

~~Queensland staff will return to the department and will effectively contribute to the important reforms of the training system, including as secretariat support to the Ministerial Industry Commission.~~

~~The implementation of the bill will not result in any additional cost to government. It is anticipated that with the establishment of the Ministerial Industry Commission and the abolition of Skills Queensland with certain functions being returned to the department, there will be a saving of approximately \$1 million per annum. This government is committed to genuine sustainable reform for Queensland's VET sector. The abolition of Skills Queensland and the establishment of the Ministerial Industry Commission support effective partnering between the government, industry and employers to meet the challenge of aligning training and funding to job opportunities.~~

~~The bill also amends the TAFE Queensland Act 2013 to enable TAFE staff to continue to be employed on a temporary basis. TAFE Queensland was established under the TAFE Queensland Act 2013, which commenced on 1 July 2013. TAFE Queensland will be the public provider of vocational education and training in Queensland. By mid-2014, TAFE Queensland will take over the existing network of TAFE institutes currently run by my department. It is essential for its effective operation that TAFE Queensland has capacity to continue to employ staff under temporary employment arrangements. I commend the bill to the House.~~

First Reading

~~**Hon. JH LANGBROEK** (Surfers Paradise LNP) (Minister for Education, Training and Employment) (12.52 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 Education and Innovation Committee

~~**Mr DEPUTY SPEAKER** (Dr Robinson): Order! In accordance with standing order 131, the bill is now referred to the Education and Innovation Committee.~~

TRANSPORT LEGISLATION (PORT PILOTAGE) AMENDMENT BILL

Introduction



Hon. SA EMERSON (Indooroopilly—LNP) (Minister for Transport and Main Roads) (12.52 pm): I present a bill for an act to amend the Maritime Safety Queensland Act 2002, the Transport Infrastructure Act 1994 and the Transport Operations (Marine Safety) Act 1994 for particular purposes. I table the bill and the explanatory notes. I nominate the Transport, Housing and Local Government Committee to consider the bill.

Tabled paper: Transport Legislation (Port Pilotage) Amendment Bill 2013.

Tabled paper: Transport Legislation (Port Pilotage) Amendment Bill 2013, explanatory notes.

I am pleased to introduce the Transport Legislation (Port Pilotage) Amendment Bill 2013 to the parliament. The bill will amend existing Queensland legislation to devolve the provision and delivery of port pilotage services from Maritime Safety Queensland to the government owned port authorities located north of Brisbane. These changes will mean MSQ can concentrate on its core responsibilities, focusing on its role as a safety regulator.

The Newman government is committed to ensuring pilotage services across Queensland are safe, sustainable and accessible. The feedback we received from industry also reinforces that pilotage services must be reliable and responsive to supply chain pressures. Currently, we have a situation where operations can be delayed because local ports have to check in with MSQ in Brisbane before making any decisions. Changes to the bill will mean greater flexibility for local ports to make on-the-spot decisions that are safe for industry and the environment.

Devolving the responsibility to port authorities will also increase the opportunities for pilots and pilotage services to be better integrated into regional port management and operational arrangements. This will drive further efficiencies at a time when we are seeing an increase in shipping movements. Demands on the port network are increasing and it is important we balance commercial

demands of commodity and trading interests while maintaining a high level of safety standards, managing any impact to the environment. Annually, there are around 10,000 piloted movements facilitating the import and export of 220 million tonnes of cargo in the ports located north of Brisbane. The Port of Brisbane alone has 6,000 piloted movements with 33 million tonnes of cargo.

Port pilotage is a compulsory service, applied to most ships 50 metres and longer that visit Queensland ports. A marine pilot is a qualified ships master who has a high level of skills in ship handling and a detailed knowledge of the port area in which they work. Marine pilots have the difficult task of manoeuvring very large vessels in what can sometimes be congested waterways with a number of environmental factors to consider. It is the responsibility of the pilot to assist the master of the ship to operate safely within the pilotage area. Due to their local knowledge, a pilot reduces the risks to port infrastructure and the marine environment associated with ship movements.

There are 69 marine pilots and 14 pilot vessel transfer crew members currently employed by MSQ and it is a legislative requirement that pilots may only carry out their duties if they are employed by or are acting under an agreement with MSQ. This service delivery is currently provided either under contract, as in the Port of Brisbane, or through pilots directly employed by MSQ. The bill will facilitate the transfer of the responsibility for the provision, or to arrange provision of, pilotage services along with employees, assets and liabilities necessary to undertake this function from MSQ to port authorities. This legislation provides the ability for port authorities to develop innovative business solutions around the delivery of service while maintaining the state's enviable safety record. The bill also places a general safety obligation on entities in the provision of pilotage services and ensures that this safety obligation is extended to parties who may be contracted to deliver this service.

As a government, we want to retain experienced and talented marine pilots in Queensland. In the current environment, once pilots are trained there is no guarantee that they will be retained within government as there is competition for their services interstate. Placing them with local port authorities will mean local decision making and lessen the likelihood of them leaving to take up positions interstate. Under the proposed legislation, all 69 pilots will remain in their current positions with no changes to their conditions. During the transition provision, the state government will retain responsibility for pricing, ensuring the same level of service delivery. Overall, this bill will reduce red tape, keep local talent in Queensland and help ports in Queensland to drive efficiencies to respond to the current industry demand. I commend this bill to the House.

First Reading

Hon. SA EMERSON (Indooroopilly—LNP) (Minister for Transport and Main Roads) (12.58 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 (Dr Robinson): Order! In accordance with standing order 131, the bill is now referred to the Transport, Housing and Local Government Committee.

Sitting suspended from 12.58 pm to 2.30 pm

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~~FAMILY RESPONSIBILITIES COMMISSION AMENDMENT BILL~~

~~Introduction~~

 **Hon. GW ELMES** (Noosa—LNP) (Minister for Aboriginal and Torres Strait Islander and Multicultural Affairs and Minister Assisting the Premier) (2.30 pm): I present a bill for an act to amend the Family Responsibilities Commission Act 2008 for particular purposes. I table the bill and the explanatory notes. I nominate the Health and Community Services Committee to consider the bill.

Tabled paper: Family Responsibilities Commission Amendment Bill 2013.

Tabled paper: Family Responsibilities Commission Amendment Bill 2013, explanatory notes.