

~~the forefront of Australian new product development and manufacturing and to capitalise on the growth in overseas demand for clean and green Australian products.~~

~~Another business operation in my electorate that is taking on the challenge of remaining competitive through innovation is Campbell Arnott's, which over the past few years has invested more than \$100 million in the Arnott's Virginia plant, including a major automation project, bringing robotic technology to three packing lines and the assorted packing operation. This investment in innovation and technology was about remaining competitive in a rapidly changing economy and has secured the future for Arnott's Virginia as a world-class food manufacturing facility.~~

~~Our economic plan, including Advance Queensland, Building Queensland and our tourism guarantee and Skilling Queenslanders for Work initiatives, is about getting more Queenslanders back to work, providing certainty for our tourism sector, a new way for assessing and delivering infrastructure and articulating a vision for where we are going as a state economy. The \$40 million Advance Queensland Business Development Fund, an essential part of the \$180 million Advance Queensland package, is about helping to kickstart Queensland's next wave of start-ups and turning great ideas into commercial realities. We want to create more SMEs that can grow into business powerhouses, the profit-makers and job generators of tomorrow.~~

~~By co-investing with industry in new business ideas, up to a maximum of \$2.5 million, we are not just talking about great ideas; we are investing in them. To mirror the Premier's words, that is how much confidence we have in Queensland's business sector. And we want Queensland's business sector to have confidence in where we are going as a state. When our businesses are confident, they invest in and expand their operations, generating employment growth. We need to create the economic conditions that foster that growth and that is what we are doing. I look forward to supporting growth and investment in my Nudgee business community in the years to come. ➤~~

TRANSPORT OPERATIONS (MARINE SAFETY—DOMESTIC COMMERCIAL VESSEL NATIONAL LAW APPLICATION) BILL

<Message from Governor



Hon. MC BAILEY (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (2.34 pm): I present a message from Her Excellency the Acting Governor.

Madam DEPUTY SPEAKER (Ms Grace): Order! The message from Her Excellency the Acting Governor recommends a Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill. The contents of the message will be incorporated in the *Record of Proceedings*. I table the message for the information of members.

MESSAGE

TRANSPORT OPERATIONS (MARINE SAFETY-DOMESTIC COMMERCIAL VESSEL NATIONAL LAW APPLICATION) BILL 2015

Constitution of Queensland 2001, section 68

I, CATHERINE ENA HOLMES, Acting Governor, recommend to the Legislative

Assembly a Bill intituled—

A Bill for an Act to apply as a law of this State a national law relating to domestic commercial vessels

ACTING GOVERNOR

Date: 27 OCT 2015

Tabled paper: Message from the Acting Governor re. Transport Operations (Marine Safety – Domestic Commercial Vessels National Law Application) Amendment Bill 2015.

Introduction



Hon. MC BAILEY (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (2.35 pm): <I present a bill for an act to apply >as a law of this state a national law relating to domestic commercial vessels. I table the bill and explanatory notes. I nominate the Utilities, Science and Innovation Committee to consider the bill.

Tabled paper: Transport Operations (Marine Safety – Domestic Commercial Vessels National Law Application) Amendment Bill 2015.

Tabled paper: Transport Operations (Marine Safety – Domestic Commercial Vessels National Law Application) Amendment Bill 2015, explanatory notes.

I am pleased to introduce the Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015. This bill will amend Queensland's legislation to apply the Commonwealth's Marine Safety (Domestic Commercial Vessel) National Law Act 2012, known as the national law, and progress amendments to support the remake of the Transport Operations (Marine Safety) Regulation 2004. The maritime industry has a long and valued tradition of underpinning economic growth in regional Queensland. The industry has initiated and adapted to many changes and the signing of an intergovernmental agreement in 2011 and the passing of subsequent Commonwealth legislation signalled another change. Mr Anthony Albanese, the then federal minister for infrastructure and transport, heralded the establishment of a single national system for marine safety regulation as one of the biggest maritime reforms in Australia's history.

Because of the foresight of the Goss Labor government in 1994 to change the fundamentals of vessel regulation and the commitment of operators to provide a safer industry, the administration of the commercial fleet was passed to the Commonwealth in a healthy condition. The national law commenced on 1 July 2013 and introduced a national system to deliver consistent safety standards, reduce complexity for operators, provide greater certainty for industry, particularly tourism and fisheries, and promote a more efficient national maritime sector. The national law regulates domestic commercial vessels which are defined as those vessels for 'use in connection with a commercial, governmental or research activity'. These are vessels that work predominately in ports and around the Australian coastline. They vary widely in nature and purpose and include vessels such as fishing boats, cargo ships, passenger and other tourist boats and a range of other small and medium sized vessels. It is important to note that the national law does not regulate vessels that operate internationally or foreign vessels. Such vessels will continue to be regulated under the Commonwealth Navigation Act 2012. It also does not regulate recreational vessels, which will continue to be regulated under our own state legislation.

The Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015 will ensure that the national law applies to those domestic commercial vessels currently beyond the constitutional reach of the Commonwealth, such as partnership or sole trader vessels in inland waters. Applying the national law to this small number of vessels will ensure that the intent of the intergovernmental agreement for the national system, signed in 2011, is achieved. It will mean more nationally consistent safety standards, which should bring about regulatory efficiencies for these classes of vessels, without any significant increases in their commercial operational requirements. Without this applied law, the state would have to establish a separate regulatory regime for these vessels. This would create confusion and inconsistency within the industry and unnecessary inefficiencies and complexities in regulation. This would also be inconsistent with the strategic intent of the intergovernmental agreement signed in 2011. I commend the bill to the House. >

First Reading

Hon. MC BAILEY (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (2.39 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 Utilities, Science and Innovation Committee

Madam DEPUTY SPEAKER (Ms Grace): Order! In accordance with standing order 131, the bill is now referred to the Utilities, Science and Innovation Committee.

023

~~TRANSPORT OPERATIONS (MARINE SAFETY) AND OTHER LEGISLATION AMENDMENT BILL~~

<Introduction

 **Hon. MC BAILEY** (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (2.40 pm): I present a bill for an act to amend the >Criminal