

~~As I have outlined, the bill contains important reforms which will modernise the university acts and ensure that Queensland's public universities can continue to provide high quality research and education that contributes to Queensland's economic and social development. I commend the bill to the House.~~

~~First Reading~~

~~Hon. KJ JONES (Ashgrove ALP) (Minister for Education and Minister for Tourism, Major Events and the Commonwealth Games) (12.59 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, Tourism, Innovation and Small Business Committee~~

~~Mr DEPUTY SPEAKER (Mr Crawford): Order! In accordance with standing order 131, the bill is now referred to the Education, Tourism, Innovation and Small Business Committee.~~

~~Sitting suspended from 1.00 pm to 2.30 pm.~~

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TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL

Introduction



Hon. JA TRAD (South Brisbane—ALP) (Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning) (2.30 pm): I present a bill for an act to amend the Adult Proof of Age Card Act 2008, the Adult Proof of Age Card Regulation 2010, the Civil Partnerships Regulation 2012, the Heavy Vehicle National Law Act 2012, the Liquor Act 1992, the Police Powers and Responsibilities Act 2000, the Rail Safety National Law (Queensland) Act 2017, the State Penalties Enforcement Regulation 2014, the Tobacco and Other Smoking Products Act 1998, the Tow Truck Regulation 2009, the Transport Infrastructure Act 1994, the Transport Infrastructure (Dangerous Goods By Rail) Regulation 2008, the Transport Operations (Marine Safety) Act 1994, the Transport Operations (Marine Safety) Regulation 2016, the Transport Operations (Passenger Transport) Act 1994, the Transport Operations (Passenger Transport) Regulation 2005, the Transport Operations (Road Use Management) Act 1995, the Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2015, the Transport Operations (Road Use Management—Dangerous Goods) Regulation 2008, the Transport Operations (Road Use Management—Driver Licensing) Regulation 2010, the Transport Planning and Coordination Act 1994, the Transport Security (Counter-Terrorism) Act 1998 and the Working with Children (Risk Management and Screening) Regulation 2011 for particular purposes and to repeal the Transport Operations (Marine Safety) Transitional Regulation 2016. I table the bill and explanatory notes. I nominate the Infrastructure, Planning and Natural Resources Committee to consider the bill.

Tabled paper: Transport and Other Legislation Amendment Bill 2017.

Tabled paper: Transport and Other Legislation Amendment Bill 2017, explanatory notes.

The principal purpose of the bill is to enhance regulatory and administrative efficiency and to continue to provide a positive experience for customers dealing with the Department of Transport and Main Roads. The bill will amend the Adult Proof of Age Card Act 2008 to allow 15- to 17-year-olds to be issued with a photo identification card. Currently, people 18 years or older can be issued with an adult proof-of-age card. This card is a useful form of identification that the person can use to access a very broad range of goods and services. These cards are particularly useful for those people who do not hold a driver's licence.

Adult proof-of-age cards are now recognised as a primary form of identification by banks, telecommunications companies and other government and non-government organisations that require evidence of identity. Feedback to the Department of Transport and Main Roads has indicated that a photo identification card would also be very useful for 15- to 17-year-olds. Young people often begin part-time work when they are 15 and are becoming increasingly independent. The bill will ensure that these young people can have a recognised form of photo identification, allowing them to more easily access services such as opening a bank account.

The bill therefore amends the Adult Proof of Age Card Act to allow cards to be issued to 15- to 17-year-olds. As a result, the bill will also change the name of the cards to photo identification cards and rename the act to become the Photo Identification Card Act 2008. These amendments were developed in consultation with all relevant government departments and agencies, including the Office of Liquor and Gaming Regulation in the Department of Justice and Attorney-General. For the benefit of the House, I indicate that the amendments are not expected to facilitate 15- to 17-year-olds entering licensed premises or purchasing alcohol. That is because 16- and 17-year-olds can already be issued with learner or provisional driver's licences which means that licensed premises must already check dates of birth on people's driver's licences. These amendments are an important initiative for young people and will greatly assist them in their transition to adulthood.

The bill also contains a number of amendments that, while more minor in nature, will contribute to a reduction in the regulatory burden for customers who wish to transact with the Department of Transport and Main Roads. For example, amendments will remove the requirement for customers to complete application forms when applying for a number of transport products and services under the Transport Operations (Road Use Management) Act and the Adult Proof of Age Card Act.

The department has introduced a whole range of initiatives recently to enhance the service provided to its customers. These include new online services, introducing e-correspondence for registration renewal notices and reminders and a range of mobile apps to assist customers go about their business. To ensure that new approaches and new technologies, such as online portals and computer apps, can be adopted quickly to further enhance customers' experience, legislative requirements to use an approved form when dealing with the department are being progressively phased out. As a result, a targeted trial is planned for the second half of 2017, when customers will be able to apply verbally for a driver's licence or to renew their vehicle registration without having to complete an application form. This is a contemporary way of conducting business and not only saves time for the customer but reduces transaction times for customer service centre staff.

The duplication of information that customers provide—for example, name, address and date of birth—will also be eliminated as it will be recorded directly from the customer's supporting documents. It is also anticipated that savings will be realised through a decrease in the number of forms required to be printed, a reduction in warehousing and distribution costs, as well as storage costs associated with the retention of records, not to mention the environmental benefits of ecofriendly application processes.

To truly cater for the customer of the future, the department is transforming from a customer service model focused on transactions to an integrated model where customers play an active role in the design and delivery of our services. We have a strong commitment to meet customers' expectations first time, every time. As a result, the department will continue to explore ways to enhance customer experience by providing more contemporary, flexible and convenient ways for customers to do business with the department. These amendments contribute to that by removing the legislative requirement to apply on an approved form for a restricted driver's licence or an alcohol ignition interlock exemption or to nominate a vehicle for the alcohol ignition interlock program.

The bill contains a number of minor amendments to the Transport Operations (Passenger Transport) Act 1994 which will simplify the legislation. Firstly, changes will clarify that the powers of authorised persons extend to an area adjacent to the public transport infrastructure. This does not extend the circumstances in which an authorised person may use force—which is important to note. An important part of an authorised person's functions is ensuring the safety of the public transport network and the persons using it. Additionally, amendments to the passenger transport act will clarify the circumstances in which a person may be automatically refused driver authorisation by the Department of Transport and Main Roads. Finally, for safety and security reasons, amendments to the passenger transport act will limit the information about a transit officer to be included in a written report given to a person detained by a transit officer.

The bill also makes a number of administrative amendments to the Transport Planning and Coordination Act 1994 to improve the effectiveness of existing provisions—for example, changes designed to enhance the ability of the Department of Transport and Main Roads to plan for and mitigate the impacts of roadworks on public passenger services. Another benefit of these particular changes will be reduced obligations on local government by narrowing the criteria for when they must apply to the Department of Transport and Main Roads for approval to change the management of a local government road. Overall, these amendments will result in improvements to the notification requirements to ensure that the relevant information is easily and publicly available.

Another amendment that streamlines processes are changes the bill makes to the Transport Infrastructure Act 1994 to allow departmental officers to carry out certain consultations on my behalf with a local government railway manager or light rail manager. This clarifies how the process will operate. Amendments to the Transport Security (Counter-Terrorism) Act 2008 to align the maximum penalty applying to a breach of confidentiality provisions with other like provisions in other transport acts provides for improved legislative consistency. This act is also amended to provide for a five-year periodic review of the act to ensure that its provisions remain appropriate.

The bill also makes a number of minor clarifying amendments to legislation dealing with heavy vehicles, the transport of dangerous goods, rail safety and marine safety. In particular, the Heavy Vehicle National Law Act 2012 is being amended to clarify that fees under the national law can be specified in a regulation. The Transport Operations (Road Use Management) Act 1995 and the Transport Infrastructure Act 1994 are being amended to update and clarify the provision that deals with small quantities of dangerous goods that are exempt from the legislation. The Rail Safety National Law (Queensland) Act 2017 is being amended to delete a redundant definition, and the Transport Operations (Marine Safety) Act 1994 is being amended to ensure that vessels which are not regulated under the national domestic commercial vessel national law continue to be appropriately regulated under Queensland legislation. I commend the bill to the House.

~~First Reading~~

Hon. JA TRAD (South Brisbane ALP) (Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning) (2:41 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~~

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

~~Before I call the next speaker, I would like to acknowledge that we have had in the gallery today students from Alexandra Hills State High School from the electorate of Capalaba and students from Citipointe Christian College from the electorate of Mansfield.~~

~~LAND ACCESS OMBUDSMAN BILL~~

~~Introduction~~

 **Hon. AJ LYNHAM** (Stafford ALP) (Minister for State Development and Minister for Natural Resources and Mines) (2:41 pm): I present a bill for an act to provide for a land access ombudsman to investigate and facilitate the resolution of disputes about conduct and compensation agreements and make good agreements, and to amend this act, the Coal Mining Safety and Health Act 1999, the Integrity Act 2009, the Mineral and Energy Resources (Common Provisions) Act 2014, the Mineral Resources Regulation 2013, the Petroleum and Gas (Production and Safety) Act 2004 and the Public Service Act 2008 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: Land Access Ombudsman Bill 2017.~~

~~Tabled paper: Land Access Ombudsman Bill 2017, explanatory notes.~~

~~I am pleased to introduce the Land Access Ombudsman Bill 2017. This bill provides for the creation of a Land Access Ombudsman to investigate and facilitate the resolution of disputes about conduct and compensation agreements and make good agreements; the saving of existing provisions contained in the Mineral and Energy Resources (Common Provisions) Transitional Regulation 2016 that will expire in September 2017; and the inserting of new provisions relating to the overlapping tenure framework contained in the Mineral and Energy Resources (Common Provisions) Transitional Regulation 2016.~~

~~It is a fundamental tenet of Australian law that the state's mineral and energy resources belong to all Queenslanders. The production of these resources provides for royalty streams which contribute~~