

~~who are senior or ordinary members to sit as judicial members on a broader range of matters and removing some restrictions on the exercise of stated powers. Finally, the bill includes amendments to the Trustee Companies Act 1968 in relation to the transfer of trustee company business to another trustee company and to the Public Trustee. These amendments contained in this bill further demonstrate the government's commitment to getting Queensland back on track. On that note I commend the bill to the House.~~

~~First Reading~~



~~Hon. JP BLEIJIE (Kawana LNP) (Attorney General and Minister for Justice) (12.45pm): 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.~~

~~Referral to the Legal Affairs and Community Safety Committee~~

~~Mr DEPUTY SPEAKER (Mr Berry): Order! In accordance with standing order 131, the bill is now referred to the Legal Affairs and Community Safety Committee~~

TRANSPORT OPERATIONS (PASSENGER TRANSPORT) AND OTHER LEGISLATION AMENDMENT BILL

Introduction



Hon. SA EMERSON (Indooroopilly—LNP) (Minister for Transport and Main Roads) (12.46 pm): I present a bill for an act to repeal the Transport Operations (TransLink Transit Authority) Act 2008, to amend the Transport Operations (Passenger Transport) Act 1994 and to make consequential or minor amendments of other acts mentioned in the schedule, for particular purposes. I table the bill and explanatory notes. I nominate the Transport, Housing and Local Government Committee to consider the bill.

Tabled paper: Transport Operations (Passenger Transport) and Other Legislation Amendment Bill 2012.

Tabled paper: Transport Operations (Passenger Transport) and Other legislation Amendment Bill 2012, explanatory notes.

I am pleased to present this bill which will dissolve TransLink as a statutory authority by repealing the TransLink Act and allowing for the formal transfer of TransLink's functions to the Department of Transport and Main Roads. This is a very important bill as it forms part of this government's reform program aimed at returning prosperity, accountability and opportunity to Queensland. We need to lower the cost of living pressures on families by cutting waste, delivering better infrastructure and planning, revitalising front-line services and restoring accountability. This bill is aimed directly at achieving these actions and is about getting Queensland, its finances and its public transport back on track.

Public transport service delivery across Queensland has been operating under two separate government bodies since 2008; doing essentially the same task but for different areas of the state. Dissolving TransLink as a statutory authority and making one division within the department, TransLink Division, accountable for passenger transport service delivery state-wide removes this wasteful duplication. It is a leap forward in restoring public confidence in public transport which was so heavily eroded under the previous Labor government. Under this approach, the department will be fully responsible for service delivery across various modes including urban buses, long-distance coaches, passenger rail, taxis, limousines, ferry and regional air services. Passenger transport users and the general community right across Queensland will benefit from this new delivery model aimed at eliminating duplication and waste and cutting red tape.

Our operators across the state have also been impacted by this role duplication and inefficiency. For example, some operators provide services both inside and outside the south-east Queensland region and currently have to deal with two government bodies on different contracts. I can understand how this interface with multiple areas has led to frustration for these operators.

The bill will benefit those operators by providing a single interface for any operator regardless of where they are in the state. Finding efficiencies in the state's public transport network is imperative if we want to maintain the viability, affordability and sustainability of public transport services across Queensland. This will also be critical if we want to improve the efficiency of networks regionally, particularly in key regional urban centres such as Townsville, Cairns and Mackay where the population is growing rapidly.

All Queensland government transport services will be integrated for the first time under the TransLink banner. TransLink is a widely recognised brand here in South-East Queensland and is known for delivering high-quality services. While TransLink will no longer be a statutory authority as a result of this bill, its brand will continue and be expanded state-wide. All Queenslanders will benefit from having a single organisation for public transport related issues and this will be housed and transitioned under the TransLink brand. Integrating TransLink into the Department of Transport and Main Roads will improve service outcomes for public transport users and providers. Whether it is a regional bus operator dealing with the department, a taxi driver renewing their driver authorisation or a member of the public inquiring about an everyday service important to them, there will be one entity and that entity, again, will be accountable to Queenslanders.

So what is my vision for the TransLink Division in the Department of Transport and Main Roads? It is simple: a real focus on service delivery with a five-year planning horizon, a strong customer focus and continual improvement in all aspects of public transport service delivery. I want to build on the positive initiatives delivered by the TransLink Transit Authority over the past few years to expand and improve service delivery state-wide.

This bill includes amendments that will provide that level of accountability in government that Queenslanders expect and deserve. TransLink was tasked with investigating commercial opportunities to generate revenue and reduce the overall level of government subsidy required to deliver public transport. Every dollar counts, so it is important these commercial aspects continue to offset public transport costs wherever possible. Under the new centralised structure, the department will continue these activities and continue to seek out opportunities for generating revenue from the network. This approach will help to minimise the burden on the Queensland taxpayer and help achieve one of this government's key objectives, addressing public transport affordability.

The bill includes safeguards to provide certainty for operators, contracted parties and TransLink employees. These safeguards ensure that any rights or entitlements owed by TransLink are preserved on its dissolution and transferred to the state. The bill also makes minor administrative amendments to the Transport Operations (Passenger Transport) Act 1994 to ensure the safe and efficient delivery of public passenger transport. Some key minor amendments include enhancing administrative processes for civil banning order applications and allowing transit officers to enforce offences at bus stops.

The other amendments are administrative in nature. Civil banning orders were introduced in 2011 as a civil court based mechanism to deter troublemakers on the public transport network. I think I am safe to say that the original legislation was rushed and as a consequence we have seen some administrative issues emerge that impact on the deterrence value of those orders. Further amendments in the bill will assist our transit officers to deal with offenders at bus stops by broadening the meaning of public transport infrastructure to include bus stops.

In conclusion, the Newman government is committed to the delivery of affordable, reliable and frequent public transport. This bill will help achieve that by eliminating duplication and restoring accountability for public transport. This can only be a positive step for the state's public transport network. I commend the Bill to the House.

First Reading



Hon. SA EMERSON (Indooroopilly—LNP) (Minister for Transport and Main Roads) (12.53 pm): 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.

Referral to the Transport, Housing and Local Government Committee

Mr DEPUTY SPEAKER (Mr Berry): Order! In accordance with standing order 131, the bill is now referred to the Transport, Housing and Local Government Committee.

~~DISABILITY SERVICES (YOUR LIFE YOUR CHOICE) AMENDMENT BILL~~

~~Introduction~~



~~**Hon. TE DAVIS** (Aspley—LNP) (Minister for Communities, Child Safety and Disability Services) (12.54 pm): I present a bill for an act to amend the Disability Services Act 2006 to enable people with a disability to receive funding to obtain disability services. I table the bill and explanatory notes and I nominate the Health and Community Services Committee to consider the bill.~~