

~~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 State Development, Infrastructure and Industry Committee~~

~~Madam DEPUTY SPEAKER (Mrs Cunningham): Order! In accordance with standing order 131, the bill is now referred to the State Development, Infrastructure and Industry Committee.~~

## PORTS BILL

### Introduction



**Hon. JW SEENEY** (Callide—LNP) (Deputy Premier and Minister for State Development, Infrastructure and Planning) (3.17 pm): I present a bill for an act to provide for the development of ports through long-term planning while protecting and managing environmental assets, to amend the State Development and Public Works Organisation Act 1971 and the Transport Infrastructure Act 1994 for particular purposes, and to make consequential or minor amendments of this act and other legislation mentioned in schedule 2. I table the bill and the explanatory notes. I nominate the State Development, Infrastructure and Industry Committee to consider the bill.

*Tabled paper:* Ports Bill 2014.

*Tabled paper:* Ports Bill 2014, explanatory notes.

The bill I present will provide greater certainty for the development of our major ports through a rigorous approach to planning, will amend the State Development and Public Works Organisation Act and the Transport Infrastructure Act 1994 and will make consequential or minor amendments to other legislation that is mentioned in schedule 2.

027 This bill delivers on the government's commitment in the Queensland Ports Strategy to drive Queensland's economic growth while protecting and managing the state's outstanding environmental assets. The significant reforms proposed in the bill will deliver greater certainty for industry about the future development of our ports by providing for detailed upfront consideration of port planning needs and potential impacts in line with the long-term economic goals of a port. It will also provide certainty for other stakeholders of the government's intention to properly manage the potential impacts of port development.

The bill coordinates and integrates port planning in line with the government's objective to create the best planning system in Australia. In doing this, it recognises the importance and contribution of good port planning to supercharging the Queensland economy. If enacted, the bill will establish priority port development areas, or PPDAs, upon the making of a master plan at the ports of Abbot Point, Gladstone, Hay Point/Mackay and Townsville. The government will facilitate staged, incremental expansion of port and terminal capacity to meet emerging demand in line with the long-term plans at each port within the defined priority port development area. The bill will improve the state-wide port planning framework for ports through regulatory streamlining. It will restrict any significant port development within and adjoining the Great Barrier Reef World Heritage area to within existing port limits until the end of 2022. The bill will also prohibit dredging within and adjoining the Great Barrier Reef World Heritage area for the development of new or the expansion of existing port facilities outside the areas declared as priority port development areas until the end of 2024. This prohibition addresses the UNESCO World Heritage Committee recommendations regarding the conservation of the Great Barrier Reef World Heritage area and will ensure that the most pristine areas of the Great Barrier Reef are protected while concentrating sustainable port development at Queensland's long established major ports.

The bill also proposes planning reform for Queensland ports that will not have a priority port development area declared. These reforms will lift the standard of port planning and increase the transparency and consistency of port planning across the state. The new planning processes provided for in this bill will strengthen the protection of Queensland's land and marine based environmental values, including the Great Barrier Reef, from unacceptable or unsustainable impacts. While regulation of port planning in Queensland has historically focused on land use planning within port boundaries, the bill proposes that port planning will require consideration of issues beyond the traditional port boundaries—taking into consideration factors such as surrounding infrastructure and

supply chain connections, transport corridors, environmental and community values, and surrounding land use activities that may in the future impact on the activities of the port. The proposed new planning process will require identification of land and marine based environmental values, including outstanding universal value, matters of national environmental significance, matters of state environmental significance and matters of local environmental significance. The bill also proposes that plans articulate strategies to manage any impacts on these values according to the 'avoid, mitigate, offset' hierarchy of principles.

A draft priority port development area planning guideline has been developed to both Queensland and Commonwealth assessment and approval standards and to assist in the PPDA planning process. I will make this guideline available and announce the commencement of public consultation on these draft guidelines. The bill also includes minor amendments to part 4A of the State Development and Public Works Organisation Act 1971. These amendments would allow the Coordinator-General to assess and approve development activities within the PPDA that impact on Commonwealth environmental matters once an approval bilateral agreement made under the Environment Protection and Biodiversity Conservation Act 1999 has been finalised. These amendments will contribute to reducing duplication between the Queensland and Australian government environmental assessment and approval processes and result in streamlining benefits under an approval bilateral agreement.

It is the government's intention to include the Port of Brisbane in the legislation. However, due to the complex nature of the port's current lease arrangements and obligations under the Transport Infrastructure Act 1994, it was not possible to include the Port of Brisbane as a PPDA at this time. The Port of Brisbane has been a strong supporter of the Queensland Ports Strategy and is working with the government to transition at its earliest opportunity. In the interim, the Port of Brisbane continues to operate under the Transport Infrastructure Act.

The Ports Bill before the House today is one that has been drawn up with extensive consultation with all stakeholders following the release of the Queensland Ports Strategy almost 12 months ago. There has been extensive consultation not only with port users but port authorities and more especially with the Commonwealth government in relation to the application of this bill to the shared goal that both we as a state government and the federal government have of ensuring that this sort of essential infrastructure can be provided in an area where the sensitivities of the Great Barrier Reef are always front of mind. The bill before the House today seeks to protect the identified ports that are essential to Queensland's future economic growth and future economic wellbeing and that are therefore critically important to the futures of every Queenslanders while at the same time ensure that the values of the Great Barrier Reef that are also recognised and held dear by every Queenslanders are protected into the future.

### First Reading

**Hon. JW SEENEY** (Callide—LNP) (Deputy Premier and Minister for State Development, Infrastructure and Planning) (3.24 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 State Development, Infrastructure and Industry Committee

**Madam DEPUTY SPEAKER** (Mrs Cunningham): Order! In accordance with standing order 131, the bill is now referred to the State Development, Infrastructure and Industry Committee.

## ~~RETAIL SHOP LEASES AMENDMENT BILL~~

### Introduction

 **Hon. JP BLEIJIE** (Kawana—LNP) (Attorney-General and Minister for Justice) (3.25 pm): I present a bill for an act to amend the Retail Shop Leases Act 1994 for particular purposes. I table the bill and explanatory notes. I nominate the Legal Affairs and Community Safety Committee to consider the bill.