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George Clooney takes on Catch-22
GREEN GUIDE



SOCIAL MEDIA Joint crackdown launched

Top tech firms vow to block terrorists

EXCLUSIVE
Jennifer Duke

US technology giants Google, Facebook, Microsoft, Amazon and Twitter will join forces as part of an unprecedented push against the sharing of terrorist content in the aftermath of the Christchurch massacre.

In a nine-point agreement, the competing multibillion-dollar businesses pledge to reconsider live-streaming safeguards and to work together to develop tools to improve the detection of extremist violent content.

The deal, the first of its kind, comes amid intensifying global pressure on the companies to be more accountable for stopping violent content on their platforms, after Facebook's live technology was used to share footage of the New Zealand terror attack in February.

BUSINESS
Mobile sector 'intense' amid merger fight
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A joint statement from the companies, released to *The Age*, said the horrifying attacks in New Zealand meant it was "right that we come together, resolute in our commitment to ensure we are doing all we can to fight the hatred and extremism that lead to terrorist violence".

They said: "Terrorism and violent extremism are complex societal problems that require an all-of-society response."

"For our part, the commitments we are making today will further strengthen the partnership that governments, society and the

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City blocked: time to walk the walk

Jewel Topsfield
Melbourne editor

Two city blocks along Elizabeth Street would be closed to cars under a plan to transform one of the last eyesores in Melbourne's CBD into a more pedestrian and cyclist friendly gateway to the city.

Under the plan, to be considered by Melbourne City Council next week, the blocks between La Trobe and Little Lonsdale streets and Little Bourke and Bourke streets would be completely shut off to vehicular traffic.

The area would be revitalised with widened bluestone footpaths, bike lanes and street furniture along with al fresco dining.

The blocks between Little Lonsdale and Lonsdale streets and Bourke and Little Collins Streets would also be blocked to southbound traffic, with footpaths on the eastern side of Elizabeth Street extended to the tram tracks.

Acting lord mayor Arron Wood said the proposals would prioritise access for pedestrians, cyclists and trams in the central retail area from Flinders Street to La Trobe Street.

"We want people to feel more welcome so that when they cross the road from Flinders Street Station they can easily walk down wider bluestone paved footpaths, pop into one of the many retail outlets, take a seat on new street furniture and enjoy al fresco dining."

The plan is believed to be a compromise that takes into account views of traders and others concerned about the impact of road closures.

The current number of on-street
Continued Page 11

Costings row looms in vote battle

David Crowe
Chief political correspondent

The Morrison government will unveil a new round of budget savings to pay for at least \$1.2 billion in spending promises as Labor intensifies its campaign against cuts to services.

The government has chosen the last days of the election campaign to reveal surprise savings to cover the cost of the promises it has made over the past five weeks, but it is ruling out a tax increase to fund its program.

Prime Minister Scott Morrison

will use a major speech today to urge voters to reject Labor's "big tax, big spending agenda" as he campaigns on the economy through to the close of polls on Saturday.

Opposition Leader Bill Shorten

Continued Page 12

'Post-carbon riches await'

EXCLUSIVE
Peter Hartcher
Political editor

Australia has the opportunity to surpass other rich countries to become more prosperous than ever in a post-carbon world, says eminent economist Ross Garnaut.

The nation could become "the superpower of the post-carbon world economy", said the former economic adviser to prime minister Bob Hawke and author of the Hawke government's strategy for economic engagement with Asia.

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City blocked: time to walk the walk

From Page 1

disabled parking spaces and loading bays would be retained in other locations on Elizabeth Street, to ensure deliveries can be made to businesses and there is still parking for people who need to travel to the city by car.

The RACV's senior manager for transport and planning, Peter Kartsidimas, said the council should consider going further with the Elizabeth Street strategy as part of a co-ordinated plan for transport in and around the CBD.

"Elizabeth Street is no longer one of the city's main roads, but pedestrian numbers continue to grow," Mr Kartsidimas said. "RACV supports the transformation of Elizabeth Street to create a safer space for pedestrians, cyclists and better access for trams."

If endorsed by the council on Tuesday night, the project works will be phased in over six years.

The council has also allocated \$2.1 million for redevelopment of the southern end of Elizabeth Street, which former lord mayor Robert Doyle once branded a "crime hot spot" and "ugly duckling".

This will see southbound traffic removed between Flinders Street and Flinders Lane and the area converted into a new public space with trees, bluestone paving, lighting and street furniture.

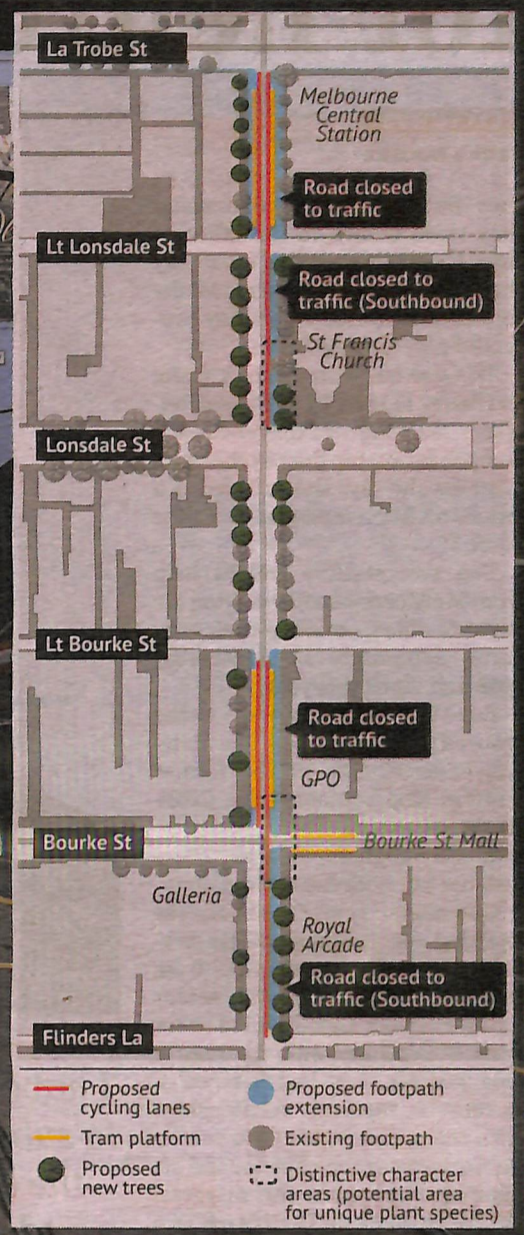
The Elizabeth Street/Flinders Street pedestrian intersection is one of the busiest in the CBD with over 9000 people using it during the morning peak. "Despite the volume of pedestrians, this section of Elizabeth Street is characterised by poor amenity and highly constrained pedestrian space," the council says.

The new public space was delayed by a year due to

WALK THIS WAY: HOW ELIZABETH STREET COULD CHANGE



Elizabeth Street, between Flinders Lane and Flinders Street. Photo: Eddie Jim



construction works on a Flinders Street building, with work now expected to begin early next year.

Transport chairman Cr Frances Gilley said Elizabeth Street already carried fewer cars than many

residential streets. "Pedestrians and people on trams make up 90 per cent of street users but have the least amount of space," Cr Gilley said.

Yuki Yu, the manager of Usquare

variety store between Bourke and Little Bourke streets, said she had heard talk of the area been made pedestrian-only when she moved her store from Chinatown to Elizabeth Street five years ago.

"I'd be very happy if it became pedestrian only. It's very noisy with cars and motorbikes, I think it turns people away, especially tourists," Ms Yu said.

With Michael Fowler

Australia has chance to be 'post-carbon superpower'

From Page 1

The Australian political debate has been preoccupied with the cost of moving to a lower-carbon economy, but work by Professor Garnaut finds that the economic costs would be far outweighed by economic gains.

"Embrace the post-carbon economy, and Australia will greatly expand new minerals processing and chemical manufactures, way beyond the limits of coal, gas and the industries they supported in the past," he said in a Melbourne University lecture last night.

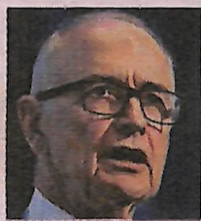
New developments in renewable energy and Australian advantages had made it clearer than ever that the country could "prosper exceptionally in the post-carbon world".

Intelligent climate policy would mean wholesale electricity prices would fall "substantially", he said, offering a competitive advantage. The Melbourne University economics professor said this could be achieved without any need to return to a politically fraught carbon price, a policy he acknowledged had become a "poisoned well".

Australia could reverse the long decline of its metals manufacturing industries and become the most competitive place in the world to smelt aluminium and make steel.

"In a zero-carbon world economy, there

would be no economic sense in any aluminium or iron smelting in Japan or Korea, not much in Indonesia, and enough to cover only a modest part of domestic demand in China and India," Professor Garnaut said. Processing iron ore and bauxite onshore would double the number of jobs Australia generates through its coal and oil sectors, he said.



Ross Garnaut

Professor Garnaut was commissioned by the Rudd government and the states to lead two reviews of Australian climate policy. His lecture last night was the last in a series of six to update those reviews.

He said that the "immediate costs" of moving towards a zero-emissions economy were today "much lower" than he had anticipated in his reviews in 2008 and 2011, largely because of improvements in renewable technology. He said Australia could plausibly achieve zero net carbon emissions by 2040.



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