

~~I would just make the point that there are many people who will want to present material to the commission who will not want to do it in a public hearing. They should be given the right to do it in whatever way suits them, and that is what will happen.~~

~~I repeat: 'They should be given the right to do it in whatever way suits them, and that is what will happen,' said the 'can't do' Premier of Queensland.~~

~~I have met with flood affected businesses representing over 130 businesses in the Rocklea area and their legal representatives. Those legal representatives did in fact, on behalf of those 130 businesses who were flood affected, seek leave to appear before the commission. Their first submission to seek leave to appear before the commission was refused, and we have raised that issue in this House. Their second submission to the commission—~~

~~Government members interjected.~~

~~Mr BLEIJIE: Mr Deputy Speaker, I take personal offence when government members laugh at the fact that 130 businesses represented by legal counsel could not get leave to appear before a commission.~~

~~Mr WILSON: I rise to a point of order, Mr Deputy Speaker. The member clearly does not understand the separation of powers. It is a matter for the royal commissioner to determine who should appear before them and who should not.~~

~~Mr DEPUTY SPEAKER (Mr Hoolihan): Order! That is not a—~~

~~Mr BLEIJIE: And I—~~

~~Mr DEPUTY SPEAKER: Member for Kawana, please resume your seat. That is not a point of order. I call the member for Kawana.~~

~~Mr BLEIJIE: Perhaps the minister should know the standing orders in this House.~~

~~Mr DEPUTY SPEAKER: Member for Kawana, your comments are offensive to the chair and they will be withdrawn or I will sit you down.~~

~~Mr BLEIJIE: I withdraw. This commission of inquiry is set up so people can seek leave to appear before it. The Premier has said in this place that, through whatever means necessary, people will have the right. They sought leave to appear and represent the 130 businesses that were flooded, and they have been denied access twice. I table for the benefit of the House two documents with both refusals.~~

~~Tabled paper: Copy of a letter, dated 7 March 2011, from the Queensland Floods Commission of Inquiry to Hawthorn Cuppaidge & Badgery regarding an application for leave to appear at hearings conducted by the commission.~~


~~Tabled paper: Copy of a letter, dated 17 March 2011, from the Queensland Floods Commission of Inquiry to Hawthorn Cuppaidge & Badgery regarding leave to appear before the commission.~~

~~(Time expired)~~

~~Mr DEPUTY SPEAKER: The time for private members' statements has expired.~~

## TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL

### First Reading

 **Hon. A PALASZCZUK** (Inala—ALP) (Minister for Transport and Multicultural Affairs) (12.05 pm): I present a bill for an act to amend the Adult Proof of Age Card Act 2008, Building Act 1975, Criminal Code, Electrical Safety Act 2002, Electricity Act 1994, Environmental Protection Act 1994, Tow Truck Act 1973, Transport Infrastructure Act 1994, Transport Operations (Marine Safety) Act 1994, Transport Operations (Passenger Transport) Act 1994, Transport Operations (Road Use Management) Act 1995, Transport Operations (Road Use Management—Driver Licensing) Regulation 2010, Transport Planning and Coordination Act 1994 and Transport (Rail Safety) Act 2010 for particular purposes. I present the explanatory notes, and I move—

That the bill be now read a first time.

Question put—That the bill be now read a first time.


Motion agreed to.

Bill read a first time.

Tabled paper: Transport and Other Legislation Amendment Bill 2011.

Tabled paper: Transport and Other Legislation Amendment Bill 2011, explanatory notes.

### Second Reading

 **Hon. A PALASZCZUK** (Inala—ALP) (Minister for Transport and Multicultural Affairs) (12.06 pm): I move—

That the bill be now read a second time.

The Transport and Other Legislation Amendment Bill 2011 makes a number of important amendments to transport legislation. Major changes mean a more cost-effective and efficient construction of Gold Coast Rapid Transit. Further changes proposed in the bill mean more options for police to crack down on high-risk drink drivers. Finally, provisions included in the bill also allow for the creation of court ordered exclusion orders that would prohibit a person from using the public transport network in certain circumstances.

Gold Coast Rapid Transit is a key element of the Queensland government's, the federal government's and Gold Coast City Council's plan to ease traffic congestion on the Gold Coast. Stage 1 of the project will lead to a reduction in car trips of 30,500 per day. The bill makes further enhancements to transport legislation to support the establishment and delivery of the Gold Coast Rapid Transit light rail project by streamlining processes for the delivery of infrastructure on the Gold Coast. For example, amendments to the Transport Infrastructure Act 1994 will: enable cost-effective construction and operation of the project; reduce administrative burdens and risk pricing by the bidding consortia by simplifying processes; and clarify the existing legislative framework, which enables a public-private partnership operator franchise to construct and operate light rail transport infrastructure.

The Bligh government is committed to addressing the challenges of road safety in our state. Last year's road toll was the lowest we have had since detailed records began more than 50 years ago. The government is committed to doing all we can to see that this result is maintained and indeed improved.

This bill amends the Transport Operations (Road Use Management) Act 1995 to introduce a range of reforms to our drink-driving laws in an effort to improve road safety. Research tells us that a person driving with a blood alcohol level of .10 is five times more likely to be involved in a crash than a person with a zero blood alcohol level. Today we are introducing a new middle alcohol limit offence for drink drivers.

The bill creates an offence for drivers with an alcohol level of .10 up to .15. The maximum penalty for these drivers will be increasing from \$1,400 to \$2,000 and the court can disqualify them from driving for between three and 12 months. In addition, a person charged with the new middle alcohol limit offence will have their driver licence immediately suspended. This extends the existing suspensions that apply for those with an alcohol level of more than .15. This will ensure that all drivers detected with higher levels of alcohol will lose their driving privileges until they have been dealt with by the courts. We want people to be safe on our roads. We want to reduce the injury, death and trauma associated with road crashes.

017 Currently, drivers can be tested for alcohol up to two hours after they were driving. The bill extends that period to three hours. It also allows a police officer who detains a suspected drink driver to operate the breath-analysing instrument. Currently, another officer must operate the instrument. These reforms will be of particular assistance in rural and remote regions of the state where testing equipment and additional police officers may not be readily available. They will also stop drink drivers escaping justice.

Holding a Queensland driver's licence is a privilege and these laws are aimed at keeping drink drivers off our roads. Tragically, people continue to be killed and injured on our roads because of drink driving. The Queensland government recognises the devastation that drink driving can have on people, on their families and on the broader community.

I signal today that I believe more can be done in relation to testing people for alcohol where a road crash has occurred. I am currently examining the feasibility of making it standard practice to test a person who attends hospital as a result of a road crash. Introducing a compulsory blood testing program could assist in the identification and prosecution of drink drivers. This is an issue of importance to the government and I intend to finalise a policy position in coming months.

Late last year, with improving public safety in mind, changes were made to the Liquor Act which included the creation of civil and criminal orders which ban troublemakers from drink-safe areas, hotels and other liquor premises. While the House made amendments to the Passenger Transport Act in 2008 that introduced criminal based public transport exclusion orders, the creation of a complementary civil regime, in line with the recent liquor changes, will further assist the courts in dealing with troublemakers on public transport in a targeted and proportionate manner.

Further, the recently created liquor regime, coupled with these transport changes, contribute to a strong whole-of-government stand against antisocial behaviour. Under the new civil transport regime, those acting violently on public transport or those racking up more than 10 penalty infringement notices, for such things as fare evasion, in any one year will be held accountable for their antisocial behaviour. This will go a long way to promoting the safety and security of passengers on our public transport network and protecting public transport infrastructure. I commend this bill to the House.

Debate, on motion of Ms Simpson, adjourned.