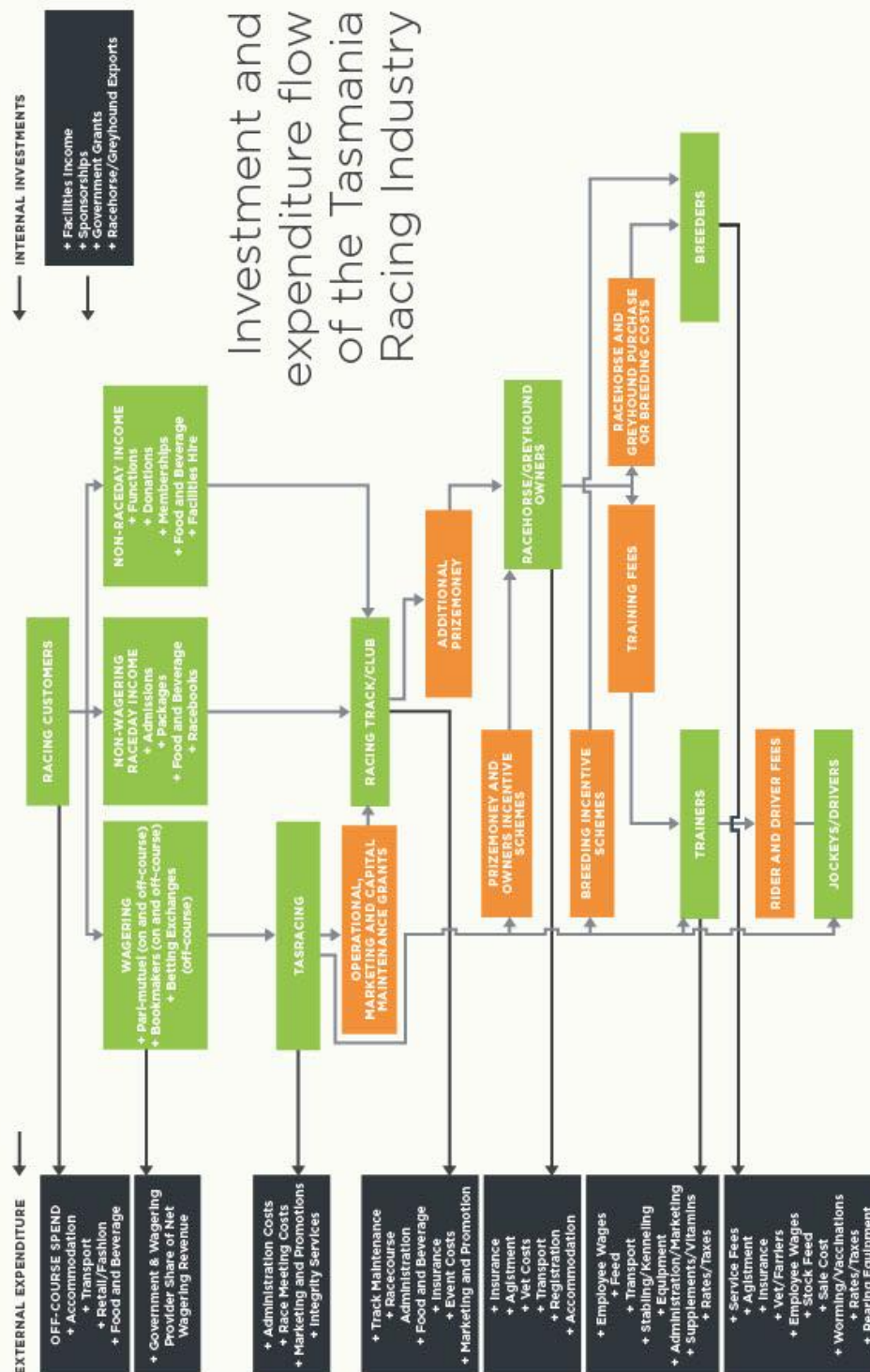
3 Economic modelling IER has utilised an input output methodology for the calculation of economic impacts associated with the racing

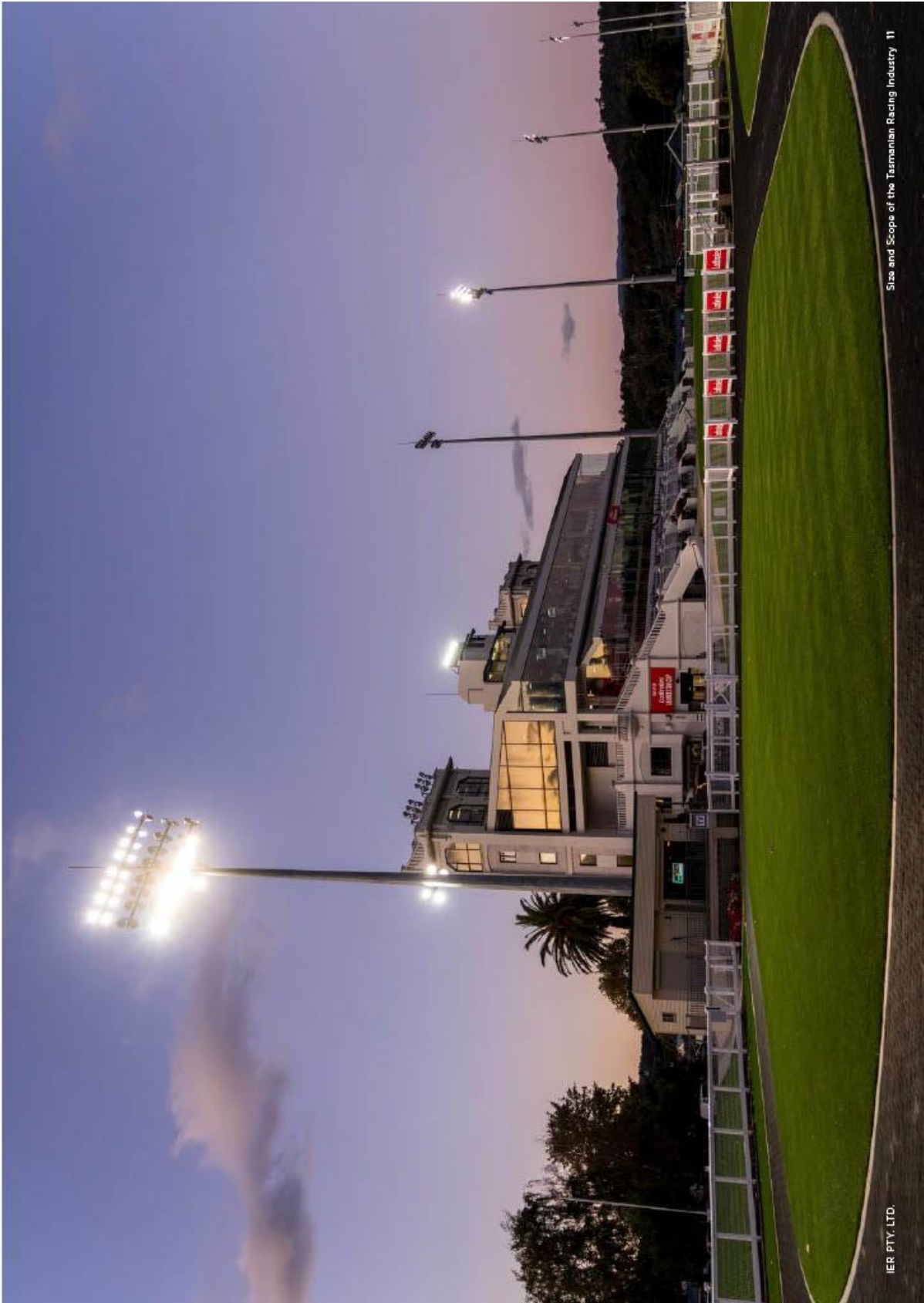
industry in Tasmania. The input output model provides direct and indirect impacts in relation to value added, income and employment.

Value added and employment are units of measurement that are based on economic multipliers derived from the national accounts. It is based on the level of value added and employment that is created within specific industry sectors in order to meet final demand expenditure.

In some regions, the report illustrates racing and economic activity despite the fact that one or more codes do not race in that region. This is generally a result of participation (i.e. ownership) and wagering occurring in those regions.

Please note: some tables in this report may not add up due to rounding.





ECONOMIC IMPACTS

Direct Spending by the Tasmanian racing industry

The calculation of economic impacts, as identified in this study, is predicated on determining the extent to which the Tasmanian racing industry contributes to the state economy. This is achieved by identifying the value of direct (or final) expenditures within the state as well as the subsequent direct and indirect flow-on impacts on the economy.

In 2021/22, the Tasmanian racing industry generated almost \$190 million in direct expenditure. The calculation of direct expenditure is based on the final expenditures of the racing industry – or put another way – the point at which the expenditure leaves the internal racing industry and hits the broader economy. For instance, a raceday attendee who spends money at the bar at a racing event is generating expenditure within the racing industry. However, this expenditure is used by the racing club to fund its operations and it is at this level where final expenditures are captured (i.e. the customer funds the racing club's expenditure on wages, marketing and operations).



The Tasmanian racing industry is responsible for **generating almost \$190 million in expenditure** in Tasmania. More than 48% of this expenditure was **generated in regional parts of the state.**



Each of the key areas of racing industry expenditure assessed within this study are defined as follows:

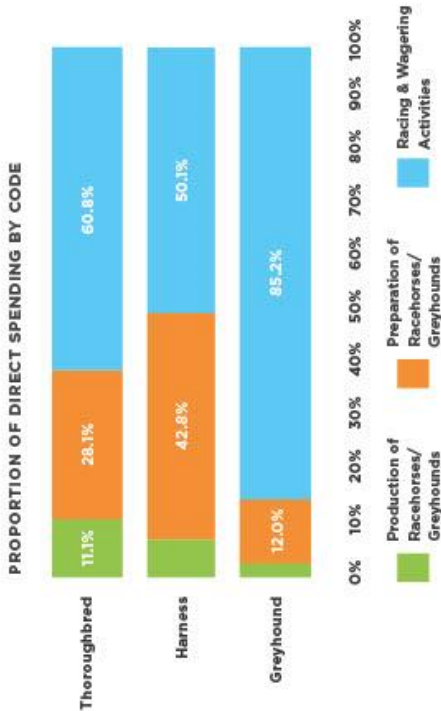
- + Breeding racehorses and greyhounds** - includes all expenditure on the production of foals and pups, the maintenance of sires and broodmares/breeding females and the preparation of yearlings and greyhounds for sale
- + Preparing racehorses and greyhounds** - includes all expenditure on the breaking-in, training and rehoming of racehorses and greyhounds (including spelling)
- + Wagering related customer expenditure** - includes product fee payments, taxes generated from wagering and wagering service provider operating expenditure in Tasmania
- + Race day customer expenditure** - includes all expenditure generated from on-course activities (race day) such as sponsorship, catering, admission and race day functions. It also includes all expenditure generated outside the racecourse as part of attending the races (such as transport, accommodation, retail etc.). Finally, it also includes all spending on non-race day functions, facility hire, and membership. It does not however, include wagering as this is covered in the wagering related customer expenditure section

The thoroughbred racing industry is responsible for more than \$95.6 million (50.4%) of this recurrent expenditure. Racing and wagering related expenditure makes up the largest proportion of the industry's expenditure profile (60.8%), whilst more than 28% is generated by the training sector.

makes up the largest proportion of spending (50.1%) ahead of the training component (42.8%).

The greyhound racing industry is responsible for \$51.3 million (27.1%) of this recurrent expenditure. More than 85% of the industry's expenditure impact is generated from racing and wagering related expenditure. This is largely a reflection of the greyhound racing industry's positioning as a strong wagering product.

The harness racing industry is responsible for more than \$42.7 million (22.5%) of this recurrent expenditure. The racing and wagering sector



Economic Contribution of the Industry

The Tasmanian racing industry is responsible for generating a real gross value added contribution of \$207.5 million for the Tasmanian economy. Real gross value added is the generally accepted measure of the value of production from economic activity. It is the sum of value added by all industries in a region (in this case, all regions of Tasmania). In any period of time, the value added contribution in an industry equates to the value of sales less the value of inputs used in production. This means value added is equal to the income (wages, salaries and profits) generated in the course of production.

The real gross value added calculation uses constant prices (prices in a selected year), hence it does not allow for general price level changes (inflation). Also, the calculation makes no allowance for capital used in production (depreciation).

As illustrated earlier, the level of economic activity will not proportionally follow the expenditure, as regional areas generally have higher import penetrations than metropolitan areas - i.e. a lot of the expenditure is on product imported from the metropolitan area. As such, the model takes into consideration these leakages between regions.

The table below illustrates the direct and flow-on value-added impacts generated by the Tasmanian racing industry.

Racing Code (\$mil)	Direct Value Added	Flow-on	Total Value Added
Thoroughbred	\$54.3	\$49.0	\$103.4
Harness	\$22.8	\$21.7	\$44.5
Greyhound	\$34.2	\$25.5	\$59.7
Total	\$111.3	\$96.2	\$207.5



When considering the value added contribution of \$207.5 million generated by the Tasmanian racing industry, it is important to note that it is made up of:

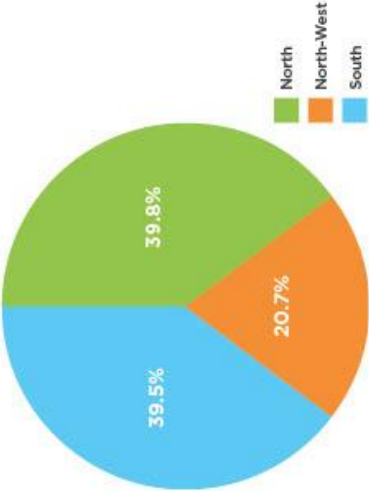
✦ Direct value added (\$111.3 million) - this represents the amount of income included in the direct in scope expenditure. It is the amount of gross wages and salaries in the racing industry and the direct provision of services to racing activity, plus the gross operating surplus (profits, interest payment and direct taxes) directly created in supplying these services and product. This is also equal to the direct in scope expenditure less the purchases that the provider of the goods and services makes in providing the goods and services (both supplied from within the region, as well as externally (i.e. imported).

✦ Indirect (Induced) value added (\$96.2 million) - represents the value added activity (wages, salaries and gross operating surplus) generated to support the purchases made in providing the inputs to the providers of the direct services, along with the value added impact in providing households with goods and services as they spend their wages, and the trickle on effect of this.

The direct value added impacts are calculated using the ratios within each of the relevant ANZSIC Industry classification sectors identified within the input output table. The calculation of the indirect (induced) effects, which are allocated to the industry in which the impact occurs, is undertaken by running an impact assessment, and tracing the whole of economy effect of the expenditure patterns linked to the racing industry.

IER PTY. LTD.

TASMANIAN RACING INDUSTRY
ECONOMIC IMPACT BY REGION



When the direct value-added impacts are assessed by industry sector, the Tasmanian racing industry contributes most significantly to the following sectors:

- ♦ **Arts & Recreational Services** - 8.3% of sector GSP
- ♦ **Information, Media & Telecommunications** - 11%
- ♦ **Administrative Services** - 0.8%

The table below illustrates the direct value-added impact generated by the Tasmanian racing industry in each of the ANZSIC industry sectors:

ANZSIC Industry Sector	Racing Industry Direct VA (\$mil)	% Racing Industry Direct VA	TAS Sector GSP (\$mil)	% Contribution to Sector GSP
Agriculture, Forestry and Fishing	\$16.4	14.7%	\$4,730	0.3%
Mining	\$0.0	0.0%	\$1,625	< 0.1%
Manufacturing	\$0.9	0.8%	\$2,057	< 0.1%
Electricity, Gas, Water & Waste	\$2.1	1.9%	\$999	0.2%
Construction	\$0.9	0.8%	\$2,630	< 0.1%
Wholesale Trade	\$2.2	2.0%	\$910	0.2%
Retail Trade	\$1.3	1.2%	\$1,535	0.1%
Accommodation & Food Services	\$4.5	4.0%	\$747	0.6%
Transport, Postal & Warehousing	\$4.4	4.0%	\$1,438	0.3%
Information Media & Telecommunications	\$12.2	10.9%	\$1,069	1.1%
Finance & Insurance Services	\$3.1	2.8%	\$1,760	0.2%
Ownership of Dwellings	\$2.9	2.6%	\$3,503	0.1%
Property Services	\$0.7	0.6%	\$585	0.1%
Professional, Scientific & Technical Services	\$5.1	4.6%	\$1,275	0.4%
Administrative Services	\$5.5	5.0%	\$724	0.8%
Public Administration & Safety	\$6.8	6.1%	\$2,441	0.3%
Education & Training	\$4.8	4.3%	\$2,164	0.2%
Health Care & Social Assistance	\$7.5	6.7%	\$5,096	0.1%
Arts & Recreation Services	\$27.3	24.5%	\$329	8.3%
Other Services	\$2.9	2.6%	\$557	0.5%
Total	\$111.3		\$36,174	





Participants in the Tasmanian racing industry

The concept of 'participation in racing' is broader than simply considering those employed in the industry. Participants include employees, trainers, breeders, owners, jockeys, drivers, stablehands and volunteers who have varying levels of engagement, from occasional to full-time.

Participants are the lifeblood of the three codes of racing. For the majority of participants, involvement is part business and part hobby. Passion drives many to pursue the challenges and opportunities available in the racing industry. For some participants however, the racing industry is their livelihood - their occupation.

Many of these people find gainful employment of their specific skillset where they may find it difficult otherwise. This is especially true in relation to the trainers, breeders and those skilled in preparing or caring for racing horses and greyhounds. Additionally, there are many supply businesses for whom the racing industry provides the market for which to sell their goods or services.

More than 3,700 breeders, owners and trainers provide the capital and the skills to produce and prepare horses and greyhounds for racing. These participants drive a chain of activity which leads to the production of a racing product that is consumed by audiences on almost every day of the year.

There are 1,094 individuals who volunteer their time and skills in a variety of roles within the industry. In the participant space, this often includes family members - for many of whom, this family connection goes back many generations.

In total, there are 6,446 individuals who participate in the Tasmanian racing industry as a participant, employee or volunteer. More than 63% of these participants are in regional parts of the state.

TOTAL PARTICIPANTS IN RACING

	Thoroughbred	Harness	Greyhound	Total
Breeders	124	110	85	319
Owners	2,332	515	159	3,006
Trainers	90	138	150	378
Racing Club & Industry Staff (FT, PT, Casual)	488	208	75	771
Breeders Staff	74	114	69	257
Stable/Kennel Employees	286	118	101	505
Jockeys & Drivers	26	90	0	116
Racing club volunteers	97	119	31	248
Volunteers assisting participants	279	322	245	847
Total	3,796	1,735	915	6,446

Note: There is some level of duplication in some of the participation categories resulting from an inability to de-duplicate individual databases
Volunteer numbers were sourced from club and participant surveys, not all clubs provided data.



TOTAL PARTICIPANTS IN RACING

Employment Generated by Racing in Tasmania

There are 6,446 people directly involved in the Tasmanian racing industry. As outlined earlier, this represents the headcount of full-time, part-time and casual employees of the industry, racing clubs and participants. The Tasmanian racing industry, like racing industries all over Australia, relies on a large number of part-time and casual roles. As such, the level of FTE employment is significantly lower than any headcount.

In 2021/22, the economic activity generated by the Tasmanian racing industry directly sustained 993 full-time equivalent positions in Tasmania. In addition to the direct employment impact, the activities of the racing industry also help to sustain a further 742 FTE jobs in support industries. Therefore, the total direct and indirect employment impact generated by the Tasmanian racing industry was 1,735 FTE jobs.

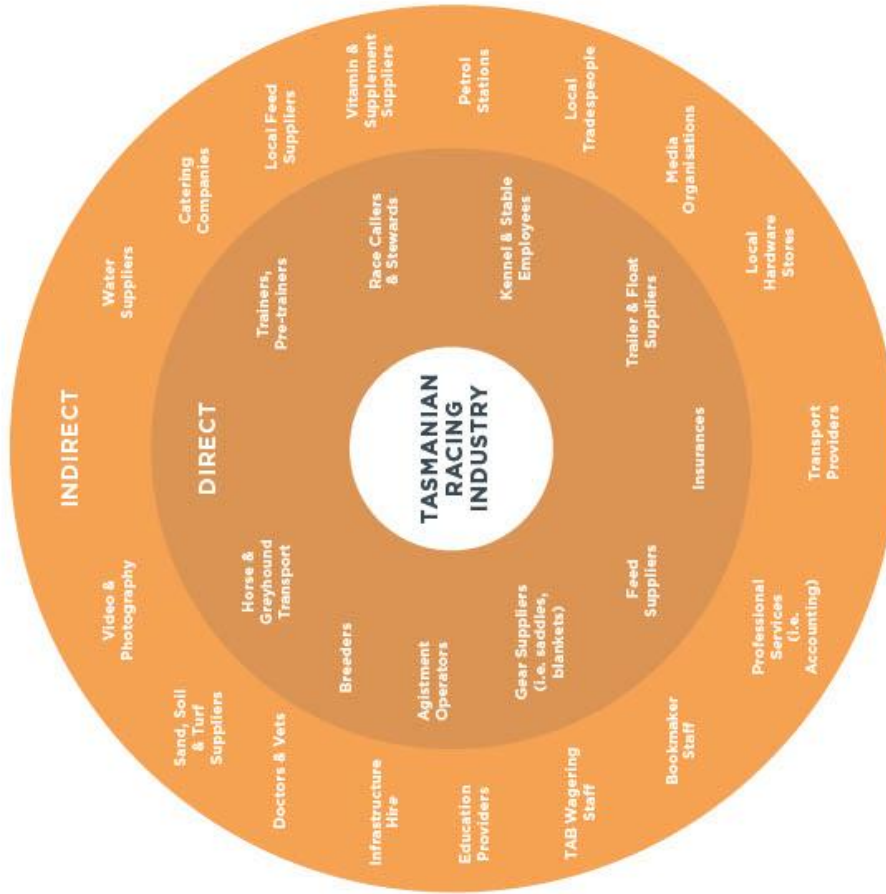
The FTE positions that are sustained by the Tasmanian racing industry resulted in more than \$90.4 million in wages and salaries for the people employed directly within the industry as well as those employed in down the-line industries that receive increased demand as a result of racing activity. Some examples of the other industries that are stimulated by racing include; veterinary, feed, retail, tourism, accommodation, transport, manufacturing and construction.



The Supplier Network

The Tasmanian racing industry is supported by a large supplier network in a mutually beneficial way. For many suppliers of goods and services, a strong racing industry forms an important part of the critical mass of their client base. Many offer specific skills, and customised products that are relevant only to this industry. The supplier network broadly contains those providing a direct service or product to the industry as well as those down-the-line businesses who provide the raw materials and manufacturing that drive the products on offer.

IER PTY. LTD.



Size and Scope of the Tasmanian Racing Industry 21



Case study

COMMUNITY GROUP SUPPORT – BRINGING BACK THE SKILLS OF ROCK DRILLING

The town of Rosebery, population 752, is a mining town located on the west coast of Tasmania. For 67 years the local athletics club has conducted an annual fundraising carnival. For 30 of those years the feature event has been a rock drilling competition where the local miners pit themselves against each other. Like many events, COVID restrictions meant the event was not run for three years, severely reducing funds to operate the club.

So, when the committee of the Rosebery Athletics Club heard that Tasracing was introducing a community support initiative to support northwest Tasmanian sporting clubs they made an application. Tasracing created the Ladbrokes Carpet Charge race to be run on Devonport Cup Day. The race is the richest sprint race on a synthetic surface in Australia, with all local sporting clubs invited to enter a draw to

have a horse race on their behalf and chance for share of a \$25,000 prize pool. 50 clubs from across the northwest entered the draw and 12 were randomly selected – the Rosebery Athletics Club was one of them.

A large contingent of the Rosebery Athletics Club headed to Devonport to watch their entrant – Turk Warrior – in one of the strongest sprint fields in Tasmania for some time. Turk Warrior came home for the Rosebery Athletics Club, securing the \$10,000 first prize. Club members described the prize as life changing, providing them the chance to reinvigorate their annual carnival and bring back the much loved rock drilling competition. A diverse range of sporting clubs shared in the total prize pool, from the Cradle Coast Outriggers to the Central Coast Polo Cross Club.



Case study

GREYHOUND RACING – PROUD SUPPORTERS OF THEIR LOCAL COMMUNITIES

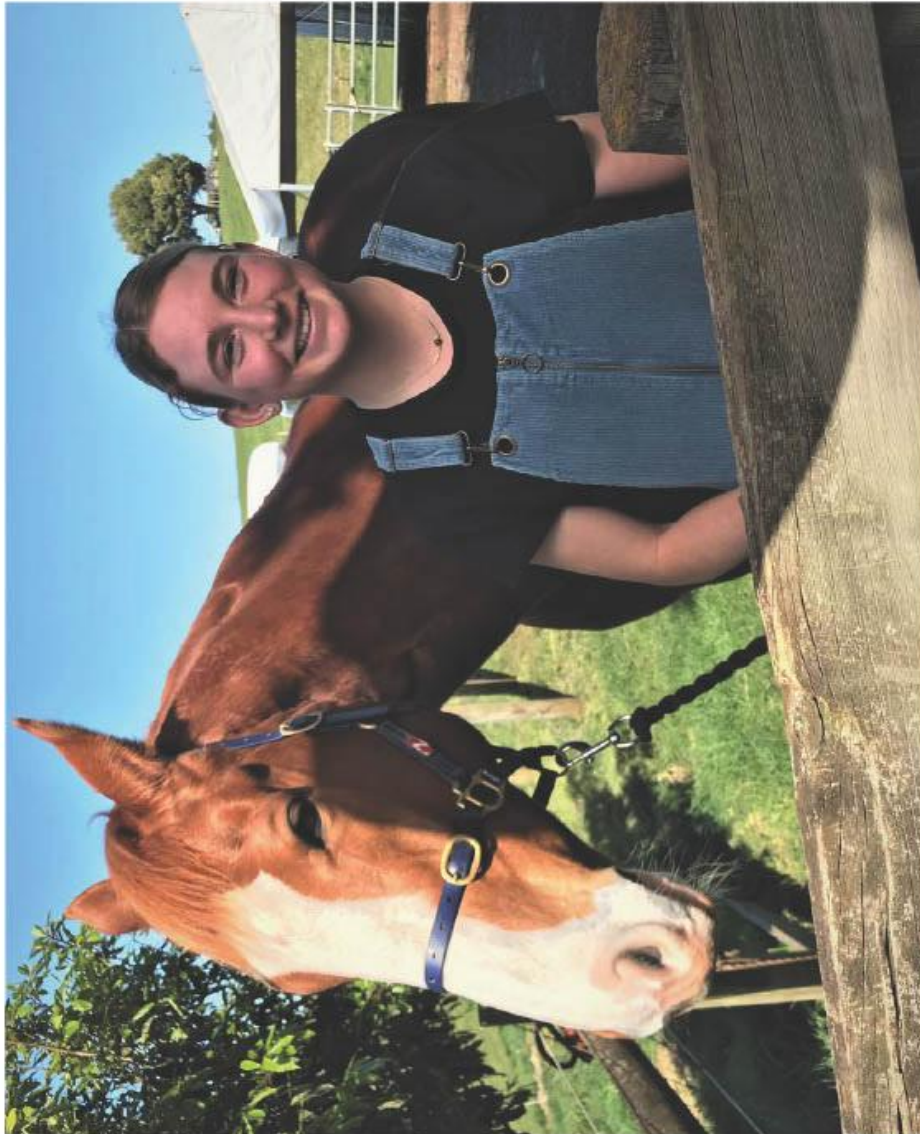
The Greyhound Racing Industry throughout Tasmania is proud of the initiatives they have established to support a diverse range of grassroots community organisations.

In Hobart, the Greyhound Racing Club recognises the importance of supporting the role of local sporting clubs. In one season they conducted three challenge nights with participation from 24 different local clubs, ranging from AFL, cricket, bowls, billiard & snooker and special Olympics. Each club receives a cash sponsorship of \$500 and on each race night they are drawn a runner in the Sporting Clubs Challenge event with the winning club receiving a further \$1000.

In Launceston, the Greyhound Racing Club instigated a Community Race Day at Mowbray. The residents of local aged care facilities were invited for a social day out and to be the

recipients of a \$750 cash prize from a raffle of local goods.

Meanwhile, all Tasmanian greyhound racing clubs came together to support the Ronald McDonald House Charity with a \$35,220 donation. The funds will go towards upgrades at Ronald McDonald House (RMH) situated in Collins Street, Hobart. RMH provides a home-away-from-home for families with children undergoing treatment at the Royal Hobart Hospital. The funds were raised through an inaugural RMH race night in Hobart and was supplemented by winner-trainer Robin Grubb who contributed \$1000 from his prize money.



IER PTY. LTD.

Case study

MAKING A MARK OFF THE TRACK - HANNAH DEEGAN AND HORSE HAWTHORN

Hannah Deegan of Ulverstone Tasmania and her Off the Track horse, Hawthorn, are making their mark in riding competitions across the country. Together Hannah and Hawthorn have been excelling both locally and further afield, and are looking forward to Melbourne's 3-day event in 2024.

Hawthorn began his thoroughbred racing career in Sydney, but didn't quite make the grade. Tasmanian trainer Angela Brakey bought him and tried her utmost to encourage his progress on the track. After a few unsuccessful starts, Hawthorn was advertised as a pony club horse, to which Hannah responded.

Hannah had been looking for a suitable Off the Track horse to train, so when Hawthorn passed the vet check and felt great to ride, she took him home. Recognising his talent early on, she soon got to know his quirks and they have both enjoyed their new riding life together.

Although she started riding at age 8, with attendance at Pony Club a big focus, Hannah's equestrian career has shot up since Hawthorn joined her to train on an arena located on land owned by her parents. She is also busy studying nursing at university.

Through having another Off the Track horse with her sister while growing up, Hannah knew that these horses are bred to run and easier to train due to their background. Now 19, she is looking forward to continuing on a bright equestrian journey with Hawthorn.

Size and Scope of the Tasmanian Racing Industry 23

THE BREEDING INDUSTRY

The Breeding Industry

The breeding sector provides and replenishes the racing horses and greyhounds for the Tasmanian racing industry. There are 319 registered breeders in Tasmania across the three codes of racing. At the top end of the breeding sector, large stud farms employ many staff and produce large numbers of foals each year. At the other end of the scale, there are a large number of hobby breeders also breeding foals and pups.

Breeders include those whose core activity is to manage the breeding process as well as those whose involvement is as an investor (through part ownership of a broodmare, broodmatron, stallion or sire). It is important to note that it is possible that the number of breeders is likely to be understated given that only the syndicate member (of a breeding racehorse/greyhound with shared ownership) is recorded as a registered breeder.

Breeders derive the majority of their income from service fees, mare agistment and the public and private sale of their stock. This particular sector of the industry has great potential to generate economic impacts for the state, as breeders often sell their stock to interstate and overseas buyers, at sales events – generating export revenue for the state. A strong racing industry is an important pre-cursor for a strong breeding sector.

24 Size and Scope of the Tasmanian Racing Industry

NUMBER OF BREEDERS (incl. part owners of broodmares/broodmatrons and stallions/sires)

	Thoroughbred	Harness	Greyhound	Total
North	51	46	31	128
North-West	23	43	18	84
South	50	21	36	107
Total	124	110	85	319

NUMBER OF STAFF EMPLOYED BY BREEDERS

	Thoroughbred	Harness	Greyhound	Total
North	30	48	25	103
North-West	14	45	15	73
South	30	22	29	81
Total	74	114	69	257

*Some totals do not add due to rounding.

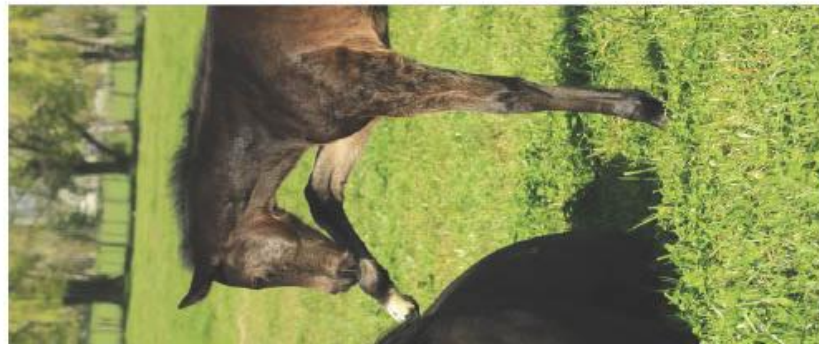
NUMBER OF VOLUNTEERS ASSISTING BREEDERS

	Thoroughbred	Harness	Greyhound	Total
North	66	60	21	147
North-West	30	56	12	98
South	65	27	24	117
Total	161	143	58	362

*Some totals do not add due to rounding.



IER PTY. LTD.



IER PTY. LTD.

There are **319 individuals** who either breed, or have an ownership interest in a broodmare, broodmatron, stallion or sire. They are supported by **257 employees and 362 volunteers** – meaning that the industry is supported by **close to 940 people directly involved in breeding activities** across the three codes



Size and Scope of the Tasmanian Racing Industry 25

Economic Contribution of the Breeding Industry

In 2021/22, breeders in the Tasmanian racing industry spent more than \$15 million on the production of racing stock. In calculating the expenditure incurred by breeders, a number of factors must be considered. Essentially, breeders incur costs on the maintenance of broodmares, broodmatrons, stallions and sires as well as in the process of breeding and care for foals and pups. In addition to this, breeders also incur costs for:

- ✦ Sales commission on yearlings sold at auction
- ✦ Bloodstock insurance
- ✦ Business related expenditure
- ✦ Sales and marketing related expenditure
- ✦ Infrastructure and maintenance

In some instances, breeders incur all of these expenses themselves, whilst in other situations, breeders may send their foals or pups to professional service providers (such as those who provide whelping, foaling, education and yearling preparation services).

The expenditure figures outlined in this section have been derived through a combination of industry level consultation and primary research

amongst breeders in each code across Tasmania. For thoroughbreds and standardbreds, the cost of production is assessed for both a private breeder and a commercial farm in recognition of the fact that there are different expenditure profiles associated with both. Additional costs are taken into consideration for horses being prepared for a yearling sale.

From an industry perspective, it is important to acknowledge that there are different costs associated with broodmares & broodmatrons depending on their breeding activity in a given year. For example, mares and broodmatrons that are not bred within a given year, still incur expenditure despite not breeding a foal or pup, and as such need to be included in the assessment.

Close to 62% of all breeding related expenditure occurs in the North region of Tasmania whilst 22.5% occurs in the South region and 15.4% in the North-West region.

NUMBER OF STALLIONS & SIRES

	Thoroughbred	Harness	Greyhound	Total
North	9	0	2	11
North-West	1	5	0	6
South	6	2	4	12
Total	16	7	6	29

NUMBER OF BROODMARES/MATRONS COVERED

	Thoroughbred	Harness	Greyhound	Total
North	280	72	13	365
North-West	60	70	8	138
South	143	37	13	193
Total	483	179	34	696

NUMBER OF FOALS/PUPS PRODUCED

	Thoroughbred	Harness	Greyhound	Total
North	197	47	112	356
North-West	25	45	40	110
South	55	36	96	187
Total	277	128	248	653

COST OF BREEDING RACEHORSES AND GREYHOUNDS

	Thoroughbred	Harness	Greyhound	Total
North	\$7.6m	\$1.2m	\$0.6m	\$9.4m
North-West	\$1.0m	\$1.1m	\$0.2m	\$2.3m
South	\$2.1m	\$0.7m	\$0.6m	\$3.4m
Total	\$10.7m	\$3.0m	\$1.4m	\$15.1m



From a racing code perspective, the most significant amount of breeding related expenditure is incurred in the following regions:

THOROUGHBRED RACING

In 2021/22, there were 483 broodmares covered in Tasmania, breeding 277 foals. This thoroughbred breeding activity is responsible for generating almost \$10.7 million in the production and care of racing stock.

North	\$7.6m (71.1%)
South	\$2.1m (19.9%)
North-West	\$1.0m (9.0%)

HARNESS RACING

In 2021/22 there were 179 broodmares covered in Tasmania, breeding 128 foals. This standardbred breeding activity is responsible for generating over \$3.0 million in the production and care of racing stock.

North	\$1.2m (38.5%)
North-West	\$1.1m (37.1%)
South	\$0.7m (24.4%)

GREYHOUND RACING

In 2021/22, there were 34 broodmatrons covered in Tasmania, breeding 248 pups. This greyhound breeding activity is responsible for generating over \$1.4 million in the production and care of greyhound racing stock.

North	\$0.6m (44.5%)
South	\$0.6m (38.7%)
North-West	\$0.2m (16.9%)

Case study
IT'S WHY WE RACE CAMPAIGN
- WOMEN JOCKEYS AND SMALL BUSINESS

Chelsea Baker is a Tasmanian female jockey encouraging others to join her in the racing industry.

The Tasmanian racing industry employs over 1500 full-time workers and is pushing for more women to join with its new campaign. Most people in the industry are based in regional Tasmania, and it's a good opportunity for workers to be able to stay and live in those communities.

Chelsea's day starts very early, doing trackwork for trainers and working horses at home. She then focuses on her own fitness - at the gym or going for a run or walk. Her belief is that performance with a horse increases through the jockey being fitter and that a strong core is needed to handle balance on race days.

As a jockey featuring in the campaign to recruit more women, Chelsea points out that it's much easier to be a female jockey now than previously. She and others hope that women continue to join the sport and help the racing industry in Tasmania to thrive.

28 Size and Scope of the Tasmanian Racing Industry



IER PTY. LTD.



IER PTY. LTD.

Small businesses are benefiting from their involvement across Tasmanian racing industry. Catering company Hubert and Dan is one such business - they cater for multiple race events annually, providing high-quality food for large crowds and employing a team of staff in the process. For example, Hubert and Dan cater for Young Racing Tasmania, which on social media highlights its 'exceptional food and premium beverages'.

Annual events like the Ladbrokes Summer Racing Festival make essential use of contractors and companies. This adds to increasing employment of the events for the crowds as well as providing employment for locals. Hubert and Dan owner, Danielle Lefrancols, uses a team of full-time kitchen workers and up to 30 casuals each weekend, and sees her business as one of many organisations that benefit from involvement in the Tasmanian racing industry. Every event is large scale and brings in a lot of work for her business.

THE TRAINING INDUSTRY

The Training Industry

Trainers play an integral role in the racing 'service' industry. Training services generally incorporate pre-race and training, training and race-day management of racing horses and greyhounds. In the majority of cases, owners of racehorses fund the training operations through the payment of a daily training fee. The majority (but not all) of the costs associated with the care and preparation of racehorses is covered by this daily fee. In the greyhound racing code, trainers' income is mostly generated through an agreement which sees them take a 50% share of prizemoney won.

During the 2021/22 racing season, there were close to 380 horse and greyhound trainers providing services to owners in Tasmania. These trainers were also supported by more than 480 volunteers. The majority of these trainers operate in regional parts of the state.

Overall, there were more than 2,600 racing horses and greyhounds in training in Tasmania in 2021/22. The North region of Tasmania made up 39.1% of the training activity in Tasmania, whilst 37.3% occurred in the South region and 23.6% in the North-West region.

NUMBER OF TRAINERS

	Thoroughbred	Harness	Greyhound	Total
North	33	67	56	156
North-West	26	26	27	79
South	31	45	67	143
Total	90	138	150	378

30 Size and Scope of the Tasmanian Racing Industry

NUMBER OF STABLE/KENNEL EMPLOYEES

	Thoroughbred	Harness	Greyhound	Total
North	89	43	31	163
North-West	110	30	19	159
South	87	45	51	183
Total	286	118	101	505

NUMBER OF VOLUNTEERS ASSISTING TRAINERS

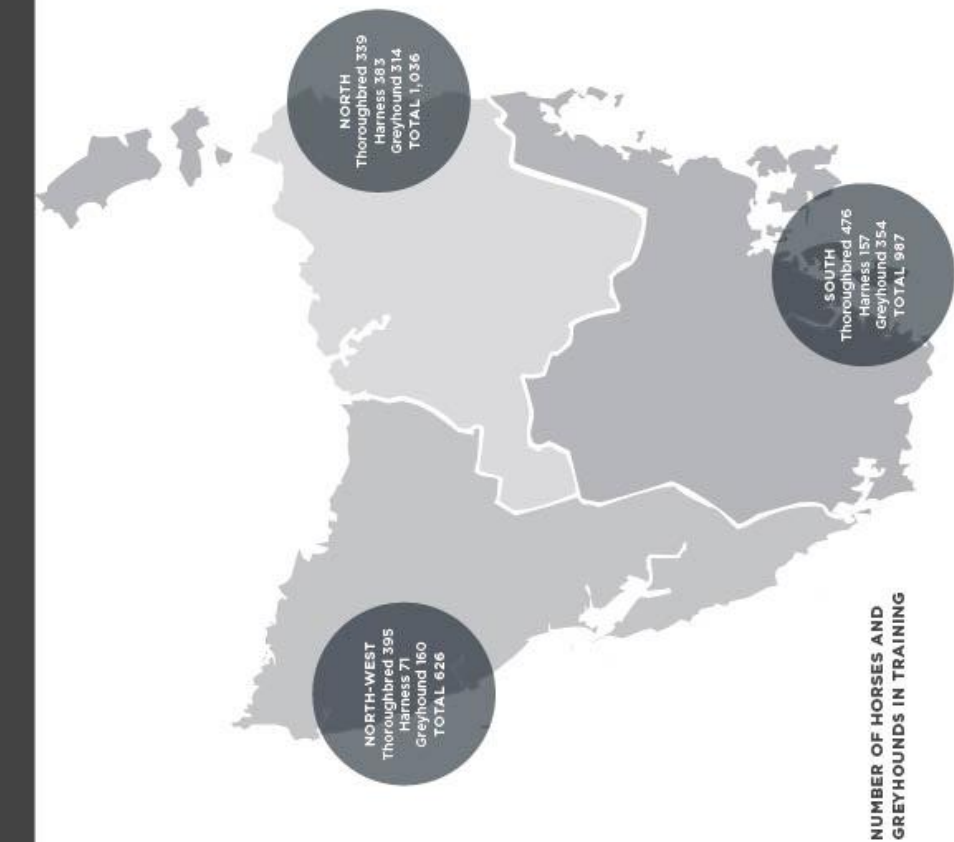
	Thoroughbred	Harness	Greyhound	Total
North	43	87	70	200
North-West	34	34	34	102
South	41	58	84	183
Total	118	179	188	485

NUMBER OF RACEHORSES & GREYHOUNDS IN TRAINING

	Thoroughbred	Harness	Greyhound	Total
North	339	383	314	1,036
North-West	395	71	160	626
South	476	157	354	987
Total	1,210	611	828	2,649

IER PTY. LTD.

There are **378** individuals who provide the racehorse and greyhound training services to owners in Tasmania. Together, they trained **more than 2,600** racehorses and greyhounds in 2021/22



Economic Contribution of the Training Industry

In 2021/22, owners of racehorses and greyhounds trained in Tasmania spent over \$51 million on the preparation of their racehorses/greyhounds for racing. The calculation of expenditure on the preparation of racehorses and greyhounds takes into account the various training and non-training related expenditures incurred by owners and trainers.

The development of expenditure profiles within each region is based upon the number of racehorses and greyhounds in training. It also takes into consideration the differing training costs at various stages of the lifecycle of the racehorse/greyhound. For instance, expenditure during the education stage of a racehorse is different to expenditure on an established 3-year-old racehorse. It is also important that this assessment takes into consideration non-Tasmania owned racing horses and greyhounds which are trained in the state. Developing expenditure profiles on a 'per horse/ greyhound in training' basis, ensures that they are also included in the assessment.

* Note - This figure does not cover costs of breeding or acquiring racehorses/greyhounds

Tasmanian owners and trainers spent over \$51 million in 2021/22 preparing racing horses and greyhounds for racing. Regional Tasmania accounts for 89% of this economic activity.







3.4 Size and Scope of the Tasmanian Racing Industry



The expenditure figures outlined in this section have been derived through a combination of industry level consultation and surveying of a sample of owners and trainers in Tasmania. The analysis of the expenditure on the preparation of racehorses and greyhounds includes items such as training fees, insurance, vitamins and supplements, veterinarian fees, gear hire/ purchase and racing/ trialling fees, amongst others.

Training fees often cover a proportion of the expenditure incurred by the owner in the preparation of their horse/greyhound, however there are a number of expenses that are either billed separately, or borne separately by owners (particularly in thoroughbred and harness racing). As such, only using the training fees as a measure of the cost of production, would understate the true impact.

The arrangements between greyhound owners and trainers are different to their thoroughbred and harness counterparts. Greyhound owners and trainers employ a number of different payment structures, the most popular being where the trainer retains 50% of stakemoney and forgoes any training fee. In this case, it is important that all greyhound trainer expenditure is captured to determine direct expenditure.

Generally, the involvement of owners in the industry delivers economic impacts through expenditure on the following items:

Items contained within the trainers accounts (whilst racehorse/greyhound is in training)

EXPENDITURE ITEM:

- + Training fees
- + Farriers
- + Feed & supplements
- + Veterinary bills
- + Transport costs
- + Track fees

Items covered by owners directly (not generally included in trainer accounts)

EXPENDITURE ITEM:

- + Insurance
- + Agistment/spelling
- + Registration fees
- + Breaking-in/pre-training/gelding
- + Entertainment
- + Accommodation
- + Rehoming costs
- + Trophies & prints

OWNERS OF RACEHORSES AND GREYHOUNDS

	Thoroughbred	Harness	Greyhound	Total
North	765	216	29	1,010
North-West	594	129	35	758
South	973	170	95	1,238
Total	2,332	515	159	3,006

*Some totals do not add due to rounding.

IER PTY. LTD.

NUMBER OF RACE STARTS

	Thoroughbred	Harness	Greyhound	Total
North	2,021	3,258	4,332	9,611
North-West	1,387	1,024	2,843	5,254
South	1,467	3,439	4,559	9,465
Total	4,875	7,721	11,734	24,330

RACING CLUBS, ASSOCIATIONS AND AUTHORITIES

NUMBER OF RACING CLUBS

	Thoroughbred	Harness	Greyhound	Total
Hobart	1	1	1	3
Launceston	1	2	1	4
Regional Tasmania	2	4	1	7
Total	4	7	3	14

NUMBER OF RACING TRACKS

	Thoroughbred	Harness	Greyhound	Total
Hobart	1	1	1	3
Launceston	1	2	1	4
Regional Tasmania	3	5	1	9
Total	5	8	3	16

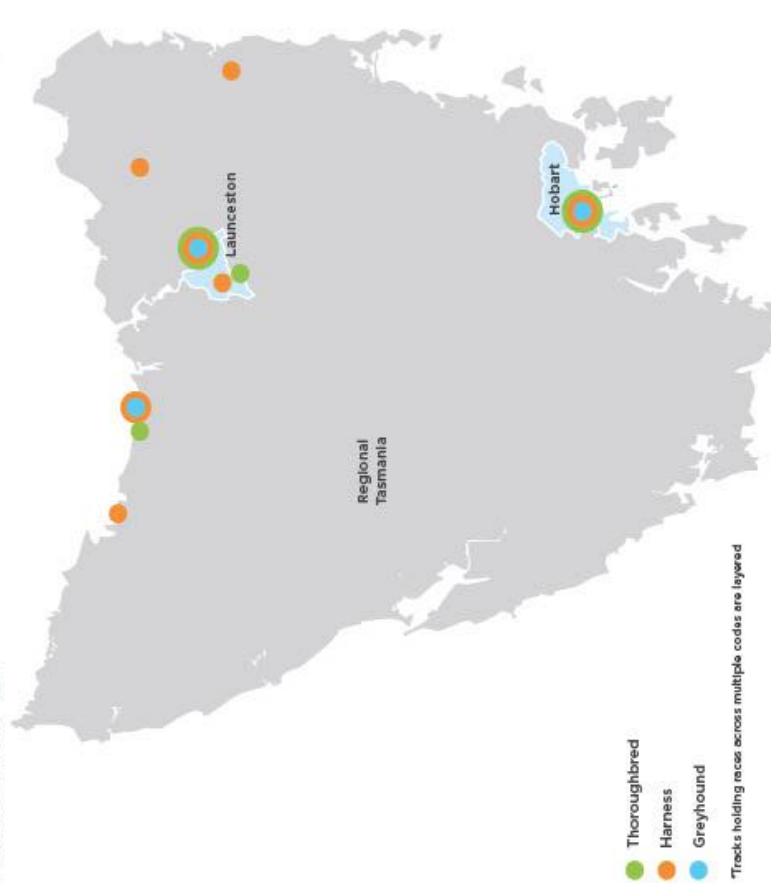
36 Size and Scope of the Tasmanian Racing Industry



IER PTY. LTD.



Race Track Locations



Racing Clubs

There are 14 racing clubs in Tasmania across the three codes of racing.

Racing clubs not only provide the opportunity for participants and spectators to participate in the sport of racing, they also provide an important social destination and in many regions, are an important part of the social fabric of the community.

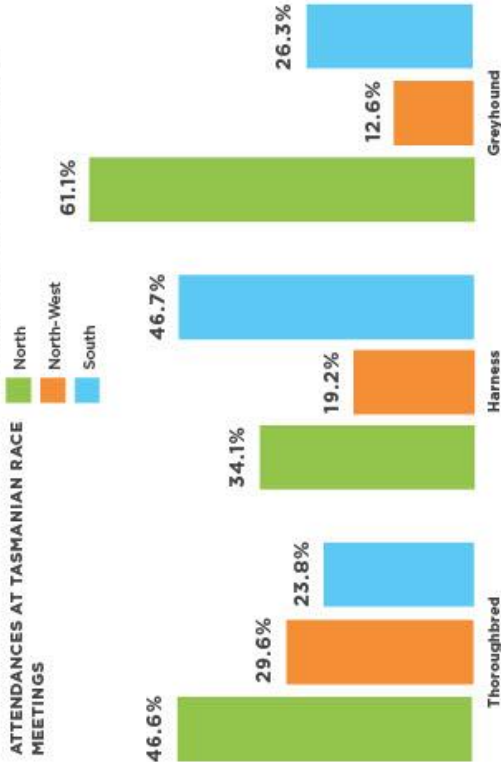
In 2021/22, there were 307 TAB race meetings and a further 5 non-TAB race meetings. These race meetings attracted attendances in excess of 110,000 – almost 45% of which were in the North region.

Thoroughbred race meetings in Tasmania attracted a total of 42,900 attendances. Race meetings in the North region (20,000) were responsible for the largest attendance.

Harness race meetings attracted 43,740 attendances with race meetings in the South region (20,440) contributing greatest to this amount.

Greyhound racing attracted attendance of 23,740 with race meetings in the North region (14,500) making up more than 60% of attendances.

The chart below illustrates the break-down of attendances at race meetings in Tasmania:

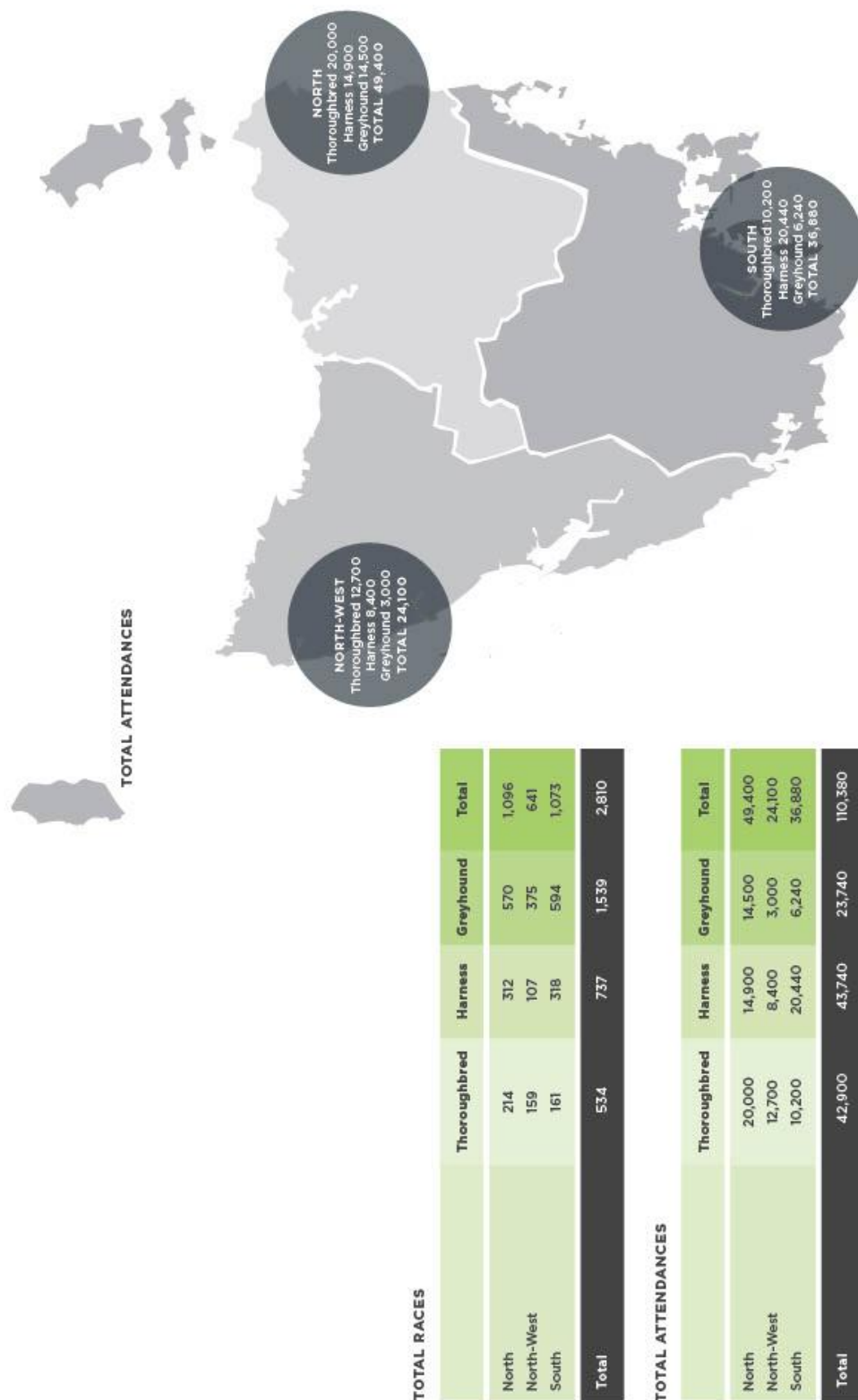


NUMBER OF RACING CLUB MEMBERS

	Thoroughbred	Harness	Greyhound	Total
North	420	235	170	825
North-West	350	140	60	550
South	341	80	100	521
Total	1,111	455	330	1,896

TOTAL RACE MEETINGS

	Thoroughbred	Harness	Greyhound	Total
North	25	35	58	118
North-West	21	15	39	75
South	20	37	62	119
Total	66	87	159	312



Customer Expenditure Generated by Racing Clubs and Events

In 2021/22 it is estimated that the total expenditure generated by racing customers was \$12.2 million, (excluding wagering on the races). Racing's customers include attendees, sponsors, members, broadcast providers, community groups and participants.

Racing customer expenditure can be broadly segmented into the following categories:

- ✦ On-course raceday expenditure by customers (spending on on-course products, as well as yields from membership and sponsorship)
- ✦ Off-course raceday expenditure by customers (spending incurred by customers as part of their attendance at the races, such as transport, retail, food etc.)
- ✦ Non-raceday related expenditure (spending with racing clubs on non-racedays on items such as hiring arrangements for facility use, fundraising, investments, track fees, etc.)

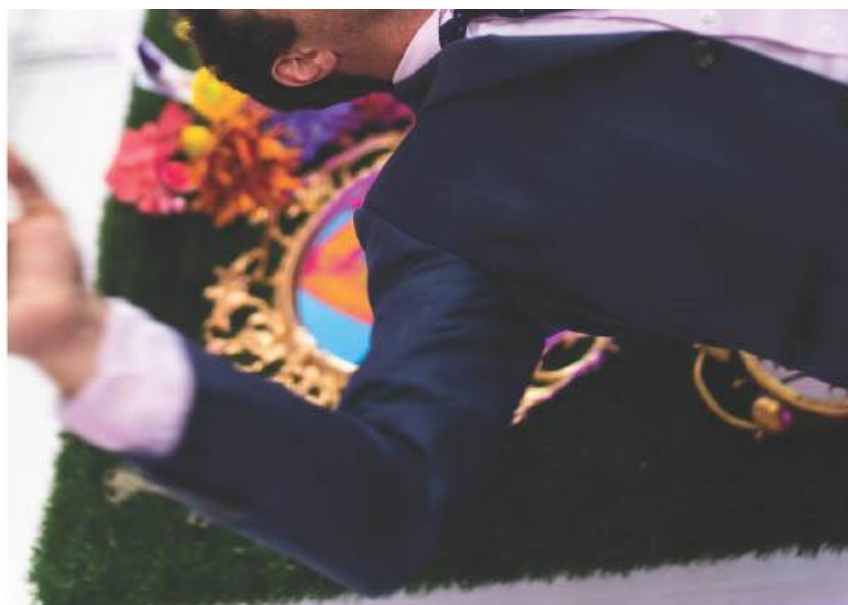
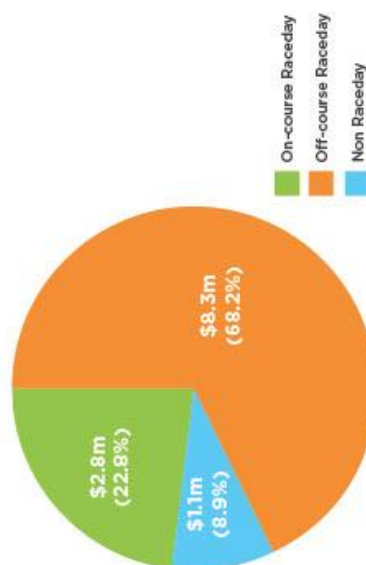
On-course customer expenditure funds the administration, operation and other costs that racing clubs incur.

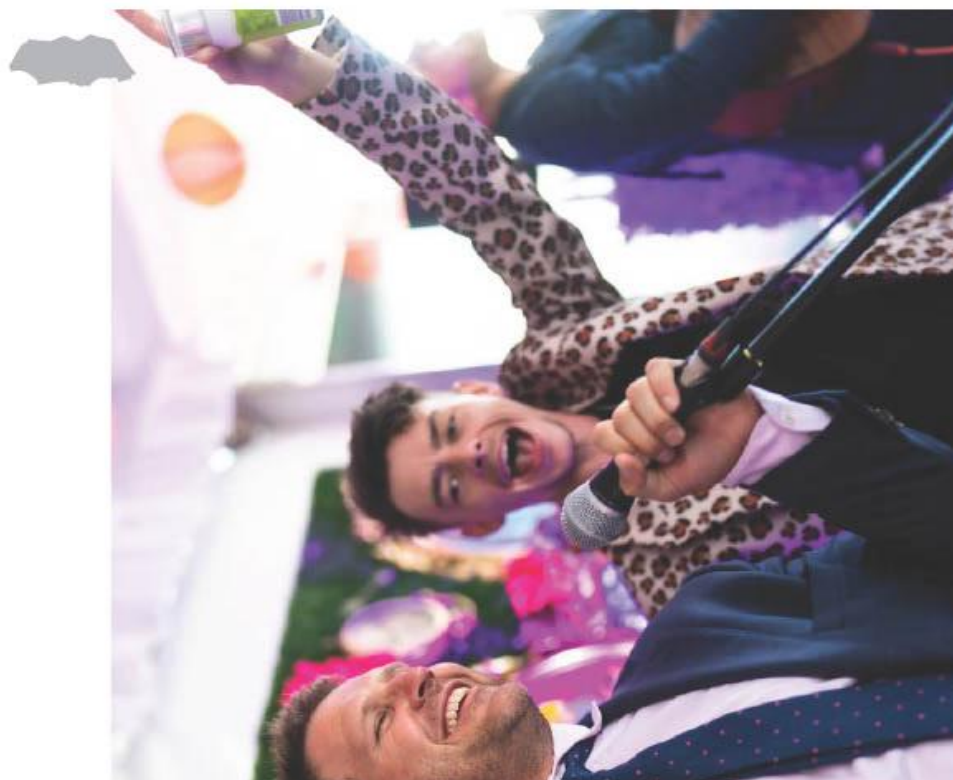
Off-course expenditure is primarily related to feature race meetings where the racing product extends out into the community both prior to and after the racing event. Major racing events have long proven their ability to extend the generation of economic stimulus into a broader cross-section of the local economy. It is important to note that on-course expenditure within this section does not include on-course wagering.

Whilst on-course wagering is the largest component of customer spend, it is analysed in the section relating to wagering. However it is represented in the chart opposite as revenue received from the PRA (which is largely funded from wagering).

The following chart illustrates the split of customer expenditure. It shows that for every dollar spent on-course by racing attendees, a further dollar is spent off-course. This is more heavily driven by feature race meetings where the links to fashion and retail, as well as larger travel distances for those attending the races, drive spending in the community.

BREAKDOWN OF RACING CUSTOMER SPENDING







42 Size and Scope of the Tasmanian Racing Industry

Expenditure by the Principal Racing Authority and Clubs

In 2021/22, Tasracing and the 14 thoroughbred, harness and greyhound clubs combined to generate an expenditure impact of almost \$42.9 million in Tasmania. This represents the expenditure incurred by these organisations in maintaining tracks, running race meetings, administration, marketing, cost of goods and prizemoney.

The majority of expenditure generated by the PRA and racing clubs is funded by racing customers. This includes:

- ✦ Spending by customers on-course when attending a racing event
- ✦ Non raceday utilisations of racing industry assets
- ✦ Sponsorship and membership associated with racing clubs
- ✦ Racing industry share of off-course wagering revenue (pari-mutuel, corporate bookmakers & betting exchanges)
- ✦ Government grants which come indirectly from license payments and taxes from wagering operators



A number of key areas of expenditure, in terms of racing industry operations, include:

- ✦ Track repairs & facilities maintenance
- ✦ Staff & personnel
- ✦ Cost of goods
- ✦ Marketing & promotions
- ✦ Utilities
- ✦ Rehoming of horses and greyhounds

Over 44% (\$19.0 million) of this expenditure impact occurred in Hobart – a result largely driven by the presence of the largest racing clubs (in terms of size and financial impact) as well as the principal racing authority, Launceston (32.6%) generates the next most significant impact with the remainder spread around the state.

IER PTY. LTD.

Size and Scope of the Tasmanian Racing Industry 43

Community and Social Benefits

Thoroughbred, harness and greyhound racing in Tasmania play an important role in the development and preservation of social and community benefits throughout regional and metropolitan areas of the state. The majority of these social impacts are initiated through club activities, both on race days and non-race days, as well as the partnerships they form with many community organisations. This contribution to community social benefit enhances both individual and community wellbeing throughout the regions where racing exists.

The economic activity generated by the Tasmanian racing industry complements the social impacts, particularly in regional areas where racing events and facilities foster social cohesion and provide benefits for a broad range of individuals and community organisations.

Racing and non-racing events attract community members, independent of socio-economic status, age or gender. This is highlighted within the racing industry throughout Tasmania, where racing is a profession, sport, hobby and leisure activity.

The development of social and environmental initiatives also has a positive impact in terms of family socialisation and volunteerism. With this, racing also supports health, education, employment and environmental practices. However, maintaining and building the trust and respect of the communities in which racing clubs operate is also extremely valuable.

The implementation and communication of social and community initiatives play an important role in managing community perceptions, and in doing so protect and enhance racing's image and reputation. This in turn provides the industry with a greater opportunity to foster the support of customers, corporate partners and Government, as well as building pride and increased satisfaction with internal stakeholders.

The sport of racing also demonstrates a rich cultural significance in terms of its history and heritage throughout Tasmania. The Tasmanian Turf Club was formed in 1826, with the first running of the Launceston Cup close to 40 years later in 1865. The first organised harness race meeting was held in 1884 in Moonah and the

first greyhound track to open in Tasmania was a straight track in Launceston, White City, on February 8 1933.

The historical elements of all racetracks throughout the state are an important part of the fabric of many local communities. These tracks and clubs are the focal point for the achievements of some of Tasmania's great sportsmen and sportswomen, racing identities, horses and greyhounds.

The importance of racing clubs and tracks extends beyond simply those with an interest in racing. They are valuable community assets – particularly in regional parts of the state. This racing industry study incorporated a social impact survey which was completed by the racing clubs within each code. The information gathered from this survey provided valuable insights in determining the extent of the social and community benefits generated by the racing industry.





IER PTY. LTD.

The evaluation highlighted the racing industry's significant role in the critical areas of:

+ Community Building

Building inclusive and welcoming communities featuring powerful and collaborative partnerships and relationships

+ Family

Providing opportunities for family participation in racing and assisting in the development of stronger family relationships

+ Education and Training

Supporting the education, training and development of participants and racing club staff and volunteers

+ Health

Commitment to policies that support priority community health objectives and providing engagement and a sense of worth for volunteers within the industry

+ Leisure

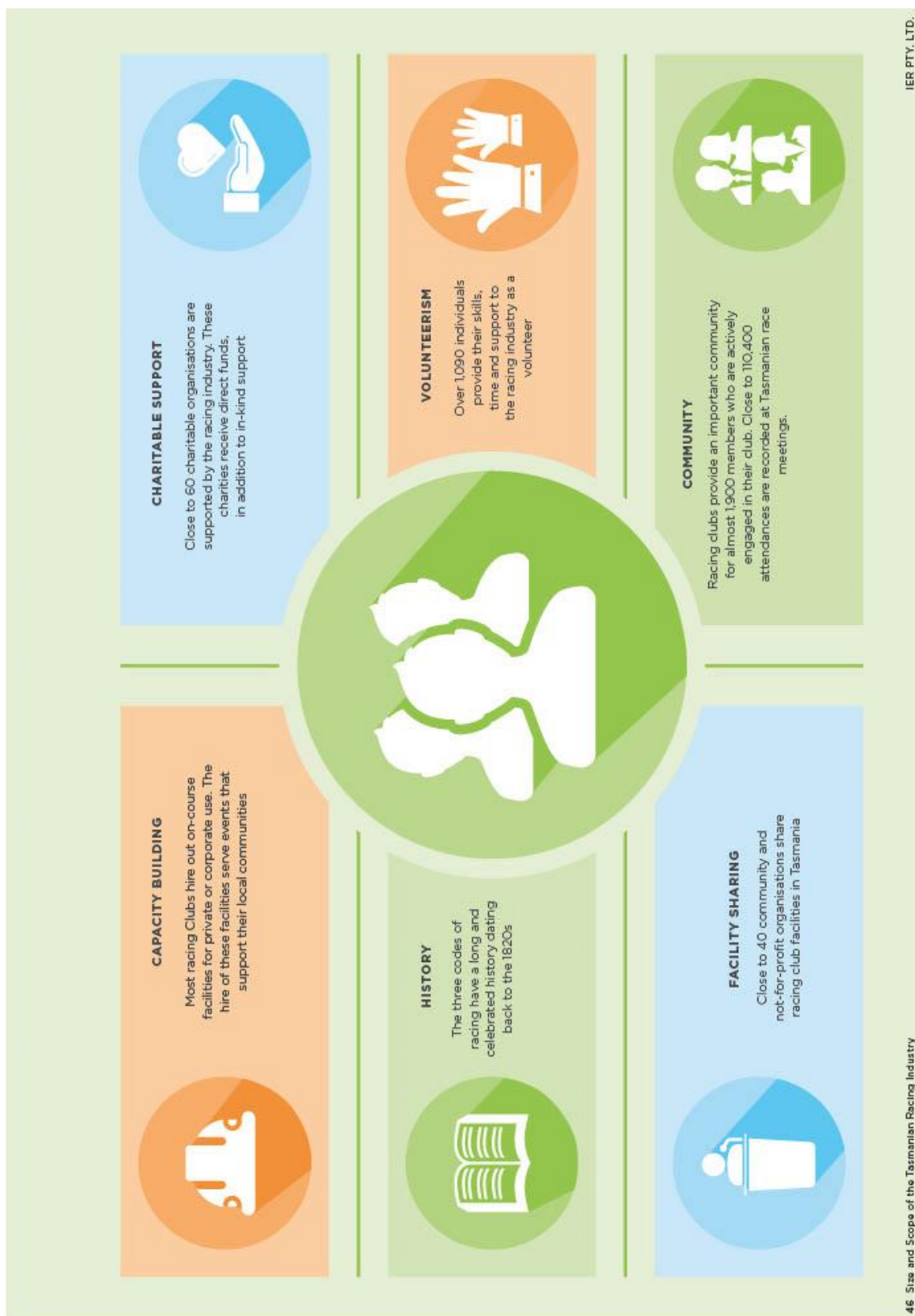
Providing enjoyable leisure opportunities for hobby owners, trainers and breeders, raceday/night customers and other racing club event attendees

+ Employment

Creating a major source of employment and a variety of career opportunities for Tasmanian residents

+ Environment

Adoption of many environmentally friendly practices that support Government and the community expectations relating to the protection of the Tasmanian environment



COMMUNITY BUILDING

The three codes of racing in Tasmania have each adopted practices that engage with individuals and build strong partnerships with organisations within their communities. This is particularly visible in terms of supporting charitable organisations, engaging volunteers and building community partnerships.

The survey results highlighted the following positive outcomes demonstrated by clubs:

- ★ Almost 60 community organisations or charities are assisted and supported by racing clubs
- ★ Close to 40 community organisations share racing club facilities and resources
- ★ Racing in Tasmania currently engage almost 250 volunteers who assist in various club roles (excluding participant volunteers)
- ★ Close to 1,900 people hold racing club memberships

Racing plays an important role in fostering a sense of worth and belonging to 1,094 people who provide volunteer time and services to racing clubs and participants. Socially, volunteering is recognised as a means of enhancing the quality of life, particularly among the aged, whilst making an important contribution to the community.

Volunteers in racing assume roles in areas such as:

- ★ Photography and promotions (e.g. Fashions on the Field)
- ★ Timekeepers, judges etc.
- ★ Maintaining the track and grounds (e.g. working bees and track workers)
- ★ Administration (e.g. committee, board members, raceday secretary)
- ★ Hospitality for attendees and officials (food and beverages)

- ★ Racing operations (gate attendants etc.)
- ★ Cleaning duties
- ★ Conducting horse and greyhound trials
- ★ Fundraising
- ★ Major event workers setting up temporary marquees, fencing, signage and decorating

IER found that racing clubs assist and support 57 organisations and charities.

Club organised functions raise significant funds for community organisations and charities through activities such as raffles and auctions. Furthermore, many clubs engage local community organisations and charities to undertake activities such as supplying food and beverages, operational duties (e.g. gate attendants) and racecourse cleaning – sometimes in exchange for a share of revenues from those activities.

Just some of the charitable organisations supported by racing include:

- ★ Health Charities (e.g. National breast cancer foundation)
- ★ Children's Charities (e.g. Variety - Tent 78 Tasmania)
- ★ Sporting Clubs (e.g. football, snooker and billiards, bowls)
- ★ Lions Clubs and Rotary
- ★ Mental Health Charities (e.g. New Horizons, Speak Up - Stay Chatty)
- ★ Disability Support Services
- ★ Agricultural Societies
- ★ Primary schools (e.g. Hill Crest Primary School)
- ★ Residential aged care homes

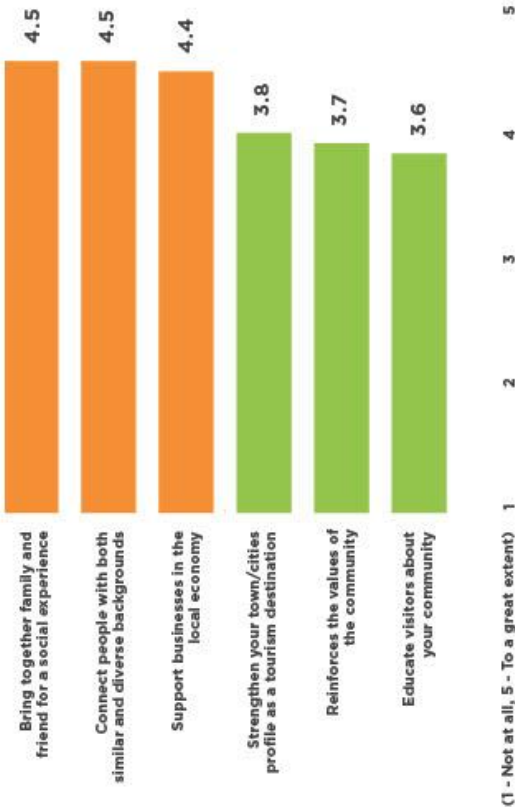


Racing plays an important role in fostering a sense of worth and belonging to over 1,090 volunteers across club and industry related roles.

The economic research in this study clearly demonstrates how racing supports businesses in the local economy, from both the production and preparation of racing horses and greyhounds through to consumer spending. In addition to this, attendee research conducted at many metropolitan and regional racing events supports the concept of the racing industry's ability to bring people together for a social experience. The research demonstrates that a key motivation to attending racing events is the chance to socialise with friends and family.

The social impact survey asked clubs how much they believed racing in their town or city has the ability to engage with the community from a social cohesion, education and business perspective. As the chart illustrates, all indicators were positive. This is particularly significant in the areas of racing's ability to 'bring together family and friends for a social experience' (4.5), to 'connect people with both similar and diverse backgrounds' (4.5) and to 'support businesses in the local economy' (4.4). These indicators illustrate the position that racing clubs see themselves as holding within the fabric of the local community.

COMMUNITY ENGAGEMENT WITHIN TASMANIAN RACING



48 Size and Scope of the Tasmanian Racing Industry



IER PTY. LTD.



IER PTY. LTD.

SUPPORTING FAMILY RELATIONSHIPS

The three codes of racing in Tasmania are very proactive in engaging with families, and many cup days and themed events provide a strong link to the community. Many participants in racing (such as owners and trainers) operate within a family business/hobby structure.

The survey identified that racing clubs have increasingly developed activities and facilities that enable families to enjoy a social day at the races. Many clubs actively promote services and amenities which are conducive to bringing families together to build stronger relationships.

In regional areas, many of the feature racedays form a venue or 'meeting place' for families and friends to socialise. This is especially prevalent at smaller clubs who host only their annual race meeting on Cup Day. For many regional clubs, these race meetings represent something that is not only part of the region's history, but also part of their own family history.

Racing clubs themselves have increasingly developed activities and on-course facilities that enable families to enjoy a social day at the races. Many clubs actively promote services and amenities for families including the provision of parent rooms, baby change tables, kids' clubs, playgrounds and dedicated children's zones. The survey revealed a number of positive initiatives which have been developed by clubs. All clubs offer attractions or services that support attendance by children and all clubs offer facilities and access for people with a disability.

In addition to this, some of the specific raceday initiatives undertaken by racing clubs in Tasmania include:

- ★ Jumping castles
- ★ Family fun days
- ★ Animal petting nursery
- ★ Easter egg hunt
- ★ Christmas function
- ★ Kids fashions on the field
- ★ Face painting and live music
- ★ Picnic areas
- ★ Mini trots
- ★ Playgrounds and kid's zones
- ★ Food vans
- ★ Colouring competitions and drawing books
- ★ Free entry
- ★ Pony rides

SHARING FACILITIES WITHIN THE COMMUNITY

Racing clubs have a limited requirement to use their facilities for racing purposes and therefore look to assist and support the community by providing these facilities and resources for use on a temporary and permanent basis. The majority of racing clubs engage with community groups including sporting clubs, Lions clubs and Show Societies to share their facilities and resources.

This is particularly evident in regional areas where facilities have been used extensively for community and public use. Some of the 38 organisations which share facilities and resources with clubs include:

- + Lions Clubs
- + Show Societies (regional agricultural societies)
- + Schools
- + Sporting Clubs (e.g. cricket)
- + Memorial services
- + Councils
- + Other codes of racing





EDUCATION AND TRAINING

Education and training is vitally important for the continued growth and success of all three codes of racing across Tasmania. Education and training programs also work to support communities through various avenues.

Metropolitan hubs and regional areas alike feel the positive impact provided by community partnerships, training programs and welfare initiatives provided by the three racing codes throughout the state.

Participants in the racing industry have a variety of education and training courses to assist and support those within the industry to further their professional or tertiary development, and to engage those looking for opportunities to enter the industry. There are a number of courses to meet the needs of industry participants. Courses at the forefront of this offering include track

riding, stablehand, horse training and apprentice jockey courses for thoroughbred racing, while harness participants can access trainer/driver and stablehand/strapper education and training. These opportunities provide practical access and theoretical knowledge to many aspects of professional racing.

In early 2019 the industry re-established the Tasracing Harness Academy. The motivation behind the academy was to provide Novice Drivers further education to assist with individual skill and knowledge development. The Harness Academy Instructor is Barrie Rattray, a stalwart in the industry with years of experience in both training and driving. He provides classroom style sessions which cover a range of topics in harness racing - both in the north and south of the state.

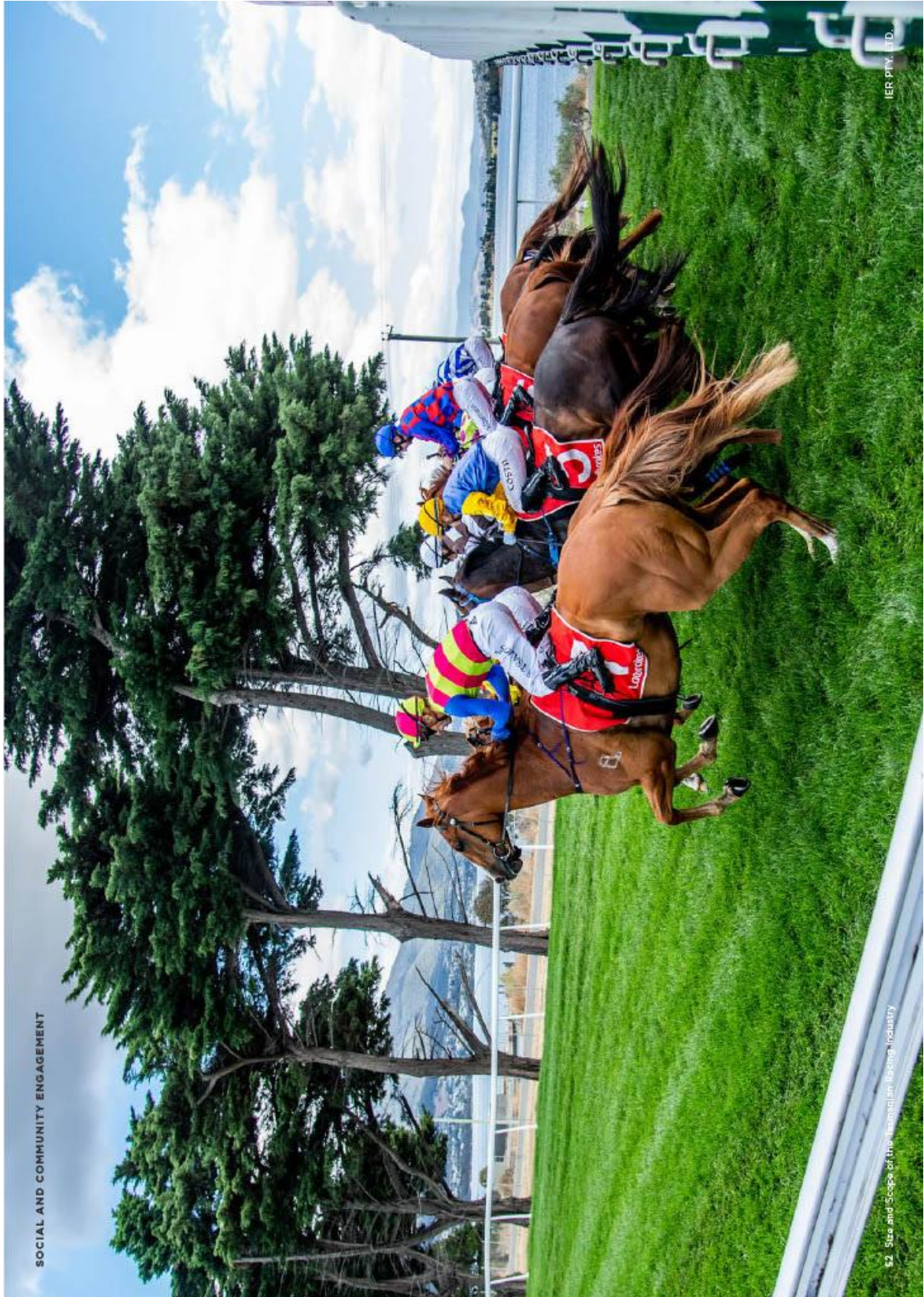
The racing industry has the ability to offer modestly skilled and underprivileged members of the community the opportunity to involve themselves in meaningful pursuits. Many stables, kennels and breeding farms are supported by volunteers and employees on the minimum wage - their input not only provides valuable support to the trainers and breeders in Tasmania, but also provides a sense of pride, confidence and achievement.

Racing clubs and participants directly employ staff on a full-time, part-time and casual basis. Club employees are involved in administration, which includes the conduct of raceday and other non-raceday tasks.

As part of their commitment to delivering an enjoyable experience for racing participants and customers, racing clubs have strong focus on ensuring staff are educated in multiple disciplines including: -

- ★ Accounting and finance
- ★ Event management
- ★ General administration
- ★ Human resource management
- ★ Racing administration
- ★ Strategic management
- ★ Turf and facilities management.





SOCIAL AND COMMUNITY ENGAGEMENT

52 Size and Scope of the Transportation Industry

IER PTV, LTD.



CLUB HISTORY AND HERITAGE

Thoroughbred, harness and greyhound racing in Tasmania has a long and celebrated history. The rich cultural, heritage and social significance of the sport has been recorded for more than 200 years. The historical elements of racecourses in Tasmania are an important part of the fabric of many local communities and many clubs actively promote past sporting participants, racing identities and special anniversaries.

The first recorded race in Tasmania was held at a course in New Town in 1813. These races were the best of three heats run over 2 miles. As more thoroughbreds were imported from England in the 1820s, these type of races became popular. The Tasmanian Turf Club was formed in 1826, with the first running of the Launceston Cup close to 40 years later in 1865.

Tasmanian thoroughbred racing has provided some of Australia's most recognised racing icons, including Geoff Prouse, Max Baker and Beverley Buckingham (riding over 900 winners and 3 Hobart Cups). The likes of Champion Tasmanian horses - Malua (inducted into the Australian Racing Hall of Fame in 2003), Beer Street and Sydeston - have also become entrenched in the hearts and minds of many Australians.

Harness races were popular from the 1820s in Tasmania, first on public roads. In 1825 a trotting match was held in Hobart on the Port Dalrymple Road for a wager of a hundred ewes. The first organised meeting was held in 1884 in Moonah, after which the meetings became popular and Clubs started to form around the state.

Harness racing in Tasmania has provided some of the sports top names including Webb Jones. Renowned for being one of the best drivers to sit in a sulky in Tasmania, Jones won 565 races in his career, including the 1922 Richmond Thousand (in NSW), Australia's richest saddle-trotting race. Arguably Tasmania's greatest pacer was Halwes, who set a national pacing record in 1968, with his win in the 1968 Miracle Mile in Sydney. Halwes retired from racing in 1969 with the impressive record of 45 wins from 63 starts. Other star performers include Chamfer Star, Pipiriki, Golden Alley and in more recent times Beaudie.

The first greyhound track to open in Tasmania was a straight track in Launceston, White City, on February 8 1933. The opening night saw seven races, including one feature over hurdles, with the track having been funded by Jack Nelson who would later become a Tasmanian Greyhound Racing Hall of Fame Inductee. Nelson

worked with Arthur Morgan, another Hall of Fame inductee, as well as five other greyhound racing enthusiasts who wanted to see the sport operating in the Apple Isle. In 1935, 27 people combined to form the Launceston Greyhound Racing Club.

Some of the most iconic Tasmanian greyhounds have been Ophir Doll, Mystery Bridge, True Vintage, Tumble Bug, Oak Queen, Top Shiraz and Rewind - all having been inducted into the Tasmanian Greyhound Hall of Fame. Some of Tasmania's distinguished trainers include Vivian Beresford, Bob Brown, Reg Ivory and Ted Medhurst. Both Arthur Morgan and Tumble Bug have been inducted into the National Greyhound Hall of Fame.

Over 50% of racing clubs throughout Tasmania take an active approach to promote the history and heritage of their club. This is an important aspect of racing as many of the clubs have a long and rich history. The initiatives that clubs have adopted in recording their history convey the excitement of racing in their community to both visitors and locals.

A number of examples include:

- Industry awards and Halls of Fame to acknowledge horses/greyhounds, participants and associates
- Recognition of life members publishing and contributions to history books written about the Clubs (e.g. Centenary Booklet for Devonport racing Club)
- Promoting club and feature race anniversaries
- Promotion of history through on-course Memorabilia rooms
- Comprehensive promotion of code history through industry websites (e.g. tasmaniangreyhoundhalloffame.com.au)
- Recognising heroes of the sport and families on dedicated racedays and memorial races
- Promotions in race book, trophy cabinets and historical photographs throughout racecourses

Participants, horses and greyhounds are acknowledged and celebrated through the Racing Industry Hall of Fame.

REGIONAL SUMMARIES

Hobart

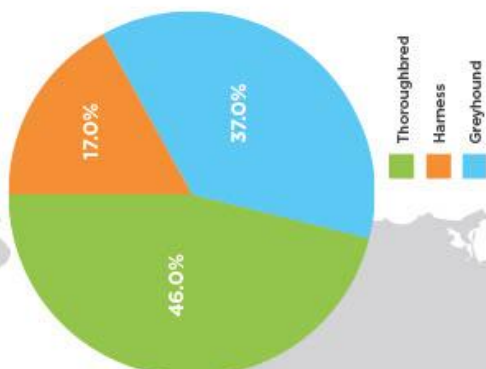
The racing industry in the **Hobart region is responsible for generating \$82.1 million in value added contribution to Gross State Product. This represents 39.6% of the industry total.**

- ✦ The population of the Hobart region is 207,658 (Census 2021).
- ✦ There are a total of three racing clubs operating in the region, one of which is a thoroughbred club, one of which is a harness club, and one of which is a greyhound club.
- ✦ The racing industry in the Hobart region is responsible for generating almost \$82.1 million in value added contribution to Gross State Product. This equates to 39.6% of the total impact generated by the Tasmania Racing Industry.
- ✦ The economic impact generated by the racing industry in this region is responsible for sustaining a total of 677 full-time equivalent (FTE) jobs in the region.
- ✦ There are almost 1,300 participants in the racing industry in Hobart.

RACING CLUBS IN THE REGION

- Thoroughbred**
 - + Tasmanian Racing Club
- Harness**
 - + Tasmanian Trotting Club
- Greyhound**
 - + Hobart Greyhound Racing Club

VALUE ADDED ECONOMIC CONTRIBUTION WITHIN THE HOBART REGION (%)



ECONOMIC IMPACTS

	Thoroughbred	Harness	Greyhound	Total
Total direct expenditure	\$30.7m	\$10.9m	\$22.7m	\$64.3m
Total value added	\$37.8m	\$13.9m	\$30.4m	\$82.1m
Full-time equivalent employment	316	117	244	677

BREEDING AND TRAINING

	Thoroughbred	Harness	Greyhound	Total
Pups/Foals produced	7	5	34	46
Horses and greyhounds in training	196	12	110	318

TOTAL PARTICIPANTS IN RACING

	Thoroughbred	Harness	Greyhound	Total
Breeders	27	3	9	39
Owners	680	45	56	781
Trainers	8	7	26	41
Breeders staff	16	3	7	26
Stable/Kennel employees	32	6	12	51
Racing Club & industry staff (FT, PT, casual)	106	50	33	188
Jockeys, drivers & apprentices	3	2	0	5
Racing club volunteers	15	15	10	40
Volunteers assisting participants	40	9	39	88
Total participants in the Hobart region	927	140	192	1,259

Race meetings in the Hobart region attracted attendances of 36,880 or 33.4% of total attendances at race meetings in Tasmania.

VALUE ADDED GENERATED BY EACH CODE WITHIN THE HOBART REGION



Thoroughbred Harness Greyhound

AT A GLANCE

3 Racing Clubs

THOROUGHERED	1
HARNES	1
GREYHOUND	1

119 Race Meetings

THOROUGHERED	20
HARNES	37
GREYHOUND	62

1,073 Races

THOROUGHERED	161
HARNES	316
GREYHOUND	594

521 Racing Club Members

THOROUGHERED	341
HARNES	80
GREYHOUND	100

36,880 Attendances

THOROUGHERED	10,200
HARNES	20,400
GREYHOUND	6,240

*Some totals do not add due to rounding

Launceston

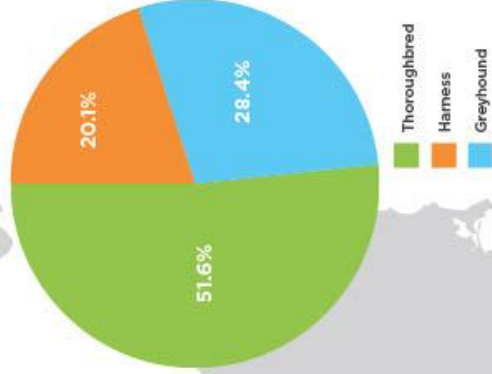
The racing industry in the **Launceston region is responsible for generating \$41.7 million in value added contribution to Gross State Product. This represents 20.1% of the industry total.**

- ✦ The population of the Launceston region is 90,953 (Census 2021).
- ✦ There are a total of four racing clubs operating in the region of which one is a thoroughbred club, two of which are harness clubs, and one of which is a greyhound club.
- ✦ The racing industry in the Launceston region is responsible for generating more than \$41.7 million in value added contribution to Gross State Product. This equates to 20.1% of the total impact generated by the Tasmanian racing industry.
- ✦ The economic impact generated by the racing industry in this region is responsible for sustaining a total of 355 full-time equivalent (FTE) jobs in the region.
- ✦ There are over 1,100 participants in the racing industry in Launceston.

RACING CLUBS IN THE REGION

- Thoroughbred**
 - + Tasmanian Turf Club
- Harness**
 - + Carrick Park Pacing Club
 - + Launceston Pacing Club
- Greyhound**
 - + Launceston Greyhound Racing Club

VALUE ADDED ECONOMIC CONTRIBUTION WITHIN THE LAUNCESTON REGION (%)



ECONOMIC IMPACTS

	Thoroughbred	Harness	Greyhound	Total
Total direct expenditure	\$17.0m	\$6.3m	\$11.8m	\$33.5m
Total value added	\$21.5m	\$8.4m	\$11.8m	\$41.7m
Full-time equivalent employment	184	72	100	355

BREEDING AND TRAINING

	Thoroughbred	Harness	Greyhound	Total
Pups/Foals produced	99	9	23	130
Horses and greyhounds in training	3	18	54	75

TOTAL PARTICIPANTS IN RACING

	Thoroughbred	Harness	Greyhound	Total
Breeders	19	6	9	35
Owners	380	61	18	459
Trainers	3	13	18	34
Breeders staff	11	6	8	25
Stable/Kennel employees	23	13	14	50
Racing Club & industry staff (FT, PT, casual)	252	85	17	355
Jockeys, drivers & apprentices	0	7	0	7
Racing club volunteers	30	31	6	67
Volunteers assisting participants	27	17	28	73
Total participants in the Launceston region	747	239	118	1,104

IER PTY. LTD.

Race meetings in the Launceston region attracted attendances of 48,400 or 43.8% of total attendances at race meetings in Tasmania.

VALUE ADDED GENERATED BY EACH CODE WITHIN THE LAUNCESTON REGION



AT A GLANCE

4 Racing Clubs

THOROUGHBRED	1
HARNESS	2
GREYHOUND	1

116 Race Meetings

THOROUGHBRED	24
HARNESS	34
GREYHOUND	58

1,082 Races

THOROUGHBRED	207
HARNESS	305
GREYHOUND	570

715 Racing Club Members

THOROUGHBRED	420
HARNESS	125
GREYHOUND	170

48,400 Attendances

THOROUGHBRED	20,000
HARNESS	13,900
GREYHOUND	14,500

*Some totals do not add due to rounding

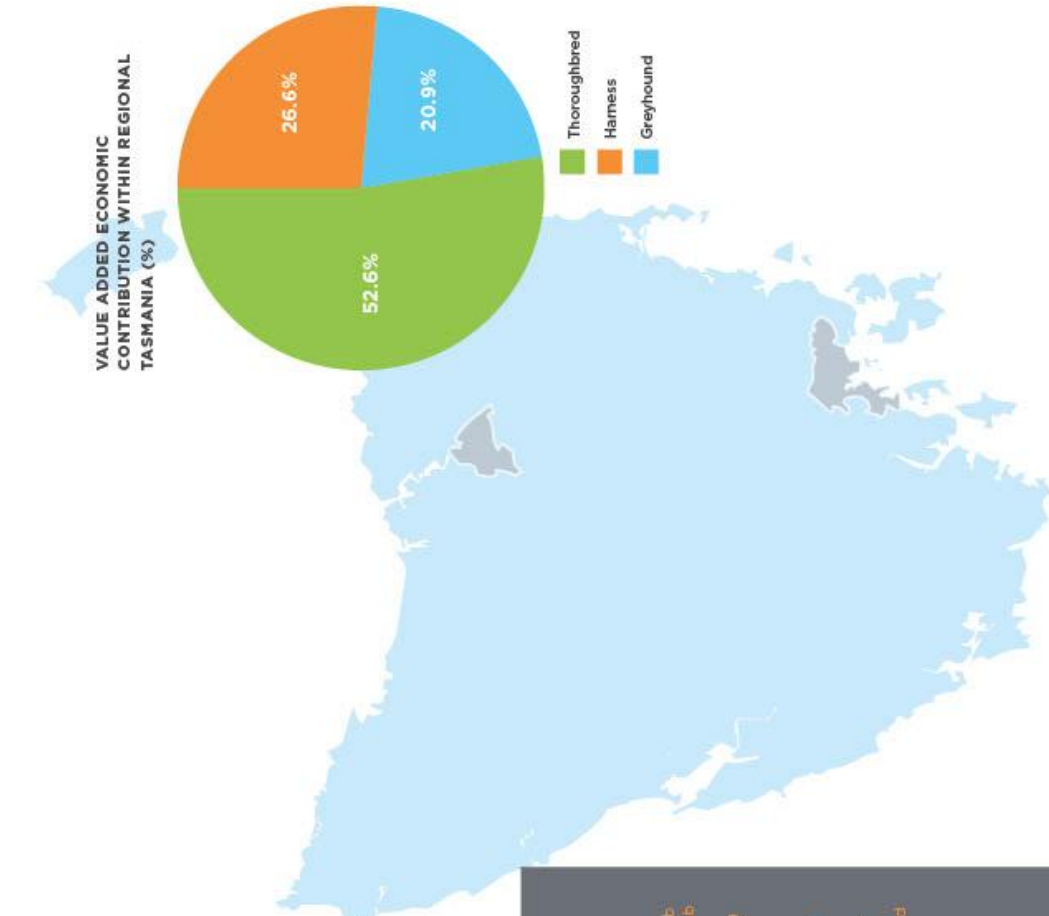
Regional Tasmania

The racing industry in **Regional Tasmania is responsible for generating \$83.7 million in value added** contribution to Gross State Product. This represents **40.3% of the industry total.**

- ✦ The population of the Regional Tasmania is 258,960 (Census 2021).
- ✦ There are a total of seven racing clubs operating in the region, two of which are thoroughbred clubs, four of which are harness clubs and one which is a greyhound club.
- ✦ The racing industry in the Regional Tasmania is responsible for generating over \$83.7 million in value added contribution to Gross State Product. This equates to 40.3% of the total impact generated by the Tasmanian racing industry.
- ✦ The economic impact generated by the racing industry in this region is responsible for sustaining a total of 702 full-time equivalent (FTE) jobs in the region.
- ✦ There are almost 4,100 participants in the racing industry in Regional Tasmania.

RACING CLUBS IN THE REGION

- Thoroughbred**
 - ✦ Devonport Racing Club
 - ✦ King Island Racing Club
- Harness**
 - ✦ Burnie Harness Racing Club
 - ✦ Devonport Harness Racing Club
 - ✦ North Eastern Pacing Club
- Greyhound**
 - ✦ St Mary's Pacing Club
 - ✦ North-West Greyhound Racing Club



ECONOMIC IMPACTS

	Thoroughbred	Harness	Greyhound	Total
Total direct expenditure	\$47.9m	\$25.4m	\$18.4m	\$91.8m
Total value added	\$44.0m	\$22.2m	\$17.5m	\$83.7m
Full-time equivalent employment	373	188	142	702

BREEDING AND TRAINING

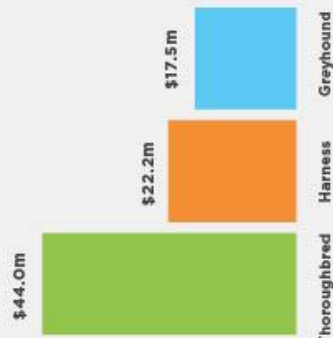
	Thoroughbred	Harness	Greyhound	Total
Pups/Foals produced	171	114	191	476
Horses and greyhounds in training	1,010	581	664	2,649

TOTAL PARTICIPANTS IN RACING

	Thoroughbred	Harness	Greyhound	Total
Breeders	78	101	67	246
Owners	1,272	409	85	1,766
Trainers	79	118	106	303
Breeders staff	47	105	54	206
Stable/Kennel employees	230	99	75	405
Racing Club & industry staff (FT, PT, casual)	130	73	25	228
Jockeys, drivers & apprentices	23	81	0	104
Racing club volunteers	52	73	15	141
Volunteers assisting participants	211	296	178	686
Total participants in Regional Tasmania	2,122	1,355	605	4,083

Race meetings in Regional Tasmania attracted attendances of 25,100 or 22.7% of total attendances at race meetings in Tasmania.

VALUE ADDED GENERATED BY EACH CODE WITHIN REGIONAL TASMANIA



AT A GLANCE

7 Racing Clubs

THOROUGHERED	2
HARNES	4
GREYHOUND	1

77 Race Meetings

THOROUGHERED	22
HARNES	16
GREYHOUND	39

655 Races

THOROUGHERED	166
HARNES	114
GREYHOUND	375

660 Racing Club Members

THOROUGHERED	350
HARNES	250
GREYHOUND	60

25,100 Attendances

THOROUGHERED	12,700
HARNES	9,400
GREYHOUND	3,000

*Some totals do not add due to rounding

APPENDIX

About IER

IER is a leading strategic consulting business specialising in the tourism, events and sporting industries. For over 20 years, IER has provided economic impact evaluations for both private and government clients.

In particular, IER has specialised in consulting on a variety of projects related to the racing industries in Australia, New Zealand and Asia over this time.

This study constitutes an economic and social impact evaluation of the thoroughbred, harness and greyhound racing industry in Tasmania.

It has been developed utilising the following source data:

- ✦ Registration data relating to participants and animals
- ✦ Breeding and training expenditure data captured from surveys with racing participants
- ✦ Expenditure and taxation data provided by wagering operators throughout Australia
- ✦ Data provided by the Tasracing and race clubs

An understanding of the intricate and sometimes complex flow of money in the racing industry underpins this assessment. IER has recently prepared similar studies for:

- ✦ Australian greyhound racing industry
- ✦ Australian thoroughbred racing industry
- ✦ New South Wales greyhound racing industry

- ✦ New South Wales harness racing industry
- ✦ New Zealand racing industry (3 Codes)
- ✦ Northern Territory thoroughbred racing industry
- ✦ Queensland racing industry (3 Codes)
- ✦ Australian Football League
- ✦ Western Australian racing industry (3 Codes)
- ✦ Victorian racing industry (3 Codes)

The economic modelling for this study was undertaken by Associate Professor Barry Burgan B Ec (Hons), FINSIA (Fellow). Barry is a director of Economic Research Consultants Pty Ltd and has extensive experience in the area of economic and financial assessment and policy advice.

He has a background in the public and private sectors, academia and has worked on various projects in the area of economic policy, including in the area of economic modelling. In particular, Barry has extensive experience in the use of both computable general equilibrium and input-output models, regional economic development and cost benefit analysis. He has undertaken a number of these studies and projects with the Sustainable Tourism Cooperative Research Centre.

Barry has undertaken a significant range of studies on sporting industries, with some specific examples including:

- ✦ Size and scope of the Queensland racing industry (2023)

- ✦ Size and scope of the New South Wales greyhound racing industry (2023)
- ✦ Size and scope of the New South Wales harness racing industry (2023)
- ✦ Size and scope of the Australian Football League (2022)
- ✦ Size and scope of Thoroughbred racing industry in the Northern Territory (2022)
- ✦ Size and scope of the Victorian racing industry (2022)
- ✦ Size and scope study of the Tasmanian racing industry (2021)
- ✦ Size and scope of the Western Australian racing industry (2021)
- ✦ Size and scope of the Asian Racing Federation (2020)
- ✦ Size and scope of the South Australian racing industry (2019)
- ✦ Economic and social impact study of harness racing in Australia (2012)

Barry provides the economic modelling and advisory services to IER.

This report (Report) has been produced independently by IER as requested by Tasracing. The report has been prepared to meet the requirements set out by Tasracing within the terms of reference. The information, statements, statistics and commentary (together the "information") contained in this Report have been prepared by IER from a combination of publicly available material, data from various stakeholder organisations and from confidential discussions held with participants of the industry. IER has prepared this Report on the information that was received or obtained, on the basis that such information is accurate and, where it is represented to IER as such, complete. The information contained in this Report has not been subject to an audit.

Economic Methodology

The purpose of this study is to measure the contribution made by the three codes of racing to the Tasmanian economy. In this way, it is a generalised measure of the industry's contribution to the state's economy.

BASIS OF EVALUATION

This study is based on a consistent methodology used by IER in the evaluation of the contribution of racing industry's in other states and regions.

The modelling is based on assessing the way in which expenditures that underpin the racing industry impact in a 'whole of economy context' through the creation of jobs and incomes.

More specifically, the economic contribution of an industry to the region in which it operates represents the contribution that the industry makes in terms of the generation of gross state (or regional product), household income and the employment these incomes support. The racing industry does this in two ways:

- Through the employment and activity, it supports directly within racing (including the impact on the industries that depend on it as a customer); and
- The flow on effects of that which filters through the economy as a result of this activity

The importance of the expenditures generated by an industry, in the production process, is that they will sustain turnover in local industry, and specifically this will support local jobs and incomes. It is the jobs and incomes that are taken to be the measure of economic impact or benefit, netting out leakages such as expenditure on imports etc.

In terms of determining average costs of producing (breeding) and preparing (training) for racing, IER consults with Tasmanian breeders and trainers. The focus is to determine an average cost of breeding and training at the different lifecycle stages. Data collected in similar jurisdictions is sometimes used to make comparisons and determine per expenditures.

In addition to the jobs created with direct suppliers of services to the racing industry, economic activity produces a broader effect throughout the community, due to supply chain linkages and the impact of the spend of wage - extending the spend effect and the impact through various layers of the economy. This is known as the flow on or induced impact

The result of an unconstrained whole of economy or general equilibrium model underpinned by input-output tables, is a prominent process for translating direct created expenditure (a final demand stimulus) of

industries or projects into jobs and incomes, and for establishing the extent of the flow on impact. There is some level of academic argument about appropriate models for converting increases in external expenditure (final demand) into regional economic impacts. The critics of using unconstrained models such as input-output tables often argue that they overstate the value of an industry - and reference that "multiplier" impacts are taken as a method of ratcheting up the Stated value (noting that this study uses an impact assessment rather than multipliers per se). This criticism would be valid when analysts applied turnover multipliers but is not the case with the more appropriate use of value-added multipliers - which translate the expenditure estimates to national accounting framework

measure with a whole of economy context.

Indeed, value-added multipliers (the value-added impact (direct and induced) relative to a dollar of created expenditure) are often less than 1. It is further noted that the constraints that are applied in more complex economic models do not tend to be substantial at the State and regional level in a longer term context (labour flows from state to state and region to region and capital can also flow freely).

Used correctly, this method provides a more appropriate measure of economic contribution than expenditure. In short, use of this framework allow for reporting with respect to the estimated outcomes of the industry in terms of:

- The effect of expenditure or turnover on value added across a state/regional economy; and
- In terms of job creation

These measures ensure that the analysis is consistent with national accounting frameworks.

It should be emphasised that this methodology includes the identification and inclusion of local (Tasmanian) expenditure associated with racing. The economic impacts determined by this approach do not represent the value that would be lost to the state if the industry did not exist. Generally, when considering expenditure by locals it is often held that substitution is a significant factor in whether that spending would be lost to the economy. Taking the racing industry as an example, it is likely (under a scenario where it no longer existed) that much of the local resident spend would substitute to other activities. Depending on where this spending occurs the

overall economic impact of that spending could be higher or lower than what it was when spent on racing.

The study calculates the level of direct and induced employment and income that is linked to people choosing to spend their entertainment dollar on racing (after allowing for imports which are used in the production process). This could be considered the gross economic impact of the sector and is therefore a measure of its significance generally. If a similar gross impact was calculated for every other sector of the economy, then the sum of the impacts would be considerably greater than the size of the economy in total. An alternative methodology would be to measure the net economic impact. Such a study would represent the extent to which this industry expenditure is supported by revenues that can be considered new to the State or region. This would include the supply of services by the local industry to racing activities interstate; it would also include the spending made by tourists or visitors to the State whose main reason for visiting is to attend/participate in the races and wagering by out-of-state residents on local racing product. Finally, it would include industry revenues that locals spend where they would not spend it in the State but for their involvement in the activities of racing. It would also reasonably be expected that some race attendees would attend events interstate if they were not available in Tasmania, and that some operators would base their operations interstate if this was the case. The information required for this assessment is not available, and as such is out of the scope of this analysis.

ESTIMATES OF EXPENDITURE BY THE INDUSTRY

This study of the Tasmanian racing industry is undertaken by firstly identifying the expenditures generated by the industry and then applying this expenditure to state input-output model. The State input-output model has been prepared using the latest ABS national input-output table (2020-21) as a base and has been created using the location quotient method and using state labour force and national accounts data and updated to the relevant year for inflation. The model condenses the industry structure of the national input-output table to a 26 industry sector level focusing on industries more directly impacted by production activity in the racing industry. The approach identifies the structural context of expenditure and then applies this to industry sectors from which point it is assumed that the general industry production function can be applied.

The estimated racing industry expenditure is determined at two levels. Firstly, the industry expenditure generated within racing is identified, as well as the region in which this spend occurs. Secondly, final expenditures are allocated to the model's industry sectors. Expenditure on labour in the racing sector itself is allocated to the sport and recreation sector. By allocating these expenditures in this way, the imports required to support racing industry activity can be estimated for the production function of respective industry sectors and excluded as they represent a leakage from the State economy.

From an industry classification perspective, while "sport and recreation" is the dominant sector, there are significant purchases made from other sectors such as agriculture, business services, property services etc., while racing events include spend on food and beverage services and other general consumer spend.

ADJUSTMENT OF EXPENDITURES

The expenditure data is converted from purchasers' prices to basic prices, as the final expenditure data includes margins, taxes and subsidies and all monetary values in the input output model are expressed as basic values. The prime differences between purchaser prices and basic prices are that:

- Basic values exclude the cost of transport and wholesale and retail trade embedded in the purchase price (and allocate these to the transport and trade sectors).
- GST will be allocated to Gross Operating Surplus. In the modeling herein this is then considered to support Government expenditure (an implied revenue neutral situation).

The core assumptions to make the adjustments from purchaser price distributions to basic values are:

- The average value added in each of the industry sectors is extracted and then the GST component (at 10% - which is only paid on the value added) is deducted and separately identified. It is assumed that the value added coefficient for the arts and recreation sector understates that of the spend for the racing industry as the cultural industry will be dominated by public sector institutions and not for profits - whereas the recreation sector is more commercial.
- The purchaser price is adjusted for the average margin for wholesale, retail and transport sectors, as identified in the national input-output tables.

DISTRIBUTION TO REGIONS

The final expenditures outlined within this study has been allocated to regions across Tasmania. The level of economic activity will not proportionally follow the expenditure, as regional areas generally have higher import penetrations than metropolitan areas (i.e. regional areas have a higher likelihood of needing to import products and services from the metropolitan area).

This study involves developing input output models for each region, and modeling the impacts within the region, and then proportioning up to allow for feedback effects between regions to allow for inter-regional trade flows.

ACKNOWLEDGEMENTS

IER would like to acknowledge the contribution of the following organisations and individuals:

- TasRacing
- Tasmanian Thoroughbred, Harness & Greyhound racing clubs
- Racing Australia
- Harness Racing Australia
- OzChase
- Participants who provided detailed financial data on training and breeding racehorses/ greyhounds
- Responsible Wagering Australia
- Tasmanian Greyhound Hall of Fame

Definitions

The following terms have been used throughout the study and are defined as follows:

+ **Direct Expenditure** - is defined as expenditure associated with breeding and rearing racehorses/greyhounds, preparing racehorses/greyhounds (training), racing customer expenditure and expenditure by Tasracing and racing clubs on operating the industry. Direct expenditure is counted at the point at which it leaves the racing industry and hits the broader economy.

+ **Direct Economic Impact (value added)** - represents the amount of income included in the direct in-scope expenditure, and therefore is the amount of wages and salaries plus gross operating surplus directly created in supply these services and product, which is also equal to the direct in scope expenditure less the purchases the provider of the goods and services makes in providing the goods and services

+ **Indirect Economic Impact (flow-on)** - represents the value added activity generated to support the purchases made in providing the inputs to the providers of the direct services, along with the value added impact in providing households with goods and services as they spend their wages, and the trickle on effect of this

+ **Total Value Added** - is the sum of the direct value added plus the flow on impact. It therefore represents the contribution to Gross State Product resulting from the events and activities of the Tasmanian racing industry

+ **Full-time Equivalent Employment** - is a unit that indicates the workload of an employed person in a way that makes workloads or class loads comparable across various contexts. An FTE of 1.0 is equivalent to a full-time worker (i.e. 38 hours), while an FTE of 0.5 signals half of a full work load (i.e. 19 hours)

+ **Household Income** - is defined as being wages and salaries (before tax) earned from employment generated by the racing industry

+ **Participants in Racing** - is defined as being the number of employees (full-time, part-time and casual), participants and volunteers directly involved in the racing industry. It does not include down-the-line suppliers of goods and services

+ **Input Output Modelling** - is the economic modelling used to determine the economic outputs within this study. It is an economy wide model, which shows the inter-linkages between industry sectors in the economy. Therefore, the change in economic circumstances (specifically a change in final demand), for one sector of the economy can be traced through to its effect on other sectors

