

~~We were the ones who signed the accord with the firefighters union, but we have also in this bill made the protection for rural fires better. They cannot wait any longer.~~

017 ~~As the honourable shadow infrastructure and planning minister said, how long do they have to wait? A firefighter may contract one of the 12 specified cancers in a week or two and they should have protection as soon as possible. This House has an opportunity to show the real bipartisanship that can be achieved in a hung parliament. I ask all members, particularly the crossbenchers, to look at 13 July before we come back to the House. It is only a reporting date. It does not mean that the House debates the laws by that date. It is three months after that. The six month period that members opposite go on about is a maximum period. The House can look at it before six months.~~

~~Mr Hinchliffe: The way to deal with it is by the Committee of the Legislative Assembly. That is the bipartisan way to do it.~~

~~Mr BLEIJIE: The Committee of the Legislative Assembly answers to this House. This is a private member's bill, and as a member of parliament I have moved a motion before the House for the House to deal with. I am saying that the committee only has to produce a report by 13 July and then the House will deal with it in the normal set of circumstances. But at least get the investigations underway and the hearings underway so firefighters can have a voice in the next six weeks. Let us not delay this until the end of the year like other bills. I have full confidence that committee members will be able to attend to this in six weeks time. I implore members of the government to support 13 July as the reporting date. I implore the crossbenchers to support the reporting date of 13 July. It is a six week period, which is sufficient to deal with such an important matter for this hung parliament. >~~

~~Division: Question put—That the motion be agreed to.~~

**AYES, 42:**

~~LNP, 42—Barton, Bates, Bennett, Bleijie, Boothman, Costigan, Cramp, Crandon, Cripps, Davis, Dickson, Elmes, Emerson, Frecklington, Hart, Krause, Langbrook, Last, Leahy, Mander, McArdle, McEachan, McVeigh, Millar, Minnikin, Molhoek, Nicholls, Perrett, Powell, Rickuss, Robinson, Rowan, Seeney, Simpson, Smith, Sorensen, Springborg, Stevens, Stuckey, Walker, Watts, Weir.~~

**NOES, 44:**

~~ALP, 43—Bailey, Boyd, Brown, Butcher, Byrne, Crawford, D'Ath, de Brenni, Dick, Donaldson, Enoch, Farmer, Fentiman, Furner, Gilbert, Grace, Harper, Hinchliffe, Howard, Jones, Kelly, King, Lauga, Linard, Lynham, Madden, Miles, Miller, O'Rourke, Palaszczuk, Pearce, Pease, Pegg, Pitt, Power, Pyne, Russo, Ryan, Saunders, Stewart, Trad, Whiting, Williams.~~

~~INDEPENDENT, 1—Gordon.~~

~~Resolved in the negative.~~

## <SUSTAINABLE PORTS DEVELOPMENT BILL

### Introduction



**Hon. AJ LYNHAM** (Stafford—ALP) (Minister for State Development and Minister for Natural Resources and Mines) (4.46 pm): <I present a bill for an act to provide for the protection >of the Great Barrier Reef World Heritage Area through managing port related development in and adjacent to the area, and to amend this act, the Transport Infrastructure Act 1994 and the legislation mentioned in schedule 2 for particular purposes. I table the bill and the explanatory notes. I nominate the Infrastructure, Planning and Natural Resources Committee to consider the bill.

*Tabled paper:* Sustainable Ports Development Bill.

*Tabled paper:* Sustainable Ports Development Bill, explanatory notes.

I am pleased to introduce the Sustainable Ports Development Bill 2015. This is my first bill introduced to the House. The bill actions key port related Queensland government commitments under the Reef 2050 Long-Term Sustainability Plan. Its purpose is to protect the Great Barrier Reef World Heritage Area by managing port related development. Port development in and adjacent to the Great Barrier Reef World Heritage Area will be managed sustainably.

Under this proposed legislation, the Queensland government will ban sea based disposal of any port related capital dredged material in the Great Barrier Reef World Heritage Area. Along the Great Barrier Reef coast, port related capital dredging will be restricted to within the long-established port limits of the regional ports of Gladstone, Hay Point-Mackay, Abbot Point and Townsville. These are priority ports operating in and adjacent to the Great Barrier Reef World Heritage Area. Where expansion is necessary within these four priority ports, the bill mandates the beneficial reuse of

dredged material. If beneficial reuse is not possible, the bill mandates disposal on land only where it is environmentally safe to do so. These provisions match the government's election commitments.

Through the bill, port development will be concentrated in these four priority ports and be restricted to within long-established port limits. There will be no new Great Barrier Reef ports. We can confirm to UNESCO that we are protecting greenfield areas from the impacts of port development. The development of port facilities will not be permitted in the state controlled Great Barrier Reef Coast Marine Park. The Port of Rockhampton, also known as Port Alma, is not a priority port. We will protect the Fitzroy Delta, Keppel Bay and North Curtis, as we have promised. These areas will not be included in the master planning area for the Gladstone priority port.

For the first time in Queensland, the bill will legislate for long-term port master planning. Mandatory port master planning at four priority ports will ensure sustainable growth. The priority ports are key conduits for a wide range of major industries that are essential to the Queensland economy and our way of life. These ports are major economic drivers for Queensland. Sustainable development of these ports is crucial if we are to meet our commitment to grow the Queensland economy, including our regional economies, and jobs. This bill is a critical step forward to support sustainable port development and sends a strong message about the government's commitment to better manage the impacts of this development on the environment.

The bill will provide protection of the Great Barrier Reef in a highly considered way. Government led master planning will maintain the roles of experienced planning authorities. It will, however, ensure that in future development decisions reflect a coordinated approach to planning. It acknowledges the crucial relationship of ports with supply chains, with a region, with a community and, most importantly, with a sensitive ecosystem as well as a port network. It will bring together important local issues such as the regional economy and job creation, the protection of sensitive environments, and the preservation of community values through an inclusive and well-considered port vision. Port master planning will enable coordinated planning of land and marine areas by identifying port state interests. State interests may be economic, community or environmental interests which may be affected by existing uses of the port and future development of the port. A critical outcome of port master planning is a port overlay which will be a regulatory tool to implement the state's interests in a master planned area. Through the port overlay the government will ensure that port state interests will be considered in all planning decisions made in a master planned area. While planning instruments must in time reflect the requirements of the port overlay, it is essential to note that existing planning entities will retain autonomous decision-making power.

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Under this bill, Queensland will lead the way on environmental protection and require planning entities to agree on stated objectives and management measures for key environmental values. Environmental and community values beyond the traditional port boundary, particularly marine areas, will be identified and managed through master planning. Master planning will ensure that the outstanding universal value of the Great Barrier Reef World Heritage Area is an intrinsic consideration of port development, management, governance and planning at the priority ports.

The Queensland government will facilitate development to optimise the use of existing infrastructure but only where it is in line with the principles of ecologically sustainable development. Importantly, port master planning will be carried out in consultation with stakeholders and the wider community. The bill will require mandatory public consultation before port master plans are finalised. Queenslanders will have a voice in the planning process of major ports operating in and adjacent to the Great Barrier Reef World Heritage Area.

The Sustainable Ports Development Bill 2015 is only the beginning of the Queensland government's implementation of the Reef 2050 Long-Term Sustainability Plan commitments. It is designed to give effect to our commitments on port development. There are a number of other pieces of legislation and mechanisms that the government will use to meet our other reef promises. This bill is an integral part of demonstrating Queensland's commitment to protecting and managing the reef. Not only will it improve port planning practices in Queensland—most importantly, it will set a new national standard in sustainable port development reflecting international best practice and the recommendation of the UNESCO World Heritage Committee. I commend the bill to the House.

### First Reading

**Hon. AJ LYNHAM** (Stafford—ALP) (Minister for State Development and Minister for Natural Resources and Mines) (4.54 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 Infrastructure, Planning and Natural Resources Committee

**Mr DEPUTY SPEAKER** (Mr Furner): Order! In accordance with standing order 131, the bill is now referred to the Infrastructure, Planning and Natural Resources Committee.

### Portfolio Committee, Reporting Date



**Hon. AJ LYNHAM** (Stafford—ALP) (Minister for State Development and Minister for Natural Resources and Mines) (4.54 pm), by leave, without notice: I move—

That under the provisions of standing order 136 the Infrastructure, Planning and Natural Resources Committee report to the House on the Sustainable Ports Development Bill by 1 September 2015.>

Question put—That the motion be agreed to.

Motion agreed to.

## ~~HOLIDAYS AND OTHER LEGISLATION AMENDMENT BILL~~

### ~~Introduction~~



**Hon. CW PITT** (Mulgrave—ALP) (Treasurer, Minister for Employment and Industrial Relations and Minister for Aboriginal and Torres Strait Islander Partnerships) (4.55 pm): ~~I present a bill for an act to amend the Holidays Act 1983 and the Industrial Relations Act 1999 to restore the days on which public holidays are to be observed for Labour Day and the Birthday of the Sovereign, and to amend the Adult Proof of Age Card Act 2008, the Police Powers and Responsibilities Act 2000, the Tow Truck Act 1973, the Transport Operations (Marine Safety) Act 1994, the Transport Operations (Passenger Transport) Act 1994, the Transport Operations (Road Use Management) Act 1995 and the Transport Planning and Coordination Act 1994 for particular purposes. I table the bill and the explanatory notes. I nominate the Finance and Administration Committee to consider the bill.~~

~~Tabled paper: Holidays and Other Legislation Amendment Bill.~~

~~Tabled paper: Holidays and Other Legislation Amendment Bill, explanatory notes.~~

~~I present and table the Holidays and Other Legislation Amendment Bill 2015 to amend the Holidays Act 1983 and the Industrial Relations Act 1999 to restore the days on which public holidays are to be observed for Labour Day and the Queen's Birthday. The bill also amends the Transport Planning and Coordination Act 1994 for the purposes of achieving operational and financial efficiencies for government and improving the customer experience in obtaining high risk work licences issued by the Office of Fair and Safe Work Queensland.~~

~~The Holidays and Other Legislation Amendment Bill 2015 will, commencing in 2016, return the Labour Day public holiday from the first Monday in October to its rightful place on the first Monday in May and move the Queen's Birthday public holiday from the second Monday in June to the first Monday in October. Without consultation or without taking it to an election, the former Newman LNP government shamelessly ruined over 100 years of Queensland tradition by moving the public holiday for Labour Day from May to October. Due to changes made to public holidays by the then LNP government, it has been necessary to reconsider the current arrangements in respect of these public holidays and we are confident the amendments finally get the balance of public holidays right.~~

~~In 2013, the then LNP government moved the Labour Day public holiday from the first Monday in May, where it had been observed since 1891, to the first Monday in October and moved the Queen's Birthday public holiday back to the second Monday in June. The observance of Labour Day in May gives proper recognition to the struggles and achievements of the labour movement on a date of true significance. Entitlements such as the eight-hour day, collective bargaining, fair and safe working conditions and minimum wages would not exist in modern society without the labour movement.~~

~~The Labour Day public holiday long weekend in May has also been significant for cultural and winter sport events. For example, that May long weekend has developed into a major community event surrounding the Barcaldine Labour Day March. Barcaldine was the scene for the first Labour Day procession on 1 May 1891 and commemorative events associated with each year's procession~~