

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.

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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

Proceeds Confiscation Act 2002, the Maritime Safety Queensland Act 2002, the Transport Operations (Marine Pollution) Act 1995, the Transport Operations (Marine Safety) Act 1994 and the Transport Operations (Road Use Management) Act 1995, and to amend the acts mentioned in schedule 1, for particular purposes. I table the bill and the explanatory notes. I nominate the Utilities, Science and Innovation Committee to consider the bill.

Tabled paper: Transport Operations (Marine Safety) and Other Legislation Amendment Bill 2015.

Tabled paper: Transport Operations (Marine Safety) and Other Legislation Amendment Bill 2015, explanatory notes.

I am pleased to introduce the Transport Operations (Marine Safety) and Other Legislation Amendment Bill 2015. This bill is related to the Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015 just introduced. It too supports implementation of the Commonwealth's Marine Safety (Domestic Commercial Vessel) National Law Act 2012 and the remake of the Transport Operations (Marine Safety) Regulation 2004.

This bill will ensure there is no overlap between state and federal legislation in the regulation of domestic commercial vessels. Notwithstanding the national law, Queensland's marine safety legislation continues to regulate Queensland's recreational vessels and those vessels explicitly excluded under the national law, such as those of Surf Life Saving Queensland and schools that offer marine studies. This bill will provide necessary streamlining by removing redundant provisions and amending provisions that will remain in effect for Queensland regulated ships and ships explicitly excluded from the national law.

While technical standards is now a Commonwealth function, my office, through the Department of Transport and Main Roads, will continue to provide an advocacy function for operators based in Queensland. Some specific regulatory responsibilities also remain as a state function. For example, marine pollution prevention and response, the transportation of dangerous goods, waterways management—including provisions dealing with alcohol and drug testing—and the setting of speed limits will remain as state functions.

The bill also provides for a number of small technical amendments to other legislation. These changes include amendments to definitions and the modernisation of terminology. I commend this 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) (2.42 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.

~~NATURE CONSERVATION AND OTHER LEGISLATION AMENDMENT BILL~~

<Introduction

 **Hon. SJ MILES** (Mount Coot-tha—ALP) (Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef) (2.43 pm): I present a bill for an act to >amend the Aboriginal Land Act 1991, the Environmental Protection Act 1994, the Land Act 1994, the Marine Parks Act 2004, the Nature Conservation Act 1992, the Recreation Areas Management Act 2006 and the acts mentioned in schedule 1 for particular purposes. I table the bill and the explanatory notes. I nominate the Agriculture and Environment Committee to consider the bill.

Tabled paper: Nature Conservation and Other Legislation Amendment Bill 2015.

Tabled paper: Nature Conservation and Other Legislation Amendment Bill 2015, explanatory notes.

I am pleased to introduce the Nature Conservation and Other Legislation Amendment Bill 2015. This government made an election commitment to ensure the protected area estate is managed in