



**Australian Government**

**Australian Financial Security Authority**

**National Personal Insolvency Index**

Extracted in Canberra at 04:09pm on 19 Jul 2016

Extract ID: NS16158347-E1

<b>Administration Details</b>	
Type	<b>BANKRUPTCY - Sequestration Order</b>
AFSA Reference	NSW 4003/10/5
Date of Bankruptcy	28-May-2010
<b>Debtor's Details</b>	
Name	<b>CLEARY, Nicholas Vincent</b>
Date of Birth	07-Nov-1976
Address	[REDACTED] [REDACTED] BOWRAL NSW 2576
Occupation	Not Stated
Statement of Affairs filed	28-Jun-2010
Date Entered on NPII	01-Jun-2010
<b>Objection To Discharge</b>	
Date Filed	18-Jan-2011
Date Discharge Due	<No data held>
Objector	Official Trustee
Objection Result	<No data held>
Date Recorded	18-Jan-2011
Result Date	<No data held>
Result Reason	<No data held>
Result Person	<No data held>
Ground	S149D(1)d - Failed to provide Information about property, income
Result	Withdrawn
Result Date	20-Jul-2011
Result Reason	<No data held>
Result Person	<No data held>
<b>Discharge Details</b>	
Discharge Reason	Discharge by Law
Discharge Date	29-Jun-2013



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<b>Petition Details</b>	
<b>Petitioning Creditor</b>	CNH CAPITAL AUSTRALIA PTY LTD
<b>Petitioning Creditor's Solicitor</b>	BAYSIDE SOLICITORS (02) 9529 8899;
<b>Court Reference</b>	SYG 893/2010
<b>Court Hearing Date</b>	28-May-2010
<b>Date Petition Heard</b>	28-May-2010
<b>Trustee Details</b>	
<b>Trustee</b>	OFFICIAL TRUSTEE IN BANKRUPTCY
<b>Business Name</b>	<No data held>
<b>Business Address</b>	GPO Box 2604 ADELAIDE SA 5001
<b>Phone</b>	1300 364 785
<b>Summary Details</b>	
<b>Summary</b>	This individual is no longer bankrupt under this administration.

The information contained in this extract comes from the National Personal Insolvency Index at the time and date of the extract. If you consider the information contains errors, please contact the Australian Financial Security Authority on 1300 364 785 or visit the website [www.afsa.gov.au](http://www.afsa.gov.au) for more information.

END REPORT

<https://www.southernhighlandnews.com.au/story/1361378/cleary-steps-down/>

# Cleary steps down

Nick Bielby

March 13 2013 - 1:03PM

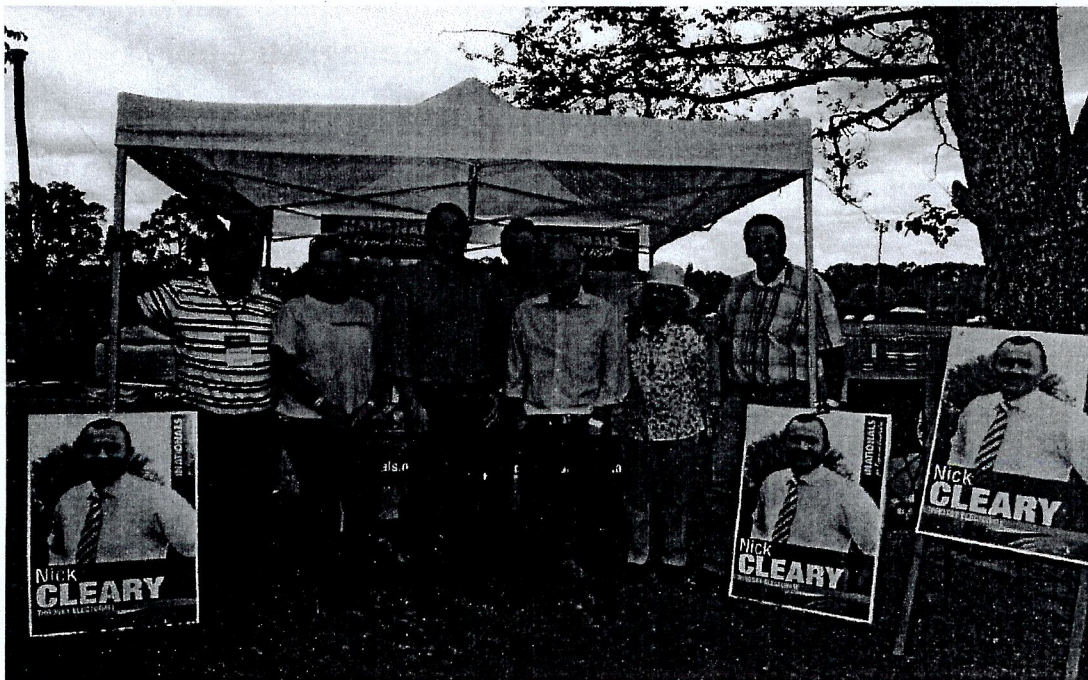
HIGHLANDS-based National Party candidate Nick Cleary has pulled out of the federal election race, citing personal and family reasons.

Mr Cleary said he made the decision on Tuesday to spend time with his five children rather than be the face of the campaign in the lead-up to September's federal election.

He said the decision to stand aside was "100 per cent" his and there were "absolutely no issues" between himself and the National Party.

Mr Cleary has five children under seven-years-old. The youngest is eight-weeks-old.

He said it was not until he "actually faced reality" of how busy life as a federal election candidate did he decide to withdraw. "I can always stand as the candidate for Throsby again, but I can't get that time back with my kids," he said.



However, Mr Cleary also said he would continue to be involved with the campaign of the National Party's replacement candidate.

The Southern Highland News interviewed Mr Cleary at 5pm on Monday about his election platform, which focused on getting better outcomes for Throsby by making it a marginal seat.

If Throsby became a marginal seat, Mr Cleary said, whoever was elected in September would have to "earn" votes by pledging to deliver more outcomes to the region.

Mr Cleary said, as the Throsby Electorate Council chairman, he would be involved in preselecting a new candidate for the seat and he planned on having an active role in the campaign.

He said the platform of making Throsby a marginal electorate would still be the focus of the Nationals and the only change would be that he would no longer be the face of the message.

The time frame for selecting a new candidate will be decided by the National Party's head office.

"What actual role I have in the campaign will be determined once we have a new candidate."

The decision became public after Wednesday's edition of the Southern Highland News went to print. As of Wednesday morning, Mr Cleary's campaign website and Twitter account were both offline.

NSW Nationals state chairman Niall Blair said Mr Cleary's decision was not a surprise.

He said it was based on family and there were no issues between Mr Cleary and the party.

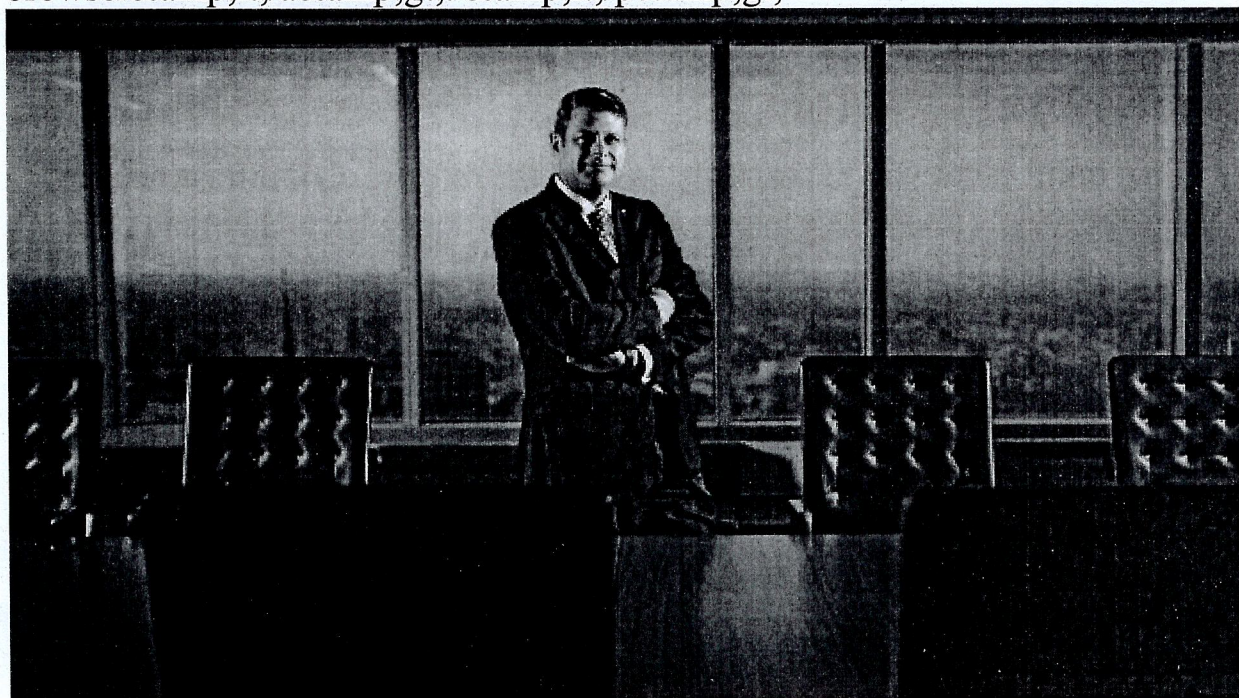
"He'd spoken to me about it in my capacity as chairman," he said. "He is an important part of the National Party and the Southern Highlands."

Mr Blair said a new candidate would be announced once pre-selection closed and there was candidacy "interest from the Highlands".

# Land deal-funded \$200b fast rail is 'potential trainwreck'

- Jul 14 2016 at 5:31 PM
- Updated Jul 14 2016 at 7:03 PM

&lt;p class="notification notification--tertiary"&gt; For full functionality of this site it is necessary to enable JavaScript. Here are the &lt;a href="http://www.enable-javascript.com/" target="\_blank"&gt; instructions how to enable JavaScript in your web browser&lt;/a&gt;. &lt;/p&gt;



Former Victoria Premier and Chairman of Cbus Super Steve Bracks backs the latest plan for a fast train service from Melbourne to Sydney Pictured on April 13, 2016 in Melbourne, Australia. (Photo by Wayne Taylor/Fairfax Media) *Wayne Taylor*  
by **Ben Potter**

Transport experts have dismissed the latest plan to build a fast rail system between Melbourne and Sydney as a potential "financial trainwreck" that fails the economics test because of high costs.

The plan from Consolidated Land and Rail Australia would be funded by speculative land deals aimed at turning rural land worth \$1.2 billion into residential lots worth \$180 billion.

"It appears that this latest fast train proposal is driven by funding opportunities from higher land prices which can be highly speculative and unreliable," said Garry Bowditch, head of the Better Infrastructure Initiative at Sydney University.

Advertisement

Nick Cleary, chairman of Consolidated Land and Rail Australia, the company pushing the \$200 billion plan to build eight new "smart cities" along the fast rail route, said it would be funded entirely from land deals and not need public funding.

Mr Cleary said rural land along the route, which runs via Shepparton, Victoria – the first stage – and Gundagai and Goulburn in NSW to Sydney, could be bought for about \$1000 per block and sold for about \$150,000 a lot.

"That uplift gives you the capacity to fund the rail and civil infrastructure," Mr Cleary, a former dairy farmer and NSW Nationals vice-chairman, told reporters in Melbourne.

"It's a cities and sustainable development plan. It's not a high-speed-rail plan, but high-speed rail is essential."

Consolidated Land and Rail Australia (CLARA) has attracted former NSW premier Barry O'Farrell, former Victorian premier Steve Bracks and former US transport secretary Ray LaHood to its board.

But the company did not release findings of a pre-feasibility study or likely fares, saying this was "commercial in confidence".

Fast rail has foundered on the challenges of funding expensive infrastructure to compete against a highly efficient, privately funded air transport system.

"The airlines will protect their market share aggressively and exercise their ability to price a fair proportion of seats at their marginal costs," Professor Bowditch said.

"This could make a Melbourne-Sydney fast train look more like a financial train wreck very quickly. "

The last federal Labor government costed a Melbourne-Sydney-Brisbane fast rail at \$114 billion but federal Major Projects Minister Paul Fletcher told *The Australian Financial Review's* National Infrastructure Summit last month this was "optimistically low" and the project wasn't a sensible priority.

Transport experts are sceptical of the plan. "You'd have to say it doesn't look like anything more than a property development idea," one expert said.

"It's very hard to see it being at no cost to the government. They [fast rail proposals] have required massive public subsidies and even if they don't, someone has to buy the property."

Brendan Lyon, chief executive of Infrastructure Partnerships Australia, a lobby group, said, "High-speed rail has been on the table many times since the mid-'80s, but has always failed because of high costs and the complexity of getting the long, straight corridors needed for high-speed operations.

"High-speed rail is uniformly popular in the community but the economics make it hard."

Victorian Public Transport Minister Jacinta Allan said she hadn't been briefed on the plan and the government would have to look at it along with others. She said faster rail services had previously led to "a boom" in regional public transport but rail was expensive and financing it was challenging.

The Greens, which took a publicly funded fast rail plan to the election, said a cross-generational project like the fast rail should be built in the nation's interests, "not to suit the profits of private property developers", and be led by federal and state governments.