



# RECORD OF PROCEEDINGS

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## THURSDAY, 19 SEPTEMBER 2019



The Legislative Assembly met at 9.30 am.

Mr Speaker (Hon. Curtis Pitt, Mulgrave) read prayers and took the chair.

**Mr SPEAKER:** Honourable members, I respectfully acknowledge that we are sitting today on the land of Aboriginal people and pay my respects to elders past and present. I thank them, as First Australians, for their careful custodianship of the land over countless generations. We are very fortunate in this country to have two of the world's oldest continuing living cultures in Aboriginal and Torres Strait Islander peoples whose lands, winds and waters we all now share.

### ASSENT TO BILLS

**Mr SPEAKER:** Honourable members, I have to report that I have received from His Excellency the Governor a letter in respect of assent to certain bills. The contents of the letter will be incorporated in the *Record of Proceedings*. I table the letter for the information of members.

The Honourable C.W. Pitt MP

Speaker of the Legislative Assembly

Parliament House

George Street

BRISBANE QLD 4000

I hereby acquaint the Legislative Assembly that the following Bills, having been passed by the Legislative Assembly and having been presented for the Royal Assent, were assented to in the name of Her Majesty The Queen on the date shown:

Date of Assent: 12 September 2019

A Bill for an Act to provide for a personalised transport ombudsman to investigate complaints relating to personalised transport services and facilitate resolution of the complaints, and to amend this Act, the Integrity Act 2009, the Public Service Act 2008, the Tobacco and Other Smoking Products Act 1998, the Transport Infrastructure Act 1994 and the Transport Operations (Passenger Transport) Act 1994 for particular purposes

A Bill for an Act to amend the Heavy Vehicle National Law Act 2012, the State Penalties Enforcement Act 1999, the Traffic Regulation 1962, the Transport Infrastructure Act 1994, the Transport Infrastructure (Dangerous Goods by Rail) Regulation 2018, the Transport Operations (Marine Pollution) Act 1995, the Transport Operations (Road Use Management) Act 1995, the Transport Operations (Road Use Management—Dangerous Goods) Regulation 2018, the Transport Operations (Road Use Management—Driver Licensing) Regulation 2010 and the Transport Planning and Coordination Act 1994 for particular purposes

These Bills are hereby transmitted to the Legislative Assembly, to be numbered and forwarded to the proper Officer for enrolment, in the manner required by law.

Yours sincerely

Governor

13 September 2019

*Tabled paper.* Letter, dated 13 September 2019, from His Excellency the Governor to the Speaker advising of assent to certain bills on 12 September 2019 [[1527](#)].

### SPEAKER'S STATEMENTS

#### Parliamentary Service, Questionnaire

**Mr SPEAKER:** Honourable members, last week the Clerk sent to each member an email with a link to the annual members' questionnaire regarding the performance of the Parliamentary Service. It includes questions about the recent regional sitting in Townsville. Unfortunately, as at today there has been a very low response to this survey. The Clerk is, therefore, resending that email today. I urge all members who have not already completed the survey to take the five to 10 minutes required to complete it so that the service can understand how things may improve or what they are already doing well. Do not make me close the bars and make you do it after school!

## School Group Tours

 **Mr SPEAKER:** Honourable members, I wish to advise that we will be visited in the gallery this morning by students and teachers from Pallara State School in the electorate of Algester.

## PETITION

The Clerk presented the following paper petition, sponsored by the Clerk—

### Yorkeys Knob Boat Ramp

From 1,837 petitioners, requesting the House to terminate the Yorkeys Knob Boat Ramp project [[1528](#)].

Petition received.

## TABLED PAPERS

### TABLING OF DOCUMENTS (SO 32)

#### MINISTERIAL PAPERS

The following ministerial papers were tabled by the Clerk—

Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships (Hon. Trad)—

[1529](#) Response from the Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships (Hon. Trad), to a paper petition (3185-19) presented by the Clerk under provisions of Standing Order 119(3) and an ePetition (3141-19) sponsored by the Clerk under provisions of Standing Order 119(4), from 322 and 829 petitioners respectively, requesting the House to implement policy settings that actively encourages investment, population, jobs and business growth in the regional areas

Minister for Health and Minister for Ambulance Services (Hon. Dr Miles)—

[1530](#) Response from the Health and Minister for Ambulance Services (Hon. Dr Miles), to an ePetition (3158-19) sponsored by the member for Coomera, Mr Crandon, from 215 petitioners, requesting the House to halt construction and have the proposed ambulance station located at another site in the adjacent industrial area

Minister for Transport and Main Roads (Hon. Bailey)—

[1531](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to an ePetition (3116-19) sponsored by the member for Caloundra, Mr McArdle, from 147 petitioners, requesting the House to reinstate the six bus stop locations in Bellvista and Bells Reach so they are included on either the new Bus Route 606 or on the altered Route 603

[1532](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to an ePetition (3136-19) sponsored by the member for Caloundra, Mr McArdle, from 179 petitioners, requesting the House to dedicate a school bus service to safely transport students to and from Baringa

[1533](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to an ePetition (3159-19) sponsored by the member for Gregory, Mr Millar, from 353 petitioners, requesting the House to ensure the construction of a new bus interchange zone for Emerald State High School and a drop off and pick up zone for private vehicles

[1534](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to an ePetition (3165-19) sponsored by the member for Burnett, Mr Bennett, from 144 petitioners, requesting the House to acknowledge the service and contribution of Mr Paul Neville OAM by naming the Isis River Bridge, "The Paul Neville Bridge"

[1535](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to a paper petition (3177-19) presented by the Clerk under provisions of Standing Order 119(3) from 910 petitioners, requesting the House to request the Federal Government undertake an independent review into the route of the Inland Rail with the view to re-routing the preferred Inland Rail corridor to a less impactful route

[1536](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to a paper petition (3178-19) presented by the member for Bancroft, Mr Whiting, and an ePetition (3156-19) sponsored by the member for Bancroft, Mr Whiting, from 303 and 336 petitioners respectively, requesting the House to implement a crossing supervisor at Thompson Street Deception Bay for the Christ the King School

[1537](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to a paper petition (3179-19) presented by the member for Burdekin, Mr Last, and an ePetition (3153-19) sponsored by the member for Burdekin, Mr Last, from 374 and 435 petitioners respectively, requesting the House to consider the provision of traffic lights at the intersection of the Bruce Highway, Allendale Drive and Bentley Drive at Alligator Creek

[1538](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to a paper petition (3182-19) presented by the member for Coomera, Mr Crandon, and an ePetition (3137-19) sponsored by the member for Coomera, Mr Crandon, from 3,748 and 909 petitioners respectively, requesting the House to commission the opening of the existing road bridge over the Gold Coast rail line, between Old Pacific Highway and Kosciuszko Circuit and require the developers to provide access to it including the construction of approach roads

[1539](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to a paper petition (3183-19) presented by the member for Coomera, Mr Crandon, and an ePetition (3138-19) sponsored by the member for Coomera, Mr Crandon, from 4,745 and 368 petitioners respectively, requesting the House to ensure the construction of a new railway station at Pimpama, as a matter of urgency

[1540](#) Response from the Minister for Transport and Main Roads (Hon. Bailey), to a paper petition (3184-19) presented by the Clerk under provisions of Standing Order 119(3) and an ePetition (3120-19) sponsored by the Clerk under provisions of Standing Order 119(4), from 1,192 and 345 petitioners respectively, requesting the House to fast track upgrades to the existing infrastructure enabling the Spear and Rifle Creek bridge at Mt Molloy, the North Laura River bridge, the McLeod River bridge and the Little Annan bridge and causeway to be passable at all times

Minister for Natural Resources, Mines and Energy (Hon. Dr Lynham)—

[1541](#) Response from the Minister for Natural Resources, Mines and Energy (Hon. Dr Lynham), to an ePetition (3162-19) sponsored by the Clerk under provisions of Standing Order 119(4) from 3,339 petitioners, requesting the House to protect the Acland district's prime farmland and assist the local community to invest in agriculture and new sustainable enterprises to restore prosperity to Acland, Oakey and surrounding districts

[1542](#) Response from the Minister for Natural Resources, Mines and Energy (Hon. Dr Lynham), to an ePetition (3114-19) sponsored by the member for Lytton, Ms Pease, from 365 petitioners, requesting the House to consider environmentally friendly fireworks or alternatives to fireworks, such as laser lights

[1543](#) Response from the Minister for Natural Resources, Mines and Energy (Hon. Dr Lynham), to an ePetition (3073-19) sponsored by the Clerk under provisions of Standing Order 119(4), from 130 petitioners, requesting the House to cause a Royal Commission into the Land Valuation by the Valuer-General

[1544](#) Response from the Minister for Natural Resources, Mines and Energy (Hon. Dr Lynham), to an ePetition (3075-19) sponsored by the Clerk under provisions of Standing Order 119(4) from 156 petitioners, requesting the House to make changes to permit online access to the historical land valuations (minimum ten years) for all properties/land and without limitation to four months of the year

Minister for Police and Minister for Corrective Services (Hon. Ryan)—

[1545](#) Response from the Minister for Police and Minister for Corrective Services (Hon. Ryan), to an ePetition (3069-19) sponsored by the Clerk under provisions of Standing Order 119(4) from 452 petitioners, requesting the House to have Mr Fardon returned to prison immediately to protect the community

Minister for Fire and Emergency Services (Hon. Crawford)—

[1546](#) Response from the Minister for Fire and Emergency Services (Hon. Crawford), to a paper petition (3181-19) presented by the member for Mirani, Mr Andrew, and an ePetition (3160-19) sponsored by the member for Mirani, Mr Andrew, from 212 and 274 petitioners respectively, requesting the House to change the regulations relating to section 108 of the Fire and Emergency Services Act 1990 to restore multiple titles having single use are subject to one levy

## MINISTERIAL STATEMENTS

### Miners Memorial Day

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (9.33 am): Today is Miners Memorial Day when we honour the memory of the 1,498 miners who lost their life working in Queensland mines. We also acknowledge the historical and continued importance of the mining sector to Queensland's communities. It is the 98th anniversary of Queensland's worst mining disaster in 1921, when 75 miners were killed in a coalmine explosion at Mount Mulligan in Far North Queensland. A memorial service will be held today in Moura to commemorate the 25th anniversary of the Moura No. 2 mining disaster on 7 August 1994, which saw the loss of 11 lives. I would like to thank my Minister for Mines, Dr Anthony Lynham, for attending today along with the member for Glass House.

Families have a right to expect that when their loved ones depart for work, they will return safe. In July, all mining and quarrying companies, unions, peak bodies and the government committed to further improve safety following the deaths of six mine and quarry workers over the past 12 months. More than 50,000 people have now completed those safety resets. Together we all continue to work on other safety reforms. I offer condolences and join with families, the community and industry in remembering and paying tribute to the mine and quarry workers who tragically lost their life at work.

### Domestic and Family Violence Prevention Strategy

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (9.34 am): My government has been—and remains—staunchly committed to eliminating the scourge of domestic and family violence and supporting all Queenslanders who become affected. We accepted all 121 recommendations of the landmark report *Not now, not ever: putting an end to domestic and family violence in Queensland*. We have delivered 104 of the report's recommendations, and the remaining recommendations are on track for delivery this year.

My government has invested a record \$328.9 million over six years to respond to the recommendations and support the implementation of our 10-year Domestic and Family Violence Prevention Strategy 2016 to 2026. This investment has enabled us to: establish a permanent specialist domestic and family violence court at Southport and roll out specialist court approaches in Beenleigh

and Townsville, with circuit courts to Palm Island and Mount Isa; replace three existing domestic and family violence shelters and establish four new domestic and family violence shelters; commence integrated service response trials in Logan-Beenleigh, Mount Isa and Cherbourg; establish eight high-risk teams to keep victims safe and hold perpetrators to account in Ipswich, Logan-Beenleigh, Cairns, Mount Isa, Cherbourg, Brisbane, Caboolture, and Mackay; provide 24 additional specialist domestic and family violence police officers across the state; renew contracts for more than 50 domestic violence shelters and support services with a \$133 million investment over five years; and lead an engagement and communication program to create a society that takes a zero tolerance approach to domestic and family violence.

My government is committed to building on what we have learnt so far. That includes the findings of the final report from Deloitte Access Economics, which reviewed the progress and outcomes of the second action plan of our 10-year strategy. The report—which I now table for the benefit of the House—commends my government on our efforts so far.

*Tabled paper:* Deloitte Access Economics report, dated July 2019, titled 'Review of the Second Action Plan: Department of the Premier and Cabinet [1548].

It concludes that we are making real change in how Queensland responds to domestic and family violence. However, there is still so much more we can do and we must do. In consultation with the Domestic and Family Violence Implementation Council—and informed by insights from the second action plan review and the Death Review and Advisory Board—we have developed the third action plan of the strategy, which I also now table.

*Tabled paper:* Queensland Government: Queensland says: not now, not ever, together—Third Action Plan of the Domestic and Family Violence Prevention Strategy—2019-20 to 2021-22 [1547].

This plan is demonstrating our ongoing commitment to achieve our vision for a Queensland free from domestic and family violence. My government remains focused on changing Queenslanders' culture and attitudes, improving integrated service delivery and strengthening the justice system responses. The plan will mobilise businesses and community to take action to prevent domestic and family violence. Signature actions include partnering with business and the community to strengthen domestic and family violence prevention and responses.

Under this plan, we will: improve access to services for those who are most vulnerable. We will seek to increase the economic participation of women affected by domestic and family violence and their access to safe and secure housing, and we will embed respectful relations education in all of our schools.

This is a plan for all Queenslanders because we know that domestic and family violence can affect anyone regardless of gender, age, culture, sexuality or circumstances. Through this plan my government will continue to ensure Queensland is a safe place for all by saying with purpose and conviction: not now, not ever, together.

### **Shark Control Program, Federal Court Decision**

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (9.37 am): Yesterday the Federal Court of Australia dismissed the state government's request that Queensland's successful Shark Control Program in the Great Barrier Reef Marine Park area be allowed to continue as it has done for decades. We fought this in the courts because we simply believe that human life must be prioritised over the life of sharks.

The decision by the Federal Court yesterday around federal legislation means that continuing our current program would be in breach of federal law. The decision effectively means that the program would become a catch and release program within the marine park. We will not put the lives of our staff or contractors at risk. I also do not think it is acceptable that dangerous sharks are caught only to be released near where they were caught. We want tourism to thrive in Queensland. We do not want tourists afraid to enter the water because sharks that are caught are released nearby.

This is federal law. Yesterday the fisheries minister wrote to the federal government minister seeking an urgent review of the federal legislation that has put us in this position. I can inform the House that today I will write to the Prime Minister to ensure that we support not only our great tourism industry in this state but also the life of Queenslanders and their families. The lives of people are paramount. This government believes in protecting people from sharks. We fought through the courts for this very principle. Now we need the federal government to intervene.

### Year of Outback Tourism

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (9.39 am): As I have spoken about many times in this House, the natural disasters including our long-running drought are taking a toll on our regional towns. The biggest help we can give is to visit these regions, including our outback communities. That is why this year is the Year of Outback Tourism. By backing the bush we also help boost the bush. We set a target to reach more than one million visitors this year visiting the outback as part of the Year of Outback Tourism. We have already hit that target. Round one of our \$3 million Year of Outback Tourism events program saw 26 events and experiences benefit from more than \$1.1 million and contribute to the 2019 It's Live! in Queensland calendar of events.

Today I am excited to announce round two of the \$3 million program with 15 more reasons to visit the Queensland outback now and into 2020. Some 15 events will share in nearly \$680,000 of funding including five brand new events. We have celebrations such as the Qantas Centenary next year in Longreach. There is Theodore's Bulls n Barrels bonanza; the Jambin State School P & C is happening; Roma's Easter in the Country in Roma; the Julia Creek Dirt n Dust Festival; Channel Country Quick Shears Shindig; and the Harry Redford Cattle Drive Reunion. In Mount Isa—the member for Traeger might be interested—there is the Festival of Outback Opera. We are bringing the opera to the outback. In Cloncurry—

**Mr Costigan:** They're not singing your praises!

**Mr SPEAKER:** The member for Whitsunday is warned under the standing orders. The member will direct his comments through the chair; you are off to an early start.

**Ms PALASZCZUK:** They love me in the outback, member for Whitsunday, just as they love me in the Whitsundays.

**Government members** interjected.

**Ms PALASZCZUK:** I can't wait to get back to the Whitsundays! There is the 2020 Curry Merry Muster Festival in Cloncurry, the Back to the 40s Cloncurry World War II experience in Cloncurry. There is one for Birdsville—the Birdsville Beer, Wine and Food Festival will be exciting. In Longreach there is the Outback Food, Wine and Music Festival. At Thallon there is Grazing at the Watering Hole. At Karumba, there is the Karumba Barra & Blues Festival and Anglers Classic in October next year. Great funding, great support and a great contribution in terms of delivering for the outback in this state.

### Screen Industry

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (9.42 am): My government is proud to support the screen industry, because it creates jobs, boosts tourism and promotes our international reputation. Our state has become fertile ground for movies, TV shows and streaming productions from big budget blockbusters to world famous family-friendly cartoons. To keep that momentum going, it is important not only that we provide the settings for the industry to blossom but support for the people who make a living from screen productions.

Today I am absolutely delighted to announce that Australia's leading event for screen industry professionals, Screen Forever, will return to the Gold Coast in November next year with the Queensland government and the City of the Gold Coast securing a deal to host the conference for the next three years. The annual Screen Producers Australia Conference is an unmissable event for industry professionals. After eight years in Melbourne, I am delighted to welcome Screen Forever to the sunshine state and to the Gold Coast.

With more than 850 Australian and international screen practitioners expected to attend over three days, this industry event will showcase our world-class capability and build on our reputation as a global hub for screen production. This adds to the year-round program of screen events in 2020: the Gold Coast Film Festival in April, the *TV Week Logie* awards in June/July and Screen Forever in November. It is all happening on the Gold Coast.

### Economy

 **Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (9.44 am): In recent months I have spoken consistently in this place about the downturn in economic conditions being endured across the country. GDP growth has

slowed to a rate not seen since the Global Financial Crisis—and in financial year terms, a rate not seen since the 1991 recession. Spending is down, the RBA has slashed the cash rate to record lows and real wage growth has ground to a halt. Despite the storm clouds gathering across the country under the Morrison government—

**Opposition members** interjected.

**Mr SPEAKER:** Order!

**Ms TRAD:** I am pleased to report that, under the Palaszczuk Labor government, Queensland is enjoying some well-earned rays of economic sunshine. Queenslanders are the most confident consumers in the country according to the latest Westpac-Melbourne Institute Consumer Sentiment Index. While sentiment in the rest of Australia fell in September, Queensland consumers bucked the trend with a 3.6 per cent increase in sentiment—the largest increase in the country. Queensland not only has Australia's most confident consumers but is the only state where consumer confidence rose to be higher than the survey's neutral level.

The nation-leading confidence of Queensland households is also coming through in the cash registers. The latest data shows that Queensland's consumers are leading the nation in retail spending. Earlier this month, the ABS revealed that Queensland's annual retail turnover growth was close to five per cent, more than double the national average. Queensland has now recorded the highest annual growth in nominal retail turnover of all states and territories for the fifth month in a row. Retail turnover hit \$65 billion for the 12 months to July 2019 as Queenslanders expressed their confidence by increasing their spending on food, cafes and restaurants, clothing, footwear and personal accessories. I assume the member for Kawana is out buying more stuffed rats to wear!

When people are spending, businesses do well. When businesses do well, jobs are created and Queensland does well. The Palaszczuk government is proud to back Queensland jobs. Since our government was elected, more than 216,000 jobs were created in Queensland. Job creation is not good luck but good management. Our government is supporting job creation by lifting the payroll tax threshold for small businesses, by cutting the payroll tax rate for regional businesses and by committing \$49.5 billion in infrastructure across the state over the next four years.

Queensland businesses are backing our government. The latest Sensis survey shows that Queensland's small and medium businesses—like our consumers—are the most confident among all mainland states. Almost 60 per cent of firms reported that they had confidence in the outlook. Queenslanders know that we face a challenging and uncertain economic environment. Our state is battling an ongoing drought, and bushfires are still burning. Even in these tough times, the resilience and confidence of Queenslanders shines through. Our economic outperformance of the rest of the nation attests to that.

### **Bushfires, Binna Burra Lodge**

 **Hon. CR DICK** (Woodridge—ALP) (Minister for State Development, Manufacturing, Infrastructure and Planning) (9.47 am): I am pleased to report to the House that the Palaszczuk Labor government along with the Scenic Rim Regional Council and Queensland industry have acted swiftly to assist displaced workers at the Binna Burra Lodge following the terrible bushfires in the Scenic Rim last week. Yesterday around 50 former employees of the lodge attended a workers transition session in Beechmont with some of Queensland's leading employers and other support services on hand to support, guide and reach out to the workers. I am pleased to report today that the first job has been secured, with another 40 workers with interviews lined up in coming days in a range of hospitality positions including front office, food and beverage, maintenance and housekeeping.

Over the past week or so we saw a great example of the state government, council and industry working together to get a much loved iconic business and its hardworking employees back on their feet. There has been a wonderful response from employers both big and small who I want to recognise and thank this morning, including Accor, Spicers Retreats, O'Reilly's, Club Training Australia, Currumbin Wildlife Sanctuary and City Aquatics amongst others.

State and federal government agencies and support services as Lifeline and Red Cross as well as Centrelink were also on hand to help the displaced staff link with employers and other training and upskilling opportunities to make their transition easier. Along with the work being done by the task force led by the Queensland government to fast-track economic recovery, we are determined to offer all the assistance we can to bring Binna Burra back from the brink and forge a new path through the bush.

**Mr SPEAKER:** Sorry to interrupt, Minister. Members on both sides of the House, there is too much general conversation. Take your conversations outside because I would like to hear the minister's ministerial statement.

**Mr DICK:** The task force has representation from eight state government departments and has drafted an action plan which includes restoring road access and electricity, removing hazardous waste, obtaining water access and permits, fast-tracking planning approvals, and repairing walking trails. Of course, our primary concern is for the workers and yesterday's workers transition session shows that the resilient, positive and generous attitude of Queenslanders is alive and well.

### **Shark Control Program, Federal Court Decision**

 **Hon. ML FURNER** (Ferny Grove—ALP) (Minister for Agricultural Industry Development and Fisheries) (9.50 am): I rise to update the House on the status of the Shark Control Program in the Great Barrier Reef Marine Park. Our Shark Control Program has a long and successful history. Queensland's Shark Control Program has been in operation since 1962 and there has only ever been one shark related fatality at one of those beaches in all that time. That is an enviable record. It is important that members of the House and the wider community are aware of the facts of the status of this program as there is misinformation in the community over the Federal Court decision. It is bureaucracy gone mad.

The requirements laid out around a federal act are impossible to implement. The conditions require that any sharks found on the drum lines must be safely removed. We will not put the lives of our staff or contractors at risk in handling sharks. Ultimately, this decision based in federal law changes the rationale of the program to prioritise shark life over human life. As I informed the House yesterday, this decision relates to Commonwealth legislation. I had previously written to the Commonwealth outlining Queensland's concerns and in July met with the new environment minister, Sussan Ley, and the envoy for the Great Barrier Reef, Warren Entsch MP, as well as phoning the minister yesterday afternoon, and I am awaiting her return call. Yesterday I wrote again to the Commonwealth environment minister but am disappointed by early reports that say—

The LNP slammed the Government, insisting there was nothing in the ruling that compelled the removal of drumlines.

As I have outlined, it is not possible to leave the drum lines in and meet the permit conditions. The Queensland government has always put the safety of human lives first and until yesterday I genuinely believed there was bipartisan support on this position. It is disappointing that the Leader of the Opposition—who is on the record as saying, 'Our position couldn't be more clear—people before sharks'—is now supporting the Commonwealth requirement to ensure man-eating sharks are now released alive. Only the Palaszczuk government remains resolute in supporting the Shark Control Program to protect our reputation as a safe tourism destination.

### **Shark Control Program, Federal Court Decision; Cross River Rail**

 **Hon. KJ JONES** (Cooper—ALP) (Minister for Innovation and Tourism Industry Development and Minister for the Commonwealth Games) (9.52 am): Further to comments made by the Premier and the fisheries minister this morning, I can advise the House that today I will be convening a meeting with QTIC CEO, Daniel Gschwind, and representatives from the seven Great Barrier Reef regional tourism organisations to discuss the implications of this decision. As the Minister for Fisheries has outlined to the House, our government is now calling on the Morrison government to put in place a workable solution. Our tourism industry in Queensland is worth more than \$27 billion and supports thousands and thousands of jobs. It is vital that we prioritise safety.

The Cross River Rail construction project will transform public transport in our state forever. Not only does this project unlock the bottleneck; it will deliver four brand-new underground stations as well as 11 new and upgraded train stations stretching from the Gold Coast to Fortitude Valley. This will allow more trains to run more often, enabling a turn-up-and-go transport system for the whole of South-East Queensland for the first time ever. This is a project for Queensland's future and today students from Kelvin Grove State College—my old school and the member for Townsville's old school and the member for Mundingburra's old school—will be among the first ever to experience Cross River Rail for themselves.

Today these students will get a chance to immerse themselves in a digital experience of Cross River Rail at our new information centre on Elizabeth Street. This centre, which opens to the wider public next week, boasts cutting-edge virtual reality technology designed to immerse people so they can see firsthand what our city will look like in five to 10 years. It has been delivered in partnership with

the Queensland Museum. This significant infrastructure project will support up to 1,500 jobs a year during construction and it will make it quicker and easier to catch public transport across South-East Queensland. We know our region is one of the fastest growing areas in the whole of Australia, and that is why the Palaszczuk government is forging ahead with this vital infrastructure.

### Domestic and Family Violence Prevention Forum

 **Hon. DE FARMER** (Bulimba—ALP) (Minister for Child Safety, Youth and Women and Minister for the Prevention of Domestic and Family Violence) (9.54 am): Last week in an Australian first I hosted the domestic and family violence prevention corporate and community forum, part of our key signature actions under the *Not now, not ever* third action plan which the Premier has just spoken about. The forum brought together 200 people representing more than 130 organisations which collectively have reached into millions of households and individual lives. Queensland's corporate and community sectors have the potential to reach so many and share the message far and wide and I want to share with the House some of the commitments made by attendees.

Some organisations are already well on their way, so they have committed to some very ambitious actions. Some are taking their first steps, and I welcome their commitment to starting on the journey. Big or small, every action is important and helps to build the Queensland we want to be. Telstra has already committed to trialling the Allison Baden-Clay Foundation's MATE Bystander Program to help staff identify and respond to the signs of DV in the workplace. Queensland Rugby League has committed to getting employees and stakeholders together to work out their next steps, which is fantastic. Subway has committed to developing DV policy and educate its staff. Halcyon, which recently partnered with Mirvac and DVConnect to create Bella's Sanctuary, has committed to introducing people to connect other corporates and organisations using its knowledge and network to help others on the journey. Energy Super is going to look into the MATE program and Benestar will connect with White Ribbon to look at men's behaviour modelling initiatives. These are just some of the many concrete actions that attendees committed to taking to lead the fight against domestic and family violence.

There was one commitment which spoke to me, and it underlines the kind of impact workplaces can have in preventing and responding to domestic and family violence. One attendee committed to a very simple action: 'I will have the conversation with the person I've been meaning to.' That one thing could change a life. It could save a life. We have started something big here in Queensland—something really big. One senior figure in the DV sector in Australia described the event as a watershed moment. Rosemary O'Malley, the CEO of the Gold Coast Domestic Violence Prevention Centre, says—

The idea was completely original—I have already had emails from colleagues in NSW and Victoria who have read the media reports and want to know how this came about and what the outcomes were today. You may well have started a national conversation/movement!

She continued—

The connecting conversations and workshops was surprising and deeply hopeful.

This is what we all want. Never is truer the saying that the sum of the parts is greater than the whole. As a government we know we cannot do this alone, but we do not expect the corporate and community sectors to do it alone either. We want to make sure we are supporting those sectors as they move forward, which is why as part of the third action plan we will be developing a formal corporate and community sector engagement strategy. As we deliver on that, as we partner with the corporate and community sectors supporting each other and working together to create the Queensland we want to be, we say, 'Not now. Not ever. Together.'

### Queensland Health, IT Procurement System Upgrade

 **Hon. SJ MILES** (Murrumba—ALP) (Minister for Health and Minister for Ambulance Services) (9.58 am): Queensland's hospitals are providing world-class care to Queenslanders who need it. Our frontline teams of doctors and nurses and support staff need up-to-date IT systems to support them. The S/4HANA program is a much needed update to Queensland Health's procurement system. The former FAMMIS system that ran procurement before it was over two decades old. When it was introduced, there was no online banking and very few people had email. Most invoices were submitted by mail or fax and paid by cheque. Like all IT systems, it needed to be upgraded to keep up. Since 1 August 2019, over 49,000 supplier payments have been made through the new system totalling \$899 million. Since 1 August 2019, over 28.2 million items have been dispatched through the new system at the Richlands distribution centre alone.

Prior to the implementation of S/4HANA, invoice processing was a paper based process requiring manual handling at multiple points and delays to the payment of invoices was common. The new program will mean more timely payments, because more of this work can be centralised and automated by the hospital and health services. At the moment, around 8,000 invoices are being received per day in comparison to normal incoming levels of around 5,000 per day. To ensure that invoices are paid as quickly as possible, a dedicated response team has been set up to rapidly address any issues impacting payment time frames.

An accounts payable service desk was launched on 17 September 2019 to provide a central point of escalation for suppliers across the state regarding the payment of invoices. Previously, suppliers contacted multiple teams across the state to inquire about the status of individual invoices and payments. The new accounts payable service desk will be able to fast-track the payment of invoices for suppliers from a statewide perspective. On the first day of operations, the service desk took over 70 calls from suppliers regarding the payment of invoices. Queensland Health acknowledges this is a big change and, as planned, on-the-ground support teams are there to resolve any issues. I want to thank Queensland Health staff for their dedication during this transition.

### Bushfires, Police Service

 **Hon. MT RYAN** (Morayfield—ALP) (Minister for Police and Minister for Corrective Services) (10.00 am): Police continue to hunt down those who recklessly and dangerously put the community at risk. Just yesterday, police in the Whitsundays confronted a man spotted by a helicopter pilot allegedly lighting fires. When approached, the man used his vehicle to ram the police car head-on, causing extensive damage. Police officers fired shots and the man was taken into custody. The matter is now the subject of a number of investigations, but it is just another extreme example of the sorts of situations that police are dealing with during this heightened fire danger period. To date, 30 people have been dealt with for offences relating to deliberately setting fires. They will face the consequences of their actions.

That is the case no matter the nature of the crime or where it is committed. I was particularly disturbed to hear of the case of a man violently assaulted on the Gold Coast recently. To be the victim of a violent assault is a traumatic experience and I share with all Queenslanders in sending our thoughts to the man, his family and his friends. I was going to say that I have no doubt that those responsible will be tracked down and feel the full force of the law, but only minutes ago I was informed that that had already happened. One adult and a juvenile have been arrested and charged by police. That good work is another illustration of the world-class police operation that we are fortunate to have on the Gold Coast and throughout Queensland.

More than 1,000 police officers are based on the Gold Coast and more are coming. The Police Commissioner has announced that another 20 police will be deployed to the coast by June next year and there will be more allocated following that. Also, a major new police facility is under construction at Arundel and another new facility has been announced for Pimpama. Police are also doing good work preventing crime on the Gold Coast. The award-winning police-led Project Booyah program that steers young people away from criminal offending is having great success. Another group of young people was recently inducted into the program on the Gold Coast.

That is what modern policing is about. With troubled young people, there is a small window of opportunity to help them turn their lives around and turn them away from crime and it is always better to prevent crime. Make no mistake: people who commit crime will be dealt with and will feel the full consequences of their actions.

### Queensland Rail, Regional Projects

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.03 am): Under the Palaszczuk Labor government, major rail projects are driving a regional rail jobs boom in Queensland. Queensland Rail projects underway now from Toowoomba to Townsville are supporting more than 1,150 jobs. The largest investment, the \$100 million north coast line upgrade between Townsville and Rockhampton, started in July and will support more than 300 construction jobs. The replacement of 20 timber bridges between Gympie and Cairns is an \$86 million project that will support a further 280 jobs. Later this month, work wraps up on a \$21 million project to modernise Bundaberg's rail signalling system and upgrade seven level crossings. A \$28 million project to replace 18 ageing timber rail bridges between Rosewood and Chinchilla will have supported 200 jobs once that project ends next month. Work to lower 11 historic rail tunnels on the Toowoomba range to allow for larger container trains is expected to finish in early 2020, having supported 130 Darling Downs construction jobs and boosting productivity on that rail line.

Queensland's rail network is an essential part of our state's freight supply chain, supporting regional economies and trade through our publicly owned ports. The Palaszczuk Labor government will keep investing in Queensland's rail network to improve its efficiency and safety for passengers and freight. Rail has been part of Queensland's history for more than 150 years. There is a massive opportunity to support regional jobs through upgrades and maintenance of our vast rail network.

The February floods in North Queensland and North-West Queensland that washed out hundreds of sections of the Mount Isa Line showed how much our economy, particularly the North West Minerals Province, relies on our rail network. An amount of \$50 million was invested in restoring the line, with more than \$30 million going back into regional economies through the employment of contractors and the purchase of materials. Economic resilience and regional opportunities in North Queensland will also be supported by the Palaszczuk Labor government's \$380 million commitment over five years to maintain and upgrade the Mount Isa line, which we kept in public hands. This state was built on the back of our roads and rail lines and we will continue to invest in them to support our growing population and the communities that rely on them, and we will not cut them like those opposite do.

### Christmas Eve

 **Hon. G GRACE** (McConnel—ALP) (Minister for Education and Minister for Industrial Relations) (10.06 am): The night before Christmas has become as important to families, friends and religious communities as the day itself. Like many others in the community, for most of us in this House Christmas Eve is a night that we get to spend quality time with family and friends—

**Mr Mander** interjected.

**Mr Dick** interjected.

**Mr SPEAKER:** Sorry, Minister. The member for Everton will cease his interjections and the Minister for State Development will cease his interjections.

**Ms GRACE:** Interesting. I would have thought that the member for Everton would have supported this as a religious—

**Mr SPEAKER:** I do not think we require any commentary, Minister. Please continue.

**Ms GRACE:** Like many others in the community, for most of us in the House Christmas Eve is a night to spend quality time with family and friends at church and religious services or other community and festive events or travelling to be with loved ones on Christmas Day.

There is a group of workers who do not have that luxury and have to work—in pubs and clubs, warehouses, hospitals and aged-care facilities, on public transport and across the emergency services. The Palaszczuk government believes that, because of the importance of the evening, these workers should get the extra legal protections and entitlements that come with a public holiday. That is why we sought feedback from the community on a proposal to create a part-day public holiday for six hours—from 6 pm on Christmas Eve.

By making Christmas Eve a public holiday, workers who are required to work would be entitled in reasonable circumstances to refuse to be rostered on and, if they work, workers would be compensated fairly in line with their award or agreement. The RIS attracted strong community support during public consultation, with 1,779 submissions received, 1,271, or 71 per cent, in favour of creating a part-day public holiday and 508 submissions, or 29 per cent, opposed to the proposal.

We received submissions from retail workers, bus drivers, mothers and religious leaders, just to name a few, who wrote of the ever-growing importance of Christmas Eve as a special time of year and the need to properly compensate those who were required to work. Some have been working every Christmas Eve for years, like Rhonda Jenner who said in her submission that a public holiday would be excellent to spend time with family. 'If this happens this year,' Rhonda said, 'It will be the first one I've had home with family for eight years.'

On the basis of the strong support from the community, the Palaszczuk government will move to legislate this new part-day public holiday. Queensland will be the third state jurisdiction to implement this measure, with South Australia and the Northern Territory making similar changes in 2012 and 2016 respectively. A 2013 review of the arrangements in South Australia found that there was a strong opinion that Christmas Eve held a special status in the community in line with it being recognised as a public holiday and a special time for busy families to spend quality time together.

**Mr Bleijie** interjected.

**Mr SPEAKER:** Member for Kawana, you are warned under the standing orders.

**Ms GRACE:** The interjections are really quite amazing, Mr Speaker.

**Mr SPEAKER:** Minister, can I give you some guidance: if I have dealt with the situation I do not require any commentary.

**Ms GRACE:** Christmas Eve has become as special for quality family time and church and religious communities as the day itself and the Palaszczuk government's plan to enact a part-day public holiday for this special time in 2019 reflects this change in Queensland's community values.

### Buy Queensland Food and Beverage Supplier Directory

 **Hon. MC de BRENNI** (Springwood—ALP) (Minister for Housing and Public Works, Minister for Digital Technology and Minister for Sport) (10.10 am): The Palaszczuk government is committed to backing jobs in regional Queensland. That is why we established the Buy Queensland Food and Beverage Supplier Directory. This initiative, launched earlier this year, is about creating more jobs in agriculture and food production. Our Buy Queensland approach is focused on investing taxpayers' money right here in Queensland for Queenslanders. This investment will add to the 217,000 jobs the Palaszczuk government has already created.

In just a few months, 251 Queensland suppliers and producers have applied to be on the directory. Once successful, these Queensland-grown businesses will be supplying to our hospitals, our prisons and our convention centres. I am pleased to announce the directory is now open to the public and, of course, the entire private sector so all Queenslanders and businesses can 'Buy Queensland'.

During regional parliament I sat down with almost 50 representatives from the North Queensland food and beverage sector to explain the opportunities the directory provides to their businesses. One of the attendees, Shelley Grainger of Nourishing Bites, who employs seven people in Townsville, sees the benefits. She said—

The directory will help give local businesses exposure to new markets and opportunities and connect us with other food production businesses and communities in South-East Queensland.

Atomic Coffee, which employs 11 staff, advise that it is receiving four to five inquiries each week as a direct result of being listed on this directory. This includes a number of inquiries from five-star hotels and corporate businesses. This keeps their business in business, because the more we support our local growers, producers and manufacturers, the more we support local jobs for Queenslanders.

I am pleased to inform the House that convention centre operators are now using the directory as well to increase the use of Queensland produce. As a result, 80 per cent of food and beverage procurement for the Brisbane Convention and Exhibition Centre is now Queensland and local. In Cairns it is now 70 per cent. They are snapping up products like Longreach Organic Lamb. The Minister for the Arts has informed me that the Queensland Art Gallery and Gallery of Modern Art will spend \$1.1 million with Queensland suppliers such as Mallow Organic Lamb from Stanthorpe.

As I said, Queenslanders want to back other Queenslanders, whatever the occasion. I know that our tourism venues, the mining industry and our major events caterers are all keen to jump on this bandwagon. The Palaszczuk government is proud of our producers, our growers, our manufacturers, our caterers and suppliers and we are proud to back the jobs that they support.

### ABSENCE OF MINISTER

 **Hon. YM D'ATH** (Redcliffe—ALP) (Leader of the House) (10.12 am): I wish to advise the House that the Minister for Natural Resources, Mines and Energy will be absent from the House today. The Premier and Minister for Trade will take questions for the minister during question time.

### SPECIAL ADJOURNMENT

 **Hon. YM D'ATH** (Redcliffe—ALP) (Leader of the House) (10.12 am) by leave, without notice: I move—

That the House, at its rising, do adjourn until 9.30 am on Tuesday, 15 October 2019.

Question put—That the motion be agreed to.

Motion agreed to.

## TRANSPORT AND PUBLIC WORKS COMMITTEE

### Reports

 **Mr KING** (Kurwongbah—ALP) (10.12 am): I lay upon the table of the House report Nos 26, 27 and 28 of the Transport and Public Works Committee.

*Tabled paper: Transport and Public Works Committee: Report No. 26, 56th Parliament, September 2019—Subordinate legislation tabled between 15 May 2019 and 11 June 2019* [\[1549\]](#).

*Tabled paper: Transport and Public Works Committee: Report No. 27, 56th Parliament, September 2019—Annual Report 2018-19* [\[1550\]](#).

*Tabled paper: Transport and Public Works Committee: Report No. 28, 56th Parliament, September 2019—Examination of Auditor-General Report No. 1: 2018-19—Monitoring and managing ICT projects* [\[1551\]](#).

Report No. 26 covers portfolio subordinate legislation tabled between 15 May 2019 and 11 June 2019 considered by the committee. Report No. 27 is the committee's annual report and covers the work of the committee for the 2018-19 financial year. I would like to take this opportunity to thank all those individuals and organisations who have contributed to the committee's work by providing submissions, appearing at briefings and hearings and providing other information throughout the reporting period. Finally, report No. 28 covers the committee's examination of Auditor-General Report No. 1 for 2018-19: *Monitoring and managing ICT projects*. The committee is satisfied that departments are taking appropriate action to address the Auditor-General's recommendations. I commend the reports to the House.

## INNOVATION, TOURISM DEVELOPMENT AND ENVIRONMENT COMMITTEE

### Report

 **Mr PEGG** (Stretton—ALP) (10.14 am): I lay upon the table of the House report No. 20 of the Innovation, Tourism Development and Environment Committee titled *Examination of Auditor-General report No. 7: 2018-19—Conserving threatened species*. I commend the report to the House.

*Tabled paper: Innovation, Tourism Development and Environment Committee: Report No. 20, 56th Parliament, September 2019—Examination of Auditor-General Report No. 7: 2018-19—Conserving threatened species* [\[1552\]](#).

## QUESTIONS WITHOUT NOTICE

**Mr SPEAKER:** Question time will conclude today at 11.14 am.

### Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships

 **Mrs FRECKLINGTON** (10.14 am): My first question is to the Premier. Over 60 days have elapsed since the Deputy Premier promised to sell her Woolloongabba investment property. The Integrity Commissioner says the Deputy Premier will continue to have a conflict of interest until the property is sold. When will the Premier take action and force the Deputy Premier to sell the property and clean up the Palaszczuk government's integrity crisis?

**Government members** interjected.

**Mr SPEAKER:** Members to my right, the only warning I will give you is this one: questions will be heard in silence.

**Ms PALASZCZUK:** I thank the Leader of the Opposition for the question. The Deputy Premier has said publicly that she will be selling that property. The CCC has made its findings and the government will implement those findings.

### Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships

**Mrs FRECKLINGTON:** My second question without notice is to the Premier. For failing to declare the conflict of interest in her Woolloongabba investment property to the Cabinet Budget Review Committee before deliberations on Cross River Rail, the Deputy Premier lost ministerial responsibility for the project. What punishment will the Deputy Premier receive for failing to declare the same conflict of interest to the CBRC before approving \$120 million worth of funding for the Inner City South State Secondary College?

**Ms PALASZCZUK:** As I have said in this House, and the opposition well know this, the CCC brought down its findings in relation to that assessment and the matter has been assessed. Those opposite may want to read that decision.

**Opposition members** interjected.

**Mr Hunt** interjected.

**Mr SPEAKER:** Pause the clock. Member for Nicklin, you are warned under the standing orders. Members will speak through the chair.

**Ms PALASZCZUK:** There was no finding of corruption and no finding that the Deputy Premier acted dishonestly. That is what the CCC has found. It is about time those opposite accepted what the independent umpire of this state has said in relation to those matters.

### Bushfires, Recovery

**Ms SCANLON:** My question is to the Premier and Minister for Trade. Will the Premier please update the House on how the Palaszczuk government is supporting Queenslanders as they recover from the recent bushfires?

**Ms PALASZCZUK:** I thank the member for Gaven for that question. As we know, the issues that actually matter to Queenslanders are those issues surrounding the impacts—and it is not a funny matter, Leader of the Opposition—of the bushfires. It is a really serious issue and my government will continue to make sure that we stand by those people.

I was very pleased yesterday to join Minister Cameron Dick and Ian Stewart, who thankfully has agreed to come out of retirement to help us as our state's recovery coordinator. I know that Ian Stewart is the right person for that job. He will be out in communities over the coming few days. I hope to join him early next week.

To update the House, as I have said previously, there have been over 1,570 bushfire incidents across the state and there have been 25 emergency alert campaigns issued. On behalf of everyone in this House I once again thank all of our emergency services personnel, our volunteers and everyone who has helped, from the Country Women's Association to people who own cafes and people who have been sending supplies. I have been told that restaurants in Brisbane were sending supplies down to people in the Gold Coast hinterland to help out. This is what community does. This is what Queenslanders do to help out. I thank everyone who has been involved.

Currently there are still 38 active bushfire incidents and we have been working to make sure that everyone is safe and they have a secure place to stay. Fifty-eight Queenslanders have been offered support through our emergency housing accommodation program. We know that people are keen to start rebuilding as soon as possible, but it is important that home owners protect themselves and their families during rebuilding works, because unsafe or unlicensed building works could create further problems.

That is why today I am pleased to announce that the Queensland Building and Construction Commission has established the Bushfire Rebuild Register. The register lists 160 local licensed contractors who are ready to carry out repairs to fire damaged properties. I urge people to go to the website and have a look. We will help get communities back on their feet. By using the register, home owners can have peace of mind that their work is being done by a qualified local tradie. Every registered contractor on the Bushfire Rebuild Register has been vetted to ensure that they hold the appropriate qualifications for the work that they are listed to perform.

Whilst I am on my feet, I will say that I am very proud that my government is bringing back QBuild, which was completely and utterly destroyed under the LNP. We will have regional offices, we are going to train apprentices and we will have a—

*(Time expired)*

### Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships

**Mr MANDER:** My question without notice is to the Treasurer. On 18 July 2018, the Treasurer told the Integrity Commissioner that she was not a decision-maker for the Inner City South Secondary College. However, the Treasurer was one of the four Cabinet Budget Review Committee members who approved \$120 million in funding for the Inner City South State Secondary College in early April. Why did the Treasurer tell the Integrity Commissioner she was not a decision-maker when, in fact, she was?

**Ms TRAD:** I thank the member for Everton for the question. I will refer him to the 2017-18 budget, which was when funding was determined for the Inner City South State Secondary College. That was two years ago. The funding deliberation for that investment was in the 2017-18 budget. There are public press releases that talk about that funding decision, in line with the funding decision around the new inner north secondary college. However, that is in stark contrast to what those opposite did with schools. We fund new schools in high-growth areas in the regions.

**Mr Power:** Yarrabilba State School.

**Ms TRAD:** I take the interjection from the member for Logan, who is immensely proud of the investment that this government is making in new schools in his electorate. Labor invests in education, whether it is in prep, moving year 7s into high school, new schools, new STEM programs, getting ready for 2020—

**Ms Grace:** A thousand extra teachers.

**Ms TRAD:** One thousand extra teachers; I take that interjection from the member for McConnel and education minister. Labor fundamentally believes in education. We do not shy away from making sure that we are making the right investments in the right infrastructure and in the right teachers.

When Labor came to power 30 years ago this December, after 32 years of National Party rule, Queensland teachers were among the lowest paid teachers in Australia. They were among the lowest paid teachers in the nation. It has been successive Labor governments that have made the investment in our teachers, in education and in the future of Queenslanders. What is the result? Economic productivity increases and a highly skilled workforce, ensuring that Queenslanders can compete in the global economy. Those opposite do not like science, they do not like public servants and they do not like education. We on this side of the House are enormously proud of our investment in education. Those opposite have nothing to be proud of when it comes to health, education and jobs.

### Women, Employment

**Ms BOYD:** My question is to the Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships. Will the Deputy Premier update the House on the Palaszczuk government's achievements in helping more Queensland women into work and in narrowing the gender pay gap?

**Ms TRAD:** I thank the member for Pine Rivers for the question. I know that she is an incredible advocate for the rights and equality of women in Queensland. The Palaszczuk Labor government absolutely recognises the importance of getting women into work or back into work and making sure that they get paid fairly. I am very proud of the fact that, under the Palaszczuk Labor government, women's participation in work has increased by 1.6 per cent. Under those opposite, it fell by three-quarters of a per cent. That is the difference between Labor and the LNP.

For every two women who entered the workforce under those opposite, when the Leader of the Opposition was the assistant treasurer and sat at the CBRC table making decisions, Labor has added seven—that is, seven women for every two. The poor representation of women in the workforce under the LNP is hardly surprising when we consider the poor representation of women members on that side of the House and in the LNP party room. It is actually no surprise considering the views of their deputy leader when it comes to women.

Of more concern and a bigger surprise are the comments made by the federal Treasurer only last week when he announced to the federal parliament that the gender pay gap had closed—not that it is closing, but that it has disappeared; it has closed. It is a bit like when he trumpeted that the budget was back in the black when it actually posted a deficit or his big infrastructure spend with all of the money off in the never-never. Talk about a post-truth error!

It took the federal Minister for Women, Senator Marise Payne, to say that in this nation we still have a gender pay gap of some 14 per cent. We have a 14 per cent pay gap. She actually did that on the day that we all know as Unequal Pay Day, that is, 10 September. That refers to the number of days that women have to keep working after the end of the financial year in order to earn the same amount of money that men earn. That is in stark contrast to what Josh Frydenberg announced quite proudly to the federal parliament. In terms of women's equality in the workplace, their earnings and their economic prosperity, the fundamental issue is discrimination. It is discrimination like from those opposite, who actually question the appropriateness of—

*(Time expired)*

**Mr Crisafulli** interjected.

**Mr SPEAKER:** Member for Broadwater, you are warned under the standing orders. Your comments will come through the chair.

### Cross River Rail

**Mr MINNIKIN:** My question is to the Minister for Innovation and Tourism Industry Development. Will the new minister for Cross River Rail tell the House whether the government will reconsider the innovative proposal to shift the Cross River Rail station at Boggo Road to the Princess Alexandra Hospital, as proposed by both shortlisted bidders and supported by the technical advisers, although it would move the station further away from the Deputy Premier's investment property?

**Ms JONES:** I have already been asked the question. I believe it was reported on the news on Sunday, but I answered publicly on Sunday that the government will stand by its decision in regard to the Cross River Rail stations. Those were collective decisions of the cabinet and the CBRC, and we stand by those decisions.

### Defence Industry; Maritime Industry

**Mr HEALY:** My question is to the Minister for State Development, Manufacturing, Infrastructure and Planning. Will the minister please advise how the government is working to develop the defence and maritime industries, including in relation to ships and boats, and is the minister aware of any other approaches?

**Mr SPEAKER:** Before calling the minister, members to my left, you will be warned as a group about silence during questions being asked.

**Mr DICK:** I thank the member for Cairns for his question. As we have heard this week, Queensland has new jobs on the horizon with the Land 400 phase 3—new jobs coming in aviation and aerospace. We also want to secure new jobs in our maritime industry, especially in the Far North in Cairns.

That is why last week the Palaszczuk Labor government undertook its inaugural South Pacific Defence and Industry Forum in that great city. We attracted more than a hundred defence and security leaders from state, national and international agencies and prime defence contractors. I thank you, Mr Speaker, and the member for Cairns for attending the forum. We welcomed delegates from the Australian Defence Force, the Department of Foreign Affairs and Trade, Tonga, Fiji—including the chief of the Fiji defence force—the Cook Islands, the Republic of the Marshall Islands, Papua New Guinea, Timor-Leste, as well as New Zealand, the United Kingdom and France. We showed our neighbours and friends in the region why the great far northern city of Cairns is the best place in the region for the maintenance, repair and overhaul of maritime vessels.

On International Talk Like a Pirate Day can I say when I speak of ships, what is happening with the 'SS LNP Privatisation'? We have the member for Everton, Captain Hornblower, reporting for duty. We have the member for Broadwater, Jack Sparrow, trying to climb up the side with the hostile boarding party, with Pistol and Boo under each arm. Meanwhile, the Leader of the Opposition has the sexton upside down searching for the Rheinmetall jobs in Redbank but running aground in Wacol. We have the broken rudder from Kawana, the anchor from Glass House, the member for Mermaid Beach on the buckets, the member for Surfers Paradise manning the cannons and pointing them directly at the wheelhouse ready for one last hoorah, Gary Spence man overboard—

**Mr Mander** interjected.

**Mr SPEAKER:** Member for Everton.

**Mr DICK:** We have Verity Barton walk the plank, the member for Whitsunday locked in the brig, the members for Chatsworth and Clayfield fighting over the last life raft—

**Mr Mander** interjected.

**Mr SPEAKER:** Member for Everton, you are warned under the standing orders.

**Mr DICK:** The sails are shredded by their policy failures and the whole ship is listing hard to the right. Down below the backbenchers are wallowing and moaning because they dream of the glory days of Captain Newman, before he sailed the great fleet of their record majority into the unforgiving reef of absolute electoral annihilation. It is no wonder the LNP cannot make up their mind where they are going. They cannot even make it back to their home port.

**Mr Lister** interjected.

**Mr Boothman** interjected.

**Mr DICK:** We have the Leader of the Opposition lost at sea with nothing of substance to say. There is a \$7 billion cash giveaway, but where is the money coming from? There must be a hunt for the buried treasure but there are only three things on the treasure map for the Leader of the Opposition—cutting, sacking and selling.

**Mr SPEAKER:** Member for Southern Downs and member for Theodore, you are both warned under the standing orders—both for not using members' correct titles or not speaking through the chair, take your pick.

### **Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships**

**Mr BLEIJIE:** My question without notice is to the Deputy Premier. The Crime and Corruption Commission, in the Premier's words this morning, the independent umpire, has found—

The CCC notes the Deputy Premier has acknowledged she did not update her statements of interest in relation to purchase of the property within one month as required under section 39B of the Parliament of Queensland Act 2001.

Does the Deputy Premier accept that she has broken the ministerial rules and should do the honourable thing by the people of Queensland and resign today?

**Ms TRAD:** I refer the member for Kawana to answers given yesterday in question time on this exact issue.

### **Regional Queensland, Internet**

**Mr O'ROURKE:** My question is of the Minister for Innovation and Tourism Industry Development and Minister for the Commonwealth Games. Will the minister please update the House on the government's strategy to deliver better internet for thousands of Queenslanders in regional Queensland?

**Ms JONES:** I thank the honourable member for the question. I know the member for Rockhampton is very passionate about ensuring that we continue to deliver strong infrastructure for the people of regional Queensland, particularly in the city of Rockhampton, which I was always taught was the centre of the universe.

There was only one side of politics that went to the last election promising to unlock the optical fibre we have in our power network. The reason we have the opportunity to unlock the fibre in our power generation network is because—

**Mr Power:** We own them.

**Ms JONES:** That is right; we own them. I take that interjection. Our side of politics is saying that we will retain ownership despite what the Prime Minister is trying to force us to do. We will plough on with our plan to unlock that fibre.

What we have already seen is the establishment of FibreCo. I can advise the House today that we now have a carrier licence and we are on the hunt for the very first CEO. I am proud to announce that the board has been appointed. It comprises: experienced telco executive Greg Young from the Sunshine Coast; IT management guru Rachel Bauer from Brisbane; experienced lawyer and marketer Jane Seawright from Townsville; Ergon Energy board member Jane Nant from Townsville; and energy executive and acting Powerlink chief executive Kevin Kehl, who was born in Ingham and now lives in Redcliffe. There is strong regional representation on this board because we know how transformational it can be for regional Queensland.

What we are seeing in regional Queensland is more businesses relying on faster internet. The NBN has been a complete failure for regional Queensland. That is why we are investing in FibreCo and why we have established this company to use that internet connection. As we have seen repeatedly, even in the last 24 hours, it is only the Palaszczuk Labor government that will stand up for regional Queensland and regional jobs.

It is very interesting because up until now we always counted on bipartisan support when it comes to our shark protection program and what that means for the tourism industry. We have seen a wishy-washy tweet lately from the member for Broadwater which is very different to what he was saying 12 months ago. In November last year he was saying in relation to the removal of shark devices from the water, 'There is a movement by some lunatic green advocates to remove shark protection measures.' That is how he characterised it last year.

Why does he not stand up to his own federal government? Where is the member for Broadwater? We know that he likes to be his own shark when it comes to the Gold Coast, but where is he when it comes to standing up in a bipartisan way with the Palaszczuk Labor government to get a clear, workable solution to the ruling from the Federal Court in relation to federal legislation? Of course, we know where he is. He is missing in action.

*(Time expired)*

### **Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships**

**Mr JANETZKI:** My question without notice is to the Deputy Premier. The Crime and Corruption Commission also found—

The Deputy Premier has not disputed she did not declare an actual, potential or perceived conflict of interest when participating in the CBRC decisions concerning Cross River Rail and the Inner City South State Secondary College with which this assessment is concerned.

Does the Deputy Premier admit she breached cabinet rules?

**Ms TRAD:** I thank the member for the question. I refer him to answers given in this place during question time yesterday on this exact matter.

### **Suicide Prevention**

**Ms LINARD:** My question is to Minister for Health and Minister for Ambulance Services. Will the minister update the House on the Palaszczuk government's commitment to suicide prevention?

**Dr MILES:** I thank the member for the Nudgee for the question. I know she knows that suicide is one of the most significant challenges facing all of our communities. Last Tuesday was Suicide Prevention Day. In 2017, 804 Queensland lives were lost to suicide. We know that for every one of those lives lost another 100 lives were affected. These are statistics that I do not think any of us can accept. It means that most of us in this chamber would know someone who has committed suicide, had people commit suicide in their communities and certainly know people devastated by suicide. This issue should be beyond and above politics.

Let me acknowledge that in February I met with the member for Gregory to hear the harrowing stories of young people taking their lives in his community. Every life lost to suicide is a tragedy and sends ripples through whole communities, families, schools and workplaces. It is why the Palaszczuk government has made suicide prevention one of our top priorities. We have set an ambitious goal to halve the number of suicides in Queensland within 10 years while also acknowledging that any suicide is one too many.

On World Suicide Prevention Day last week I was pleased to launch our suicide prevention strategy called Every Life—the result of very wide consultation and research. Our down payment on that strategy is an \$80 million investment—the most any Queensland government has ever invested in mental health and suicide prevention. Of that, \$7½ million will go to beyondblue's Way Back program, a proven program supporting individuals after they attempt suicide—and we know they are the most at-risk group—as well as \$10.8 million toward Safe Haven cafes, where people experiencing mental health issues and mental health crisis can go and have a cup of tea or coffee and receive support from trained and experienced mental health clinicians.

We are re-engineering our emergency departments right across the state so that they can better deal with people experiencing mental health crisis. On Tuesday I announced that we would be building a new short-stay facility at Caboolture. There is already one under construction for Logan. We have achieved much in breaking down the stigma of mental health and suicide, but we still have a long way to go.

### **Shark Control Program**

**Mr CRISAFULLI:** My question without notice is to the Minister for Agricultural Industry Development and Fisheries. Yesterday Minister Jones said the Morrison government would have blood on its hands if there was a shark attack. Given that the court ruled that drum lines can still be used—

**Ms JONES:** Mr Speaker, I rise to a point of order. The honourable member is misleading the House. I did not say that. I said I did not think the Prime Minister would want blood on his hands.

**Mr SPEAKER:** No. This is not the appropriate time to do that. You can write to me if you feel that the member has misled the House. I would appreciate questions being able to be asked in full before points of order are raised. Could you please start your question again, member for Broadwater?

**Mr CRISAFULLI:** My question without notice is to the Minister for Agricultural Industry Development and Fisheries. Yesterday there were comments made that the Morrison government would have blood on its hands if there was a shark attack. Given that the court ruled that drum lines can still be used but the state government must operate under new conditions, why won't the minister provide extra funding to protect Fisheries staff and swimmers while federal laws change to allow the program to continue in its current format?

**Mr FURNER:** I must start by responding to the member for Broadwater in this manner. Yesterday in a show of bipartisanship, which is an arrangement that has always been in operation in this House since 1962, we offered my shadow minister an opportunity for a briefing which he did attend and we also offered the shadow minister for tourism and the environment the same opportunity but he neglected to attend. He comes into this House and believes that he knows everything not only about the Shark Control Program but about what happens in tourism throughout Queensland. He is clueless, as always, when it comes to matters associated with Minister Jones's portfolio and mine on this matter. It is really disappointing that the member for Broadwater stated his position on Twitter and mirrors the Humane Society International's position. I table that tweet.

*Tabled paper:* Extract, dated 18 September 2019, from the Twitter account of the member for Broadwater, Mr David Crisafulli MP, regarding federal law changes to protect swimmers [1553].

He indicates, '... only we must do more to release sharks still alive.' He is clearly supporting the Humane Society International's position on this matter. We on this side of the chamber are the only ones in this chamber who support human life over matters associated with sharks on our shores. As outlined previously, this would effectively be a catch-and-release program for dangerous catches. This demonstrates clearly once again that the LNP are soft on crime and soft on sharks. They should pick up the phone and ring their comrades in Canberra—

**Opposition members** interjected.

**Mr SPEAKER:** Order!

**Mr FURNER:** They are definitely floundering in the water. They are definitely floundering when it comes to matters associated with our shores and our seas.

**Ms Jones:** Flaky response.

**Mr FURNER:** I take that interjection—very flaky when it comes to their comments that have been raised in this House.

We only need to go back to the beginning of this year when there was an attack off Hamilton Island. It was a very unfortunate occasion, I understand, where a mother and her young daughter were attacked by a sea creature. Lo and behold, who could not wait to get on an aircraft and get up to Hamilton Island and call for shark drum lines and shark nets? It was the Deputy Leader of the Opposition of this House.

**Mr Dick** interjected.

**Mr FURNER:** This was after a toad fish attack, and he called for shark drum lines and shark nets off Hamilton Island. That demonstrates that they are looking for any opportunity and it demonstrates that they are soft on sharks and they are very flaky when it comes to this particular matter.

**Mr SPEAKER:** Order! Minister for State Development, you are warned for not putting your comments through the chair.

### Skilling Queenslanders for Work

**Mr RUSSO:** My question is to the Minister for Employment and Small Business and Minister for Training and Skills Development. Will the minister update the House about the success of the Skilling Queenslanders for Work program and how it is assisting people into work?

**Ms FENTIMAN:** I thank the member for Toohey for the question. He is a huge advocate for the Skilling Queenslanders for Work program, which is delivering real skills for Queenslanders and helping them find work and build a successful career. The Palaszczuk government's focus is of course on jobs. We are creating jobs right across the state. From the Torres Strait to Western Queensland and right down the coast, Skilling Queenslanders for Work is providing work-ready skills for people who have really struggled to get into the workforce. They now have a job, they now have the dignity that comes with finding work and they are building successful careers.

Since this program was reinstated, after those opposite cut the successful program, more than 44,000 people have been assisted in this program—25,000 of them are in work. It is such a fantastic program. It was wonderful recently to attend a graduation of close to 150 participants at the Multicultural

Community Centre in Newstead. It was so great to see that from those 150 graduates 73 per cent of them are now in work. Like so many of our Skilling Queenslanders for Work graduates, many of the graduates could not be there because they were working.

It was also great to be joined at that graduation by the members for Moggill and Surfers Paradise who were there to support the program that they axed when they were in government. I wonder whether that means that the LNP have finally had a change of heart when it comes to job-creating programs in the community. Will they finally admit that this was a mistake? I am not convinced that those opposite have a heart.

What does the member for Surfers Paradise have to say to the Gold Coast when more than \$21 million is now being provided to help almost 5,000 Gold Coasters get job-ready training? How do they go out and face those hardworking community groups who relied on this funding for their staffing to deliver job-generating training? When the member for Surfers Paradise was the minister, he oversaw \$287 million in cuts from training organisations and 144 staff were axed when the Skilling Queenslanders for Work program was axed by those opposite. Organisations like Challenge Employment in Ipswich said that when the program was cut by those opposite—

**Mrs Frecklington** interjected.

**Mr SPEAKER:** Leader of the Opposition.

**Ms FENTIMAN:**—when the member for Nanango was sitting around the CBRC table proud of all of these cuts, they said that they received 20 phone calls a day from desperate parents wanting to get young Queenslanders the skills they need to find a job. This is a program that is delivering real training, job-ready training, and delivering 25,000 jobs. It is time those opposite came out and said whether they will cut the program again.

### **Hinchinbrook Electorate, Ambulance Services**

**Mr DAMETTO:** My question is to the Minister for Health and Minister for Ambulance Services. In the Hinchinbrook electorate between Townsville and Ingham there is a 90-kilometre stretch of the Bruce Highway without an ambulance service. Will the minister consider placing an ambulance service in the township of Rollingstone to ensure motorists and residents in this area are within close proximity to timely emergency and first-response care when required?

**Dr MILES:** I thank the member for Hinchinbrook for his question. I have not been to Rollingstone. I do understand that it is between Townsville and Ingham, but this is a question that comes up—

**Opposition members** interjected.

**Mr SPEAKER:** Order! Members, the minister is being responsive to the question asked.

**Dr MILES:** This is the kind of question that comes up often as members seek to have ambulance stations located in townships within their electorates. Whenever it does I make three points: firstly, ambulances are allocated based on triage category as well as the closest located vehicle. They do not sit and wait at ambulance stations to be deployed. By and large they are in the field, on the road and are deployed based on the closest ambulance to—

**Ms Bates** interjected.

**Mr Saunders** interjected.

**Mr SPEAKER:** Pause the clock. Member for Mudgeeraba, you are warned under the standing orders. Member for Maryborough, you are warned under the standing orders.

**Dr MILES:** In most cases, the station is the location from which they pick up their vehicles and do their shift changes. In fact, it is very rarely from where they are allocated. The second point I would make is that the Queensland Ambulance Service determines where to locate new stations based on demand, population and proximity to other stations, so there are a wide range of criteria they take into account. Thirdly, I am always willing for the ambulance service to discuss with any member of this place what the data looks like for individual townships within their electorate.

I would be pleased to organise an opportunity for the member for Hinchinbrook to sit down with the ambulance commissioner and look at demand and response times for not just Rollingstone but other townships within your electorate so you can see exactly what data they are using in making those decisions. In the process, they will also be able to describe to you what the response times to jobs in Rollingstone and surrounding areas are and, by and large, from where crews are deployed. I understand that in most cases vehicles from the Northern Beaches station would service Rollingstone,

although some stationed at Kirwan may also be sent to Rollingstone. I note that that is the member for Thuringowa's old station and one we are upgrading at the moment. That data can show you just how paramedics are deployed from within the field rather than individual stations.

**Mr Janetzki** interjected.

**Ms Leahy** interjected.

**Mr SPEAKER:** Member for Toowoomba South, you are warned under the standing orders. Member for Warrego, you are warned under the standing orders. The minister was being responsive to the question asked.

### **Townsville, Women's Centre**

**Mr HARPER:** My question is for the Minister for Communities and Minister for Disability Services and Seniors. Will the minister provide the House with an update on the Townsville Women's Centre?

**Mrs O'ROURKE:** I thank the member for the question and his commitment to organisations within our local community that support vulnerable people. The Queensland government is proudly delivering a new Women's Centre for Townsville because this is what the Labor Palaszczuk government does. We plan, we build and we prepare for the future. That is in stark contrast to what those opposite do. I can confirm that under a previous Labor government there was a commitment to the women of Townsville to build a Townsville Women's Centre where women experiencing their worst moments would receive the support they need and have their immediate needs met.

What happened under the Newman LNP government? They cut the funding to that previous commitment, they sacked frontline staff providing support to women suffering from domestic violence and they sold public housing assets across the state. We have invested \$2.87 million in funding this year for the construction of the new Townsville Women's Centre, which is in addition to the \$330,000 provided last year for design work. At the last sitting of parliament in Townsville I announced that we have secured another 1,000 square metres of land for an outdoor area for women and children accessing the new centre.

Today I am pleased to update the House. Last week I announced the three local building companies that have been short-listed to deliver the new Townsville Women's Centre: Woollam Constructions, Hutchinson Builders and Paynters Pty Ltd. Successful local companies mean local jobs and local partnerships. These three companies were short-listed from an expression of interest process that was open to 18 Townsville based building contractors with a proven track record of experience with projects of this size and scale. The construction of the new Townsville Women's Centre will create approximately 11 construction jobs and deliver vital regional infrastructure and services for our growing state.

The new Women's Centre will provide Townsville women with a larger, more modern and safe space to access sexual assault support services, counselling and domestic and family violence and homelessness support services. The new centre will include counselling, consulting rooms, therapeutic rooms, arts and crafts rooms, play facilities for children, a covered outdoor area and training facilities. It will be fully accessible for people with disability, including car parking for staff and visitors. I know how valuable this service is to the women of Townsville, and I am very proud that this government's commitment is to deliver a new Women's Centre for Townsville. This is just one of the many projects being delivered by this government in my home city of Townsville which will make a real difference to our local community.

### **New Acland Coalmine, Approvals**

**Mr WEIR:** My question is to the Premier. Premier, today some of the 150 workers who have lost their jobs at New Hope's New Acland mine will travel here to the parliament. Will the Premier meet with these workers to explain why the Palaszczuk government has failed to grant the necessary approvals that would have secured their jobs?

**Ms PALASZCZUK:** I thank the member for Condamine for the question. As we know, this issue was raised at the last sitting of parliament. I gave a very comprehensive answer. In relation to the workers, my understanding is that Minister Lynham met with a delegation at the Townsville sitting of parliament. As we know, there has been a Court of Appeal decision. My understanding, from memory, is that it is going to go back to the Land Court. As I said in this parliament, I hope that those matters are finalised by the end of this year. The company knows this court proceeding is happening, and I would hope that in good faith they keep those workers employed until the outcome of the Land Court decision.

**Opposition members** interjected.

**Mr SPEAKER:** Pause the clock. The Premier is being responsive to the question asked. Members will cease their interjections.

**Ms PALASZCZUK:** We know that the LNP has had different views when it comes to this mine. One minute they are against it; then they are for it. We know there has been a political donation. I made that very clear in Townsville as well. Then they changed their minds in relation to the position.

**Mrs Frecklington:** We listened to the community. We reduced the mine by 63 per cent—

**Ms PALASZCZUK:** Yes, you were against it and now you are for it.

**Mr SPEAKER:** Through the chair, Premier.

**Ms PALASZCZUK:** Mr Speaker, we will follow the court decision in relation to this matter. It is the right thing to do—

**Mrs Frecklington** interjected.

**Mr SPEAKER:** Leader of the Opposition, cease your interjections.

**Ms PALASZCZUK:** What I said very clearly is that the company in good faith should honour its commitment to the workers until the outcome of that court case.

## NAPLAN

**Ms PUGH:** My question is of the Minister for Education and Minister for Industrial Relations. Will the minister update the House on the NAPLAN review being undertaken by the Queensland, New South Wales and Victorian governments and advise if there are any alternative approaches?

**Ms GRACE:** I thank the member for the question, because I know that the member, who has young children, knows how important education is and how important it is that we have the right assessments in place.

It is really great to see that the Queensland, New South Wales and Victorian governments have released the terms of reference for the review into NAPLAN last year. We welcome the ACT joining this review. I want to acknowledge Minister Sarah Mitchell from New South Wales and Victoria's James Merlino for agreeing to collaborate with Queensland, also Minister Yvette Berry from the ACT, who has now realised the importance of this review and joined the collaborative exercise we are undertaking.

The review will identify what a standardised testing regime in Australian schools should deliver. The whole eastern board of Australia have now joined together. The review will assess how well NAPLAN achieves this and identify short- and longer-term improvements that can be made. We have all agreed that the review will also consider the following: whether NAPLAN is meeting the needs of governments, schools, parents and students, including how accurate and appropriate the test is; whether the right year levels are being tested; and how well the test assesses student and system performance over time. The review will draw on evidence from international assessment programs and other recent reviews of NAPLAN—and Queensland will feed our survey into this review—to identify best practice and inform the review's recommendations.

Why do the states and territory have to come together? It is because the Morrison federal government and the minister will absolutely not agree to a review of NAPLAN after 10 years. I have a press release from Minister Dan Tehan, who is the only one on the Education Council who is not agreeing to a full review of NAPLAN. Every other state and territory agrees except for the federal government. I quote from the press release—

The Melbourne Declaration—

if anyone knows what the Melbourne Declaration is—

... is now ten years old so it's time that we again look at how we are educating our children and agree a way forward to continue improving student outcomes.

The Education Council agrees after 10 years to review the Melbourne Declaration but we cannot get the same decision with NAPLAN. Last night Minister Farmer, the member for Bulimba, held a fantastic event for principals and P&C groups and I went and spoke to them and answered questions. We asked them to rate on a scale of one to 10 reviewing the Melbourne Declaration or reviewing NAPLAN. The result was that Melbourne Declaration was a one and NAPLAN was a 10, yet we still cannot get the federal government to agree with New South Wales, Queensland and Victoria.

*(Time expired)*

## Health System, IT Systems

**Ms BATES:** My question is to the Premier. I refer to Labor's health payroll debacle, the suspended rollout of the trouble-prone medical record system and now reports that Queensland Health's new online order system has failed. Why can't Labor properly manage IT systems to improve patient safety?

**Ms PALASZCZUK:** I thank the member for the question. First of all, I reject the premise of the question from the outset. In relation to some of the matters that were raised, if the member was listening to the health minister, the member would have heard very clearly that in relation to the matter of the supply chain there is no impact on patient safety. I was briefed this morning as well by the minister and the new director-general about these matters. Nearly \$899 million worth of supplies has already been paid out.

**Mr Dick:** Nearly \$900 million?

**Ms PALASZCZUK:** Nearly \$900 million. That is not a failed system. That is a system that is working but of course we had to bring that up to the modern era. I am also advised that the LNP actually commenced this system when they were in office to the tune of some \$35 million.

**An opposition member** interjected.

**Ms PALASZCZUK:** No, I think history is very important. They very clearly decided that they wanted to put in place this program. It was around \$35 million and it was abandoned.

**Dr Miles:** They gave up.

**Ms PALASZCZUK:** They gave up. Where is the money? Where is the LNP money—the \$35 million?

**Ms Bates** interjected.

**Mr SPEAKER:** Pause the clock. Member for Mudgeeraba, you are under a warning already. You are interjecting. You can leave the chamber for one hour.

*Whereupon the honourable member for Mudgeeraba withdrew from the chamber at 11.03 am.*

**Mr SPEAKER:** Members, I say again that if you have been warned under the standing orders do not interject or you will be leaving the chamber.

**Ms PALASZCZUK:** I wonder who the IT minister was at the time? We should check that out. The LNP started the replacement of the financial system and then stopped it without explanation—wasting, and I correct the record, \$35.5 million. I also note that the Minister for Health has been out to the Richlands distribution centre himself and has personally seen how those supplies are being distributed. I have been assured by the director-general and by the minister that the system is working. I would like to hear from the LNP to explain what happened to the \$35.5 million.

## Toowoomba Bypass

**Mr MADDEN:** My question is to the Minister for Transport and Main Roads. The recently opened Toowoomba bypass will be of great benefit to road users travelling to Toowoomba and beyond, including my constituents of Ipswich West. Will the minister update the House on the job-creating economic benefits delivered to Toowoomba and the Lockyer Valley by the construction of the Toowoomba bypass?

**Mr BAILEY:** I thank the honourable member for Ipswich West for his question and his great advocacy of roads and road safety. I know that he delivers very well for his electorate in that regard. After 4½ million hours of work, we have seen the Toowoomba bypass open for the Darling Downs and the Lockyer community. We have seen 3,700 locals benefit from a job and more than a thousand businesses benefit from supplying this project. It has pumped \$1.7 billion into the economy, with over 80 per cent of it, or \$1.3 billion, pumped directly into the pockets of local businesses and families because of our approach to procurement. We have been maximising those local benefits. With this project, heavy vehicles will miss 18 sets of lights through Toowoomba, saving over half an hour. That is a great addition to their productivity and their efficiency in the supply chain. It is a much safer road, which no-one would doubt.

**Mr Watts:** The LNP funded it.

**Mr SPEAKER:** Member for Toowoomba North.

**Mr BAILEY:** I will get to the member for Toowoomba North in a moment, Mr Speaker. What we are seeing is better productivity and better jobs. It is a once-in-a-generation project, with \$2.4 billion in economic gains for the region's businesses in the largest inland city in the state.

These benefits would not be fully realised if the opposition members had their way. In their business case that they kept hidden and did not share with the Darling Downs, they had planned the highest toll in Australia. They kept that secret for seven years. They were going to create a whole new super heavy class of toll and whack the heavy vehicle industry \$34.25 to use it. That would have been the highest toll in Australia. It would have been a case of 'Trevor's terrible Toowoomba toll tax'. That is what it would have been.

Fortunately, it is the Palaszczuk Labor government that has saved the Darling Downs and the Lockyer Valley from being subjected to the highest toll in Australia. I note that, despite the business case of the LNP proposing that, the member for Toowoomba North has now changed his mind. Is that not good to see? In his little column in the *High Country Herald*, he said—

... the toll prices should deliver a fair outcome for these companies and provide them with the transparency and security they need—

In government, they were arrogant with the largest majority in political history. They were going to whack the largest toll in the whole country on the Toowoomba community. It has been this Labor government that has backed the heavy vehicle industry, backed the Toowoomba, Darling Downs and Lockyer Valley communities and saved them from 'Trevor's terrible Toowoomba toll tax'.

### Rheinmetall NIOA Munitions, Electricity Supply

**Mr BENNETT:** My question is to the Premier. Can the Premier advise the House if sufficient electricity supply is currently available for the planned Rheinmetall NIOA Munitions factory in Maryborough? If not, when does the government expect sufficient supply to become available?

**Ms PALASZCZUK:** We know how important that issue is in relation to making sure that that factory is up and running and can cope with the energy supply. It was an issue, of course, that the CEO of Rheinmetall raised with both me and the Minister for State Development when he was out here. As a government, we are actively working on that project at the moment and we will be able to update shortly.

### Social Housing

**Mr KING:** My question is of the Minister for Housing and Public Works, Minister for Digital Technology and Minister for Sport. Will the minister please update the House on how the Palaszczuk government is building more social and affordable housing and if he is aware of any other approaches?

**Mr de BRENNI:** I thank the member for Kurwongbah. On this side of the House we have a genuine commitment to Queenslanders in need. We believe it is a duty of governments to provide safe, secure and sustainable housing to all Queenslanders, and we have put it in writing. In the Queensland Housing Strategy we outlined a \$1.8 billion commitment to delivering on those objectives.

Under the Housing Construction Jobs Program, over the last two years we have commenced construction of over 1,400 homes and we have supported 8,800 jobs in construction in the process, with 7½ thousand jobs in the supply chain. It gets even better with 77,000 hours of apprentice work being completed. This year I am pleased to report to the House that we will start building another 581 homes for Queenslanders in need. So far, in and around the member for Kurwongbah's electorate we have already delivered a further 224 new homes for those vulnerable Queenslanders. This is a record of delivery, this is a record of job creation and it is a record of supporting vulnerable Queenslanders.

There were some other policies floating around and I refer to the LNP's housing policy, the alternative strategy around housing. It is a record of giving up on vulnerable Queenslanders, giving up on housing. In 2013-14 they built a grand total of—wait for it—just 79 homes across Queensland. Maybe it was all too hard for the member for Everton to build homes for vulnerable Queenslanders. The LNP members came in here last night and they pointed fingers when talking about privatisation. What did we hear last night? We said they were wasteful and they were lazy.

Let me tell honourable members what the LNP's housing strategy was. It states, 'Under Housing 2020'—these are the words of the member for Everton, the then minister—'the government will change from being a direct provider of long-term housing.' It was all too hard for the member for Everton and the LNP. It is no wonder we see them wanting to cosy up to developers. They do not just want their donations; the LNP needs their help. On the Gold Coast it is development central. I cannot think of anywhere else in this country where someone can get a development up more easily than on the Gold Coast. I wonder how many homes the LNP built on the Gold Coast during its time in office.

**Ms Fentiman:** How many?

**Mr de BRENNI:** Zero homes for vulnerable Queenslanders.

The other incredible property deal that was done by the member for Everton and the LNP was here in the Brisbane CBD in the fire sale of publicly owned government buildings, losing \$237 million. This is the man who those people opposite want to make treasurer of this state. You have to be kidding me. This was the bloke who said it was crazy to release a budget—

*(Time expired)*

### **Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships**

**Mr LANGBROEK:** My question without notice is to the Premier. I refer the Premier to Minister Jones' statement that the government will stand by the decisions of cabinet and the CBRC taken whilst the Deputy Premier sat in the room with an undisclosed conflict of interest, as found by the Crime and Corruption Commission. Will the Premier tell the House: can Queenslanders have confidence that the Deputy Premier's undisclosed conflict of interest has not compromised government decisions in relation to Cross River Rail and the Inner City South State Secondary College?

**Mrs D'ATH:** Mr Speaker, I rise to a point of order. That question was seeking an opinion and I ask that it be ruled out of order.

**Mr SPEAKER:** I did not hear that it was seeking an opinion. I think it asked for an assurance. Premier, you have one minute to respond.

**Ms PALASZCZUK:** Yes, Queenslanders can have absolute confidence in the delivery of this project. The project is worth billions of dollars and thousands of jobs. It is about faster travel times, especially from our outer suburban areas—

**Mr Dick:** Like the Gold Coast.

**Ms PALASZCZUK:**—such as the Gold Coast and the north coast, when coming into Queensland, saving on travel time. It will also be necessary if we go ahead with an Olympics bid. Cross River Rail is central to any Olympics bid that the government may pursue and will be taken into consideration.

For the benefit of those opposite, the CCC has completed—let me say that again, has completed—its assessment. Before coming into this House those opposite might seek to read the decision of the CCC about which the government has said—

**Mrs Frecklington** interjected.

**Ms PALASZCZUK:** I am sorry, the Leader of the Opposition is being very nasty today.

*(Time expired)*

**Mr SPEAKER:** The period for question time has expired. Members leaving the chamber please do so quietly.

## **APPROPRIATION (PARLIAMENT) BILL (NO. 2)**

### **Message from Governor**

**Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (11.14 am): I present a message from His Excellency the Governor.

**Mr SPEAKER:** The message from His Excellency recommends the Appropriation (Parliament) Bill (No. 2). The contents of the message will be incorporated in the *Record of Proceedings*. I table the message for the information of members.

MESSAGE

APPROPRIATION (PARLIAMENT) BILL (NO. 2) 2019

*Constitution of Queensland 2001*, section 68

I, PAUL de JERSEY AC, Governor, recommend to the Legislative Assembly a Bill intituled—

A Bill for an Act authorising the Treasurer to pay an amount from the consolidated fund for the Legislative Assembly and parliamentary service for the financial year starting 1 July 2018

Signed

GOVERNOR

Date: 19 September 2019

*Tabled paper:* Message, dated 19 September 2019, from His Excellency the Governor recommending the Appropriation (Parliament) Bill (No. 2) 2019 [1554].

## Introduction

 **Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (11.15 am): I present a bill for an act authorising the Treasurer to pay an amount from the Consolidated Fund for the Legislative Assembly and Parliamentary Service for the financial year starting 1 July 2018. I table the bill and the explanatory notes. I nominate the Economics and Governance Committee to consider the bill.

*Tabled paper:* Appropriation (Parliament) Bill (No. 2) 2019 [[1555](#)].

*Tabled paper:* Appropriation (Parliament) Bill (No. 2) 2019, explanatory notes [[1556](#)].

The Appropriation (Parliament) Bill (No. 2) 2019 provides supplementary appropriation for unforeseen expenditure incurred by the Legislative Assembly and Parliamentary Service in 2018-19 of \$639,000. The unforeseen expenditure incurred by the Legislative Assembly and Parliamentary Service was primarily due to additional departmental services; namely, funding for electorate office technology improvements and allowance determinations for the Queensland Independent Remuneration Tribunal. Together with the Appropriation Bill (No. 2) 2019, which is also introduced today, the total supplementary appropriation for 2018-19 is \$1,398 million.

## First Reading

**Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (11.20 am): 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 Economics and Governance Committee

**Mr DEPUTY SPEAKER** (Mr Whiting): In accordance with standing order 131, the bill is now referred to the Economics and Governance Committee.

## APPROPRIATION BILL (NO. 2)

### Message from Governor

**Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (11.22 am): I present a message from His Excellency the Governor.

**Mr DEPUTY SPEAKER** (Mr Whiting): The message from His Excellency recommends the Appropriation Bill (No. 2). The contents of the message will be incorporated in the *Record of Proceedings*. I table the message for the information of members.

MESSAGE

APPROPRIATION BILL (No. 2) 2019

*Constitution of Queensland 2001*, section 68

I, PAUL de JERSEY AC, Governor, recommend to the Legislative Assembly a Bill intituled—

A Bill for an Act authorising the Treasurer to pay amounts from the consolidated fund for particular departments for the financial year starting 1 July 2018

Signed

GOVERNOR

Date: 19 September 2019

*Tabled paper:* Message, dated 19 September 2019, from His Excellency the Governor recommending the Appropriation Bill (No. 2) 2019 [[1557](#)].

## Introduction

 **Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (11.22 am): I present a bill for an act authorising the Treasurer to pay amounts from the Consolidated Fund for particular departments for the financial year starting 1 July 2018. I table the bill and the explanatory notes. I nominate the Economics and Governance Committee to consider the bill.

*Tabled paper: Appropriation Bill (No. 2) 2019* [[1558](#)].

*Tabled paper: Appropriation Bill (No. 2) 2019, explanatory notes* [[1559](#)].

On 16 September I tabled the Consolidated Fund Financial Report for 2018-19. The report outlines by department total appropriations from the Consolidated Fund for the financial year. It also explains variations from the appropriations approved in the 2018-19 budget, including both unforeseen expenditure and lapsed appropriation. Unforeseen expenditure reflects the government's response to emergencies, the acceleration of government programs or priorities, or a changed flowthrough of funds from Commonwealth programs. It is not evidence of government overspending.

In 2018-19, unforeseen expenditure was \$1,397 million, which was more than offset by lapsed appropriations of \$1,463 million returned to the fund. As a share of total appropriations, unforeseen expenditure in 2018-19 was 2.6 per cent. This is around half as much as it was in 2016-17 but a little under twice as much as it was in 2017-18. Unforeseen expenditure is far smaller than it was in the first report handed down by the LNP, in which it hit nearly six per cent of appropriations.

Today, I introduce Appropriation Bill (No. 2) 2019, which provides for supplementary appropriation for this unforeseen expenditure. No further approvals are required for the lapsed appropriations as these have been returned to the Consolidated Fund. In 2018-19, eight departments incurred unforeseen expenditure. Three departments accounted for almost 90 per cent of the total.

The Palaszczuk government is proud to deliver major road projects ahead of schedule, including the Gateway Upgrade North, the M1 merge and the Toowoomba Second Range Crossing. In March, the Palaszczuk government completed the congestion-busting widening of the Gateway Motorway. Extra lanes on the motorway and the Deagon Deviation are also significantly reducing bottlenecks on Brisbane's north side. The upgraded Nudgee interchange will improve access, traffic flows and driver safety, both on and off the motorway, in each direction.

The Palaszczuk government is also tackling congestion on the Gold Coast by accelerating our \$2.3 billion program of M1 upgrades, including the M1 merge and Varsity Lakes. The completion of the Toowoomba Second Range Crossing means that our world-class exports can get to their destinations quicker and that commuters from Toowoomba, the Darling Downs and the Lockyer Valley can get home safer. It is a more efficient future for our truckies and is fantastic news for the regions outside Greater Brisbane. The acceleration of these projects brings \$441 million of Palaszczuk government investment ahead of schedule and builds on the acceleration of \$305 million last year. Our government also delivered \$58 million in maintenance ahead of schedule and added \$27 million in new maintenance.

The Palaszczuk government is committed to ensuring that every Queensland child gets a great start through a world-class education, no matter where they live. That is why we have delivered 13 new schools since 2015 right across the state, including North Shore State School in Townsville, Picnic Creek State School in Coomera East, Yarrabilba State School in Logan, Cairns State Special School and Bellmere State School in Caboolture. In building on the acceleration in 2018-19, the Palaszczuk government's 2019-20 budget includes a massive \$1.5 billion of school infrastructure investment. This includes building eight new schools in 2020 and a further five schools in 2021.

The Palaszczuk government is supporting local councils in tough times. We plan, we build and then when disaster strikes—from droughts to floods to cyclones—we rebuild. In the last financial year the Palaszczuk government supported the early flowthrough of 2019-20 financial assistance grants to local governments, which was represented as unforeseen expenditure for the department. Our government also struck a deal in 2018 to ensure a more sustainable Queensland racing industry, increasing prize money for thoroughbred TAB race meetings by \$26 million in exchange for broader industry reforms. Together with the Appropriation (Parliament) Bill (No. 2) 2019, which is also introduced today, the total supplementary appropriation for 2018-19 is \$1,398 million.

## First Reading

**Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (11.23 am): 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 Economics and Governance Committee**

**Mr DEPUTY SPEAKER** (Mr Whiting): In accordance with standing order 131, the bill is now referred to the Economics and Governance Committee.

## **HOLIDAYS AND OTHER LEGISLATION AMENDMENT BILL**

### **Message from Governor**

 **Hon. G GRACE** (McConnel—ALP) (Minister for Education and Minister for Industrial Relations) (11.23 am): I present a message from His Excellency the Governor.

**Mr DEPUTY SPEAKER** (Mr Whiting): The message from His Excellency recommends the Holidays and Other Legislation Amendment Bill. The contents of the message will be incorporated in the *Record of Proceedings*. I table the message for the information of members.

MESSAGE

HOLIDAYS AND OTHER LEGISLATION AMENDMENT BILL 2019

*Constitution of Queensland 2001*, section 68

I, PAUL de JERSEY AC, Governor, recommend to the Legislative Assembly a Bill intituled—

A Bill for an Act to amend the Building and Construction Industry (Portable Long Service Leave) Act 1991, the Contract Cleaning Industry (Portable Long Service Leave) Act 2005, the Holidays Act 1983 and the Industrial Relations Act 2016 for particular purposes

Signed

GOVERNOR

Date: 17 September 2019

*Tabled paper*: Message, dated 17 September 2019, from His Excellency the Governor recommending the Holidays and Other Legislation Amendment Bill 2019 [\[1560\]](#).

### **Introduction**

 **Hon. G GRACE** (McConnel—ALP) (Minister for Education and Minister for Industrial Relations) (11.23 am): I present a bill for an act to amend the Building and Construction Industry (Portable Long Service Leave) Act 1991, the Contract Cleaning Industry (Portable Long Service Leave) Act 2005, the Holidays Act 1983 and the Industrial Relations Act 2016 for particular purposes. I table the bill and the explanatory notes. I nominate the Education, Employment and Small Business Committee to consider the bill.

*Tabled paper*: Holidays and Other Legislation Amendment Bill 2019 [\[1561\]](#).

*Tabled paper*: Holidays and Other Legislation Amendment Bill 2019, explanatory notes [\[1562\]](#).

Today, I am pleased to introduce the Holidays and Other Legislation Amendment Bill 2019 into the House. The bill provides for Christmas Eve, 24 December, to be observed as a part-day public holiday from 6 pm to 12 midnight. In introducing this bill, we are recognising that there is something special and unique about Christmas Eve, commensurate with it being recognised as a public holiday after 6 pm. In fact, I am not sure if anyone in the House would deny the magical nature of Christmas Eve, the night before Christmas.

For many of us, Christmas really starts with Christmas Eve. As it is for many others in the community, for most of us here in the House it is a night we get to spend quality time at home with family and friends, out at religious services or other community and festive events, or travelling to be with loved ones on Christmas Day. It is the one time of the year, above all, that busy families make that special effort to be with one another and come together. However, there is a group of workers that does not have that luxury and has to work—in pubs, clubs and warehouses, in hospitals and aged-care facilities, on public transport, in retail outlets, and across the emergency services.

Some have been working every Christmas Eve for years—like Rhonda Jenner, who said in her submission to the recent RIS consultation process that a public holiday would be excellent to spend time with family. Rhonda said—

If this happens this year, it will be the first one I've had home with family for 8 years.

Workers like Rhonda miss out on that special time, and it is time they cannot get back. The Palaszczuk government believes that these workers should get the extra legal protections and entitlements that come with a public holiday.

The bill does this by amending the Holidays Act 1983 and making other consequential legislative amendments to provide for Christmas Eve to be observed as a part-day public holiday from 6 pm to 12 midnight, which is roughly a quarter of the day, for the purpose of working out a person's entitlements under certain prescribed acts or industrial instruments made under those acts listed in the bill. Given that the public holiday does not start until 6 pm, the amendment does not displace or otherwise impact on Christmas Day being a business day for any other purpose set out in other legislation, such as any legislation setting out payment and settlement time frames.

By making it a public holiday, workers who are required to work that evening will be entitled in reasonable circumstances to refuse to work—as set out in the Fair Work Act for workers in the federal jurisdiction, which is the vast majority of workers in Queensland, or the state Industrial Relations Act, for state and local government jurisdiction workers. If they do work, workers will be compensated fairly, with an entitlement to the relevant public holiday penalty rates in their respective awards or agreements.

I note that Christmas Eve is already observed as a part-day public holiday from 7 pm to 12 midnight in other Australian jurisdictions—South Australia since 2012 and the Northern Territory since 2016. A review of the South Australian provision in 2013 found strong community support for the significance of Christmas Eve, and the results of the recent consultation RIS—I will come to that in a moment—suggest a similar level of support here in Queensland. I also note that there is no indication that the Liberal government of the South Australian Premier, Steve Marshall, intends to do anything other than keep its Christmas Eve public holiday firmly in place.

The government made the proposal for a part-day public holiday from 6 pm on Christmas Eve as part of a wideranging consultation process inviting submissions from workers, businesses and community as a whole. A consultation regulatory impact statement—RIS—was publicly announced and released on 4 August 2019 and was open for public comment for 28 days, closing on 2 September 2019. A total of 1,779 submissions were received. Of those, 1,271 submissions, or 71.4 per cent, supported the proposal. In anyone's language, that indicates overwhelming support for the proposal. Most members in this House could only dream of having support levels of 70 per cent!

It is the personal submissions to the RIS consultation that really bring home why there is such public support for this measure. For example, Gwen Fraser said in her submission—

To be able to spend Christmas Eve with my family on Christmas Eve and share this time preparing for a special Christmas Day is priceless. No money can make up for the lost time with my family. If people are required to work during this time they should receive a special rate of pay to do so.

A bus driver made the following submission—

Christmas is a time for family. I have not spent a Christmas Eve with my family for the past seven years because I have worked driving a bus so others can go about getting ready for the festivities. I think anyone who works on Christmas Eve deserves to be paid extra.

Cassandra Leigh, a retail employee, submitted—

As someone who has worked in the retail industry for 10 plus years and was often given no choice but to work until sometime midnight on Christmas Eve to set up for Boxing Day sales, this is a great and necessary move for workers' rights. I support it wholeheartedly. Thank you for putting forward the proposal.

Dennis Scanlon, the parish priest at Queen of Apostles parish in Stafford, supports the proposal as it will benefit the community by allowing people to celebrate the family Christmas service, which happens earlier on Christmas Eve, giving more families time to travel to worship with extended family and helping Christmas be a more family friendly celebration beginning on Christmas Eve. The Islamic Council of Queensland also supported the proposal. Their president, Habib Jamal, stated that the community will benefit by allowing people to participate in religious services and family activities on Christmas Eve, especially for faith groups who celebrate on Christmas Eve, and to travel long distances for family events on Christmas Day.

Some 508 submissions, or 28.6 per cent, opposed the proposal. Submissions opposing the proposal were received predominantly from employer groups and individual businesses, citing the negative impact of having to pay penalty rates, the likelihood that businesses may close rather than

trade, especially in regional areas, and community disruption. We do not resile from the fact that there is a cost attached to the declaration of a new part-day public holiday from 6 pm to midnight on Christmas Eve. We have been open and transparent about that in the consultation RIS and in my meetings with employer representatives.

It is, of course, difficult to precisely calculate increased wage costs as a result of a proposed part-day public holiday that has not been observed before. However, our best estimate of annual increased wage costs, as published in the consultation RIS, ranged from a lower end estimate of \$31.9 million to an upper end estimate of \$115.8 million across the economy. The consultation process did not yield further advice to reassess costs for the private sector; however, I am confident that the lower-end cost estimate of \$31.7 million across the economy, based on Christmas Day employment patterns, is a better indicator of the likely cost impact than the higher-end estimate, which is based on Boxing Day employment numbers. As we know, Boxing Day is a greater trading day than Christmas Day.

Further advice from public sector agencies indicates a combined public sector cost impact of at least \$3.7 million in 2019—lower than the estimated range of \$9.4 million to \$21 million published in the consultation RIS. Those costs for the public sector greatly reduced when we went to the agencies and they were able to directly quantify what they believed could be the cost impacts. I also note the experience in South Australia, which has had a Christmas Eve public holiday since 2012. They found that the actual costs were much lower than originally forecast.

Ultimately, the view we have taken is that, on balance, the costs are justified because of the special status of Christmas Eve in our community, in our places of worship and in our homes. The Christmas period is an important time for business in Queensland and for the provision of essential public services, but it also has personal, social, religious and cultural significance for many of us in the community. With this bill we are saying that the declaration of a part-day public holiday after 6 pm is a way to strike the right balance—giving workers in those parts of the economy that continue to operate on Christmas Eve after 6 pm an opportunity to have an evening off, against a test of reasonableness set out in state and federal industrial laws, or to receive extra compensation for working at a time when so many others in the community are observing Christmas and enjoying time with family and friends.

I would like to thank all those who took the time and made the effort to make a submission as part of the consultation process. I note that there will now be a further opportunity for the community to make their views known through an inquiry process undertaken by the committee splendidly chaired by the member for Nudgee. I encourage all concerned to take that opportunity.

The bill continues the proud record of the Palaszczuk government leading the nation in standing up for workers' rights and continually striving to improve the lives of working people. We are the government that has:

- introduced nation-first labour hire licensing to stop the exploitation of vulnerable labour hire workers;
- led the nation in responding to the threat of silicosis in the engineered stone industry;
- introduced nation-first industrial manslaughter laws;
- established the parliamentary wage theft inquiry, accepted all the recommendations and is now introducing them;
- introduced 10 days paid domestic and family violence leave and has kept pushing the federal government to do the same for private sector workers;
- supported decent wage increases for low-paid workers in the annual wage review and continued to support penalty rates for workers; and
- restored the rights of all injured workers to seek common law damages.

Now, through this bill, Queensland workers on Christmas Eve will get the extra legal protection and entitlements that come with a part-day public holiday, giving them the opportunity to have this special night off or to get penalty rates if they do work. I commend the bill to the House.

### First Reading

**Hon. G GRACE** (McConnel—ALP) (Minister for Education and Minister for Industrial Relations) (11.36 am): 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 Education, Employment and Small Business Committee**

**Mr DEPUTY SPEAKER** (Mr Whiting): In accordance with standing order 131, the bill is now referred to the Education, Employment and Small Business Committee.

I will now list the members currently on a warning. They are the members for Whitsunday, Kawana, Nicklin, Broadwater, Everton, Southern Downs, Theodore, Woodridge, Maryborough, Toowoomba South and Warrego.

## **SUMMARY OFFENCES AND OTHER LEGISLATION AMENDMENT BILL**

### **Introduction**

 **Hon. MT RYAN** (Morayfield—ALP) (Minister for Police and Minister for Corrective Services) (11.36 am): I present a bill for an act to amend the Police Powers and Responsibilities Act 2000, the State Penalties Enforcement Regulation 2014 and the Summary Offences Act 2005 to address the use of dangerous attachment devices. I table the bill and the explanatory notes. I nominate the Legal Affairs and Community Safety Committee to consider the bill.

*Tabled paper: Summary Offences and Other Legislation Amendment Bill 2019* [\[1563\]](#).

*Tabled paper: Summary Offences and Other Legislation Amendment Bill 2019, explanatory notes* [\[1564\]](#).

On 20 August this year I addressed the House, as did the Premier and the member for Ferny Grove, about the increasing frequency of dangerous activities occurring in our state. At that time I indicated that it was the government's intention to put measures in place to address this issue. This bill achieves that objective without compromising the freedom and rights that our community expects.

This government recognises that the foundation of our society rests upon the rights of every individual and that one of the defining characteristics of a democratic society is the right to peacefully protest. This is especially so as this right encompasses a number of other fundamental rights such as freedom of expression, the right to peacefully assemble and freedom of association.

The right to peacefully assemble has been recognised in Queensland to be of such significant importance that it was enshrined in legislation through the Peaceful Assembly Act and the Human Rights Act, which Queensland Labor governments enacted. I can reassure the community that this bill will not take away this right. This bill makes no amendment to the Peaceful Assembly Act. The passing of this bill will not prevent any person from participating in a lawful protest. However, overarching all of our individual rights is a requirement for a respect of the law and the rights of others. Recently we have witnessed the emergence of a small cohort who flagrantly abuse the law and show a complete disregard for others in the community. The right to peacefully assemble is fundamental in our society and the government supports this right. What this government does not support, and will not support, is the kind of dangerous activity that is currently happening on our roads and railways, and in our cities and rural communities.

In recent times, a small cohort of people have decided to engage in deliberately unlawful behaviour with potentially dangerous outcomes. We have seen bespoke devices designed to fix people to a place, a thing or each other. These devices are purposely built to resist attempts to remove them. In response to this activity, police need to employ a range of tools to free a person from these devices so that the person may be removed from an area. One such device used by this small cohort is a sleeping dragon. This device is usually a tubular length of steel that has an anchor point towards its centre. People can secure themselves to things or each other by reaching into the tube and connecting to the anchor point. This device prevents emergency services workers from simply using bolt cutters to break through the tethering device as these parts are sleeved by the steel tube.

A more complex variation of the sleeping dragon is the dragon's den. A dragon's den incorporates a sleeping dragon or a number of tubes within a metal barrel filled with concrete. These devices can be quickly deployed from the rear of a vehicle on to, for example, a railway line and a number of people can tether themselves within the device in only a few seconds. In the past, other items have been added and set into the concrete inside the barrel. These items are usually designed to increase the amount of time required to cut through the device. These items have included chicken wire and steel posts, which make it very dangerous, as well as difficult, for emergency workers to cut through the concrete. These

devices have been used frequently over the last 12 months not only in the Brisbane CBD but also in various locations around Queensland, including to block a railway line in Jondaryan and also to block a roadway at Gatton.

The use of the sleeping dragon and other lock-on devices have been well documented during recent activity in the Brisbane CBD and surrounds. In North Queensland some people have been even more creative with these devices that they have used but, in doing so, they have been placing themselves in danger in a variety of ways. One technique involves sitting on a platform high above the ground suspended from a rope or cable placed over a high tree branch and attached to a railway line at the other end. Trains cannot pass through this location without severing the rope or cable, which would cause serious injury, or worse, to any person on or around the falling platform.

A similar practice involves a person suspending themselves from the apex of a tripod constructed from metal poles held in position with ropes and cables. The tripod is then attached to a train line by a rope or cable. A train is unable to pass without severing the cable which, again, would cause the person to fall. These tripods typically suspend persons from such a height that a fall from the device would cause serious injury or worse. Removing people from these devices may require the assistance of specialist police from Brisbane or Cairns. Protesters have also employed monopoles, which work similarly to a tripod but use only one pole that is held upright by ropes and cables. As a result, specialist police are once again required to safely disassemble the device.

These types of devices represent a real risk of injury or death to protesters, emergency service workers and the public, as a misstep in the device's disassembly may lead to disastrous consequences. Removing protesters safely from these devices is difficult and dangerous. An assortment of tools may be used, including cold chisels and hammers through to power tools such as angle grinders, cold cut saws, hydraulic cutters, hammer drills and jackhammers. This equipment must be operated sometimes within millimetres of a protester, requiring great care on behalf of attending police to avoid any injury. One slip or moment of inadvertence could lead to terrible injuries—the sort you can imagine would be caused if an operating power tool accidentally came into contact with unprotected skin. Potential injuries include lacerations, burns, broken limbs and crushing injuries that could be so severe as to leave a casualty maimed or killed.

This concern is magnified by a small cohort who intentionally incorporate inherently dangerous items into these devices. Items such as glass, metal or aerosol or butane cartridges in these devices exacerbate both the dangers presented and the time taken to end the disruption. Police have seen this approach used in the past during other protest activities and they do not want to see this practice adopted in the current environment. Devices with these sorts of objects in them increase the likelihood that equipment used by police could fail, with catastrophic consequences.

Grinding discs rotating at thousands of revolutions per minute may shatter, turning fragments into projectiles, putting all those in the vicinity at serious risk. Alternatively, cold cut saws could potentially kick back, causing a saw blade to strike a protester or an emergency services worker. This type of dangerous activity not only represents a safety risk to emergency service workers and protesters alike but also has other direct and indirect costs on us all. As the Premier mentioned during her address to the parliament on 20 August this year, there is no way to explain to a grieving family why someone else's actions were worth preventing an ambulance from reaching a hospital.

This bill contains significant improvements to legislation that will protect our emergency service workers from the various types of dangerous devices being employed. Police will be provided with powers under the Police Powers and Responsibilities Act to search a person or vehicle where the police reasonably suspect the person has, or a vehicle contains, a dangerous attachment device that has been used or is to be used to disrupt a relevant lawful activity.

The bill outlines that a person disrupts a relevant lawful activity if the person unreasonably interferes with the ordinary operation of transport infrastructure such as our roads or railways; or if the person stops a person from entering or leaving a place of business; or causes the ordinary operation of equipment or plant to be halted due to safety concerns of a person. Police will also be authorised to deactivate or disassemble any dangerous attachment device that they find. Alternatively, a police officer may choose to seize a dangerous attachment device and, if so, the device is automatically forfeited to the state. These amendments are preventative measures that mitigate the risk to emergency service workers by stopping dangerous devices being deployed.

The bill also introduces two new offences under the Summary Offences Act. Firstly, any person who, without reasonable excuse, uses a dangerous attachment device to unreasonably interfere with the ordinary operation of transport infrastructure will be liable to a maximum penalty of 50 penalty units

or two years imprisonment. Additionally, any person who, without reasonable excuse, either stops a person from entering or leaving a place of business or halts the ordinary operation of equipment because of safety concerns for any person through the use of a dangerous attachment device will commit an offence that carries a maximum penalty of 20 penalty units or one year's imprisonment. However, this offence will exclude tripods or monopoles unless these devices incorporate a dangerous substance or thing.

Finally, the bill allows police to explore a variety of enforcement options when dealing with dangerous attachment devices by giving them the option to issue infringement notices for the proposed offences. The bill will amend the State Penalties Enforcement Regulation to allow police officers to issue penalty infringement notices that impose a fine of five penalty units and two penalty units respectively for the offences I have mentioned. I consider the health and safety of our first responders to be of paramount importance and I believe all Queenslanders do too. These workers perform a difficult job, in some instances under very dangerous circumstances. We should take every opportunity to reduce the risks that they face and to provide them with the tools they need to perform their duties. I am confident that this bill meets that objective. I commend the bill to the House.

### **First Reading**

**Hon. MT RYAN** (Morayfield—ALP) (Minister for Police and Minister for Corrective Services) (11.48 am): 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 Legal Affairs and Community Safety Committee**

**Mr DEPUTY SPEAKER** (Mr Whiting): Order! In accordance with standing order 131, the bill is now referred to the Legal Affairs and Community Safety Committee.

## **ENVIRONMENTAL PROTECTION (GREAT BARRIER REEF PROTECTION MEASURES) AND OTHER LEGISLATION AMENDMENT BILL**

### **Second Reading**

Resumed from 18 September (see p. 2986), on motion of Ms Enoch—

That the bill be now read a second time.

 **Ms LEAHY** (Warrego—LNP) (11.49 am), continuing: In summary, the basis for the LGAQ's position on the reef regulations bill is that it is unreasonable to propose to further regulate local government sewage treatment plants to achieve a no net decline outcome while there is insufficient evidence that local government sewage treatment plant impacts overall are significant and warrant the additional costs of increased regulation of all the sewage treatment plants in the reef catchment. Also, there is a lack of proven, cost-effective and efficient alternative solutions to expensive sewage treatment plant upgrades to meet the no net decline requirement. There is also a lack of proven, cost-effective and efficient offset options that can be used in a range of environments and climatic conditions.

With this legislation, down the track there will be a significant increase in the cost of living. As ratepayers have to pay more to upgrade those sewage treatment plants to get them up to standard, that money is going to have to come from somewhere and it will most likely come from ratepayers. Those people in that catchment area will have an increase in their rates, which will effectively increase their cost of living.

At this stage, I do not think we have seen the appropriate modelling as to what those costs and ongoing costs might be. Local governments in the reef catchment area are already investing over \$200 million per annum in actions to benefit the reef and are committed to further improvements as resources allow. The other important point raised by the LGAQ in its submission is that it believes that there is currently insufficient evidence and cost-effective and efficient alternatives to reasonably justify

compelling local governments to undertake expensive upgrades to achieve a no net decline for the small contribution of dissolved inorganic nitrogen by sewage treatment plants in the reef catchment waters.

There is a consistent theme of disappointment and outrage from many stakeholders—not just local governments but landholders, the agricultural industry, canefarmers—about this legislation. It is so disappointing that this legislation is all about cheap political expediency rather than doing something that is based on science and is totally responsive to looking after a world-class asset, the Great Barrier Reef.

I have heard something similar before. I will not forget the salinity data that was collected in the Murray-Darling Basin. At the time we were told by the then premier, Peter Beattie, that the railway line to St George would rust. He was not too good on geography, because there is no railway line to St George. Ten years down the track, that salinity that he predicted through the misuse of data has not materialised. In fact, he was wrong. That is what we see when governments try to misuse data. We hear that everything is going to die, everything is going to rust, that it will not be there in 10 years time. Down the track, in 10 years time we find that it is still there and, in fact, it is probably in better health than when it started because the landowners and the people who live in that area, who are so much closer to the values of the area, work very hard to make sure that what is in their backyard is well looked after.

 **Mr PERRETT** (Gympie—LNP) (11.52 am): I rise to speak to the Environmental Protection (Great Barrier Reef Protection Measures) and Other Legislation Amendment Bill. I advise the House that, in accordance with my register of interests, I am a landholder who will be impacted by the bill. This bill is one of the most egregious examples of the government's desperation to remain in lock step with radical environmental activists. It will drive industry from regional Queensland in order for the government to pander to a green agenda for some votes and twitter accolades. This bill is about political expediency.

The bill's policy objective is to strengthen protection measures for the reef and to improve the quality of the water entering the reef. A better summary of the bill is that it grants excessive powers to the bureaucracy, has little scientific basis, is rushed, contains exorbitant fines, ignores primary producers, devalues farming, it is at the dictate of a green agenda, and will do little to help the reef.

I urge members to support the LNP amendments to the bill that relate to the collection of data, best management practice—or BMP—standards and the integration of the Burnett-Mary catchment region into the regulatory framework. Almost everyone wants to protect the reef, just as they want to protect the environment. Few people deliberately set out to be environmental vandals. Distorting the science by selectively choosing the science to back a predetermined policy position creates bad policy and is bad government. During the committee hearings the department even admitted that independent consultancy and scientific work was still needed. Not only was this bill rushed to achieve a political agenda but also it will grant sweeping legislative powers to the chief executive of the department to set underlying standards and requirements. How often do we see this government rush through legislation and transfer responsibility through subordinate legislation to the bureaucracy?

Burdekin and Fitzroy beef producer Robyn Simmons called the timing of the legislation 'unbelievable' saying—

At the time the Reef Protection Bill was introduced most landholders were either crippled by the aftermath of flooding rains, associated stock losses and damage to property or dealing with one of the worst droughts in Queensland's history.

This bill shifts blame onto farmers and farming communities. One of the most contentious parts of this bill is the introduction of a regulation-making power to mandate the provision of data relating to the production, manufacture, distribution, supply or use of an agricultural ERA product, fertiliser product, or agricultural chemical. Environmental groups told the committee that this provision is needed to identify environmental hotspots and improve enforcement from overuse. Farmers already have experienced this government's heavy-handed approach and misidentification of hotspots in regard to vegetation management. This provision is really about finding the data to fix a preconceived view that farming is harmful.

Countless submissions in support of the bill came from Germany, France, the Netherlands and Canada, or from Italian citizens living here. Emails were written in support of WWF Australia. The process was a stitch-up that erodes trust between primary producers and the government.

The overwhelming message from primary producers in their submissions was clear. There was little time to prepare, the bill was premature, there was no clear communication from the government, no consultation and the bill devalues their industries. The bill lacks detail, with no-one seeming to know

the expected minimum standards. Primary producers regard this bill as a direct assault on their businesses, their families and their livelihoods and that it is driven by a political agenda. Primary producers provided submissions stating the following—

I hope that in the preparation of this submission I did not waste my valuable time, time that could have been used to help our business and our cattle survive through this relentless drought. If we are to be treated in the same way as we were last time with the Vegetation Management Laws (when we spent hours writing a submission, travelled 10 hours to Longreach with the cost of an overnight stay to speak at the Parliamentary hearing) to then be told the Committee reported that they did not hear of any evidence to change their recommendations ... then I have clearly wasted my time.

and further—

... this ... shows no common sense or consultation to the parties whom will be affected ... there is just so much we can cop.

and further—

... at what point does the Government ... stop regulating ... and penalising those who do not follow their desktop analyses?

and further—

How can this be consultation and information when this is almost a fait accompli?

and further—

... the lack of consultation with those who will be affected seem to point to it being a political issue rather than an environmental solution.

Canegrowers CEO Dan Galligan told the committee—

... having meetings is one thing but feeling like we have been listened to is a different story ... It feels like the more meetings we have the worse it gets.

Canegrowers ran statewide TV ads just to be heard. Consultation with the Labor dominated committee was disingenuous and the committee had to be dragged to hold hearings in the regions. Industry stakeholders such as AgForce, Canegrowers, the Australian Sugar Milling Council, the Queensland Farmers' Federation and Growcom have rung alarm bells about the bill's adverse impact and strongly oppose it. Their concerns are about the mandated collection and reporting of data, excessive new penalties for wilful breaches, new cropping requirements, chief executive powers to amend minimum standards, insufficient government funds to assist primary producers to uptake BMP programs and continuing these programs as opposed to mandated minimum requirements.

Queensland's \$4 billion cane industry generates more than 22,600 direct and indirect jobs, with the majority of those jobs in regional towns. Low international prices for sugar is already putting pressure on the viability of existing farms and mills. The Australian Sugar Milling Council submission to the committee stated—

... the Queensland economy would be quite negatively impacted if the focus on improvement of reef water quality led to a significant reduction in the productivity and size of the State's sugar industry, and agriculture more broadly.

It said these laws and regulatory approach could have a 'far reaching and disastrous impact from an economic, social and environmental perspective'.

The loss of production will lead to job losses. This is Economics 101. If there is less cane harvested there is less to crush. This flows through the entire community. Growcom said that the bill will lead to perverse outcomes as it is not warranted or appropriately targeted. Horticulture within the catchment is worth \$800 million annually at the farm gate. It encompasses 1,200 farms growing about 120 different crops. Growcom said that—

... new cropping development rules will stifle the growth and diversification of the horticulture industry. Without the ability to rotate land and open new areas, we will most likely lose several crop commodities thus reducing market availability.

The minister's speech shows what the government really thinks of agriculture producers. She said—

The standards will require growers to replace outdated high-risk practices with practices that are known to limit nutrient and sediment run-off and enhance efficiency, including in cost of production.

The implication is that primary producers have outdated, high-risk practices. AgForce general president Georgie Somerset told the committee—

There is an emotional toll from being told again 'You're not doing a good job,' that you are being judged as not managing your land—even if you are an accredited BMP producer—and feeling as though another regulation is going to come at you.

AgForce members manage about 20 per cent of the grazing and grain land across the six catchments. In 13.4 million hectares, or 40 per cent of that area, they have already completed BMP modules. This bill captures primary producers further west and south than previously covered. It extends south to catch primary producers in the Burnett-Mary catchment area who were previously

unregulated and who will have to fulfil minimum standard requirements. That is why the LNP will be moving an amendment to introduce a 10-year grace period to enable a staged implementation of minimum requirements in the Burnett-Mary catchment region.

Regardless of their run-off risk and proximity to the reef, everyone is targeted. AgForce asked how is it feasible for run-off water from a property near Alpha to travel 886 kilometres along the entire length of the Burdekin River to reach the reef. Government members from the Maryborough, Gladstone, Townsville, Mackay, Rockhampton, Cairns, Cook and Fitzroy regions need to explain how they can justify this attack on their regions, the workers, families and businesses. Are they talking a big game but disappear when their communities ask them to stand up to them? This bill means job losses in their areas. If they are serious about protecting and supporting hundreds of local jobs they have to vote against this bill.

Farmers and primary producers take seriously their responsibility as custodians of the land, ecosystems and biodiversity. They know they have to care for it now and for future generations. Land is one of their primary assets which is why the management of erosion and sediment run-off is a top priority. To hold landowners solely accountable for sediment run-off is ludicrous, unfair and unaffordable. If the government is genuine there needs to be a practical and workable solution and not a political one. I support the LNP amendments and will oppose the bill.

 **Mr COSTIGAN** (Whitsunday—Ind) (12.02 pm): As high noon descends upon us here in the people's House on a day of reckoning for the Palaszczuk Labor government I rise to make my contribution to the debate in relation to the Environmental Protection (Great Barrier Reef Protection Measures) and Other Legislation Amendment Bill, known to many people in North Queensland as the 'reef bill' or, to the people who I speak to, as the 'bashing up on cane cockies bill' because that is what it is. There is no doubt there is enormous interest in the bill before the House and what it means for the canegrowing communities of Central North Queensland, Far North Queensland and, more broadly, across the state of Queensland.

As we have heard from the member for Gympie, it is a \$4 billion industry that underpins the economies of so many towns up and down the Queensland Coast, including the great sugar milling town of Proserpine where people have gathered this morning—in fact, I dare say are leaving St Catherine's Catholic Church as we speak—after paying their respects to the late Peter Faust, part of an iconic canegrowing family in the electorate of Whitsunday that I proudly represent in this place. I have no doubt that that family, like so many other families in my electorate who make their living out of growing cane, cannot believe that the Palaszczuk Labor government is going to assault them, their families, their livelihoods, their businesses, their communities.

There is not just the Fausts, we can go through a whole list of names in my electorate—the A to Z of canegrowing if you like—from the Abelas to the Zarbs. This bill is an insult to the descendants of the Kanakas who worked in the canefields, who built up this \$4 billion industry, this juggernaut. As the member for Gympie has alluded to, and the comments that have come through from the key stakeholders in this very rushed process, such as the Australian Sugar Milling Council, one wonders how much less cane will go through the rollers of our mills, including the Proserpine mill. One only has to go for a drive and see what life is like in a country town—life in a northern town, if I could be so sentimental—without a sugar mill where it used to be. One only has to go to Babinda. I do not want Proserpine to turn into a place that remembers the good old days. We need more cane going through the rollers.

This government does not get it. As I look across the aisle, the only farmer I see is the member for Bulimba, and she does not have a clue. She is not the only one.

**Ms FARMER:** Mr Deputy Speaker, I rise to a point of order. I take personal offence and I ask the member to withdraw.

**Ms Grace** interjected.

**Mr DEPUTY SPEAKER** (Dr Robinson): Order! I do not need help.

**Mr COSTIGAN:** Nor do I. I withdraw without qualification, member for Bulimba. Thank you, education minister.

**Ms Grace:** And show some respect.

**Mr DEPUTY SPEAKER:** The member for Whitsunday has the call. Those on my right will cease interjecting.

**Mr COSTIGAN:** I ask that the Minister for Education withdraw. I take personal offence to what the Minister for Education has just said.

**Mr DEPUTY SPEAKER:** I did not hear exactly what the minister said. However, Minister, the member has found whatever your contribution was offensive and has asked for you to withdraw. It would help the House if you would withdraw.

**Ms GRACE:** I do not recall the member actually accepting my interjection. Can you please give a ruling on that: if the interjection is not accepted, how do I withdraw something that has not been accepted?

**Mr DEPUTY SPEAKER:** The minister needs to withdraw.

**Ms GRACE:** I withdraw.

**Mr COSTIGAN:** As I was saying, the canefarming families in our electorate, not just the Fausts, the Abelas, the Zarbs, but it goes on: the Saids, the Ferazzos, the Deguaras, the Camilleris, the Bensons, the Agiuses, the Durnsfords, the Simpsons and on it goes. We could be here all day rattling off the great people that I represent in the great electorate of Whitsunday.

**Ms Grace:** What about those who rely on the reef?

**Mr COSTIGAN:** They are deeply concerned, as I hear more interjections from the Minister for Education, who really does need an education on agriculture and I am happy to put on a clinic for the Minister for Education until the cows come home.

**Ms Grace:** What about all the diving businesses? What about everybody else that depends on the reef?

**Mr COSTIGAN:** I will come to tourism. I take the interjection from the Minister for Education.

**Ms Grace:** What about the tourism in Whitsunday?

**Mr DEPUTY SPEAKER:** The minister will cease interjecting.

**Mr COSTIGAN:** I will come to the tourism industry in a moment. I have always maintained that we can get the balance right. The balance is out of control here. One only has to go back to when the parliament sat in Townsville. It is amazing how the Labor machine, the red army, love a home game here in George Street but they do not like an away game. It was amazing that this bill was not debated in Townsville in North Queensland. We are debating it here in Brisbane, a great place, but it is a home game after all for the red army. In Townsville we heard a presentation from the very respected Dr Peter Ridd about sediment coming out of the rivers.

**Mr Stevens:** They don't like that science.

**Mr COSTIGAN:** I take the interjection from the member for Mermaid Beach. This is really getting to the heart of it. If members look at the submissions this is where the argy-bargy comes into it. I wonder what we think of peer review. I cannot repeat what patrons at the Kuttabul pub say about peer review. There should be an independent office so that the science can be challenged and reviewed. It should be funded by government and industry.

There needs to be proper accountability, because a lot of furphies have been spoken in this debate and, at the end of the day, the whipping boys are the cane industry. I acknowledge the contributions of Canegrowers, the Australian Banana Growers' Council, the Australian Sugar Milling Council, AgForce and others who weighed into this debacle that we are debating. Admittedly, Canegrowers could have done a whole lot more. I remember when the BMP Smartcane program was launched in my electorate some years ago. In fact, it was launched on Michael Deguara's farm just north of Farleigh, in the cane fields in the southern part of my beautiful electorate of Whitsunday.

The uptake of the BMP Smartcane program could have been a whole lot better. Unfortunately, people in Canegrowers wanted to play politics, including the former LNP candidate for Mirani, and I look towards the current member for Mirani who gave him a touch up. Not only did the former LNP candidate for Mirani, whilst in his role as CEO of Canegrowers Mackay, try to undermine me on 15 November 2014 by trying to challenge me as the incumbent member for Whitsunday; he also backed up to have a crack at the seat of Mirani, but he was towelled up and won only two booths. Members can imagine the outcome if instead he had put his time and energy into making sure that his members were being taken care of and that more people were taking up the BMP Smartcane program. At the end of the day, I know a lot of canegrowers do the right thing. I see the member for Burdekin scratching his head. He was probably doing other things back then or he might have had a hair out of place.

The fact of the matter is that most if not all canegrowers do the right thing. And guess what? They do care about the reef and so do I. Nemo is alive and well, as are Dory and Crush the turtle. I have seen them myself. They love going to the Whitsundays and the Great Barrier Reef, as do their kids and

their grandkids. They cherish their own backyard. They love swimming with Nemo and Dory. They and an array of marine life are doing well, because the Great Barrier Reef is still great. Reports of its demise are greatly exaggerated.

It is no wonder that people from Central and North Queensland ring me in my new role. This week a tourism operator in Cairns was lamenting the boats in Trinity Inlet that have up to 400 passengers but are not going to the reef, because members on that side of the divide and others, including their mates in the Greens, believe that the reef is either dying or dead. Bring in the funeral directors, if you believe this mob! As I say, the Great Barrier Reef is still great. I acknowledge the great work, courage and intestinal fortitude of Professor Peter Ridd, who has been fighting to be heard and to challenge the science, despite being hung out to dry like the proverbial.

I will sum up by saying that cane growers do care for the environment, no matter what this mob tells us. There is no doubt about that. I foreshadow my support for the amendments to be put forward by the LNP opposition. It goes without saying that I will be voting against the bill. It is an utter disgrace and an assault on our cane farming community.

 **Mr McDONALD** (Lockyer—LNP) (12.13 pm): Throughout the world, few tourist destinations can claim to be as spectacular as our Great Barrier Reef. That valuable space, comprising nearly 3,000 individual reefs, is a UNESCO World Heritage site and one of the seven natural wonders of the world. Like many in this House, I love the reef and have beautiful memories of it. When my daughter graduated from grade 12, I took my children and wife to Lady Elliott Island. I remember holidays on Lady Musgrave Island and Great Keppel Island, to name a few. It is a wonderful place. It is simply unique. That is why it is no surprise that in this House we find ourselves debating what is the best approach to protecting that natural wonder.

I stand to make my contribution to the debate on the Environmental Protection (Great Barrier Reef Protection Measures) and Other Legislation Amendment Bill 2019. The bill intends to amend the Environmental Protection Act 1994 to strengthen protection measures for the Great Barrier Reef and improve the quality of water entering the reef. Sadly, the bill fails to achieve that objective. It is nothing more than another attack by this Labor government on the hardworking Queenslanders who neighbour the reef. This government is anti regions, anti jobs and anti farmers, and this bill is a further demonstration of that.

Before I delve deeper into the bill's contents, I thank the members of the Innovation, Tourism Development and Environment Committee and the committee secretariat for their work on the bill. I also pass on my thanks to the many submitters who have contributed. Sadly, much of their voice has gone unheard. I pay tribute to the opposition members for Theodore and Scenic Rim whose statement of reservation has helped inform debate on the bill.

Preserving the Great Barrier Reef whilst also providing a fair deal to the communities that live alongside it is a careful balancing act. What is clear from even a cursory reading of this bill is that those opposite have made no attempt whatsoever to achieve that balance by listening to the very smart submitters. Instead, this Labor government feels it appropriate to sell regional communities down the river in order to improve their laughable record of reef underinvestment. Indeed, during a public hearing in Townsville, Professor Brodie of the Australian Research Council's Centre of Excellence for Coral Reef Studies revealed that the bill's pathetic allocation of funds for reef farmers would not even come close to the council's estimated required spend of \$1 billion per annum over the next 10 years.

It is clear that this government would rather destroy the lives of the reef farmers and their communities than put in the effort to get the job done right. Luckily for those communities at threat, the LNP will stand with them in fighting these laws and show this government that a balance can be achieved. I am sure that, at this point, a few government members may be scratching their heads and wondering how that balance can be achieved. The LNP has the answer to that question. All we have to do is support the amendments offered by our shadow minister. Those amendments are the only way to achieve a balance between protecting the reef and safeguarding the future of its farming communities.

One may ask why we should support the amendments. To answer that question, we need only look at the LNP's record on reef protection. It was the LNP that introduced Queensland's toughest-ever reef protection laws, increasing fines for serious environmental harm to the reef to over \$3.5 million or five years imprisonment. Those laws have served as a serious disincentive to reef polluters. Those opposite had the chance to support the laws, but it was a chance that they squandered.

The former LNP government also did more than any other state government in Queensland's history to protect the Great Barrier Reef. It was the Liberal National Party government that ended all dredge disposal plans and put a ban on future capital dredge disposal projects in the Great Barrier Reef

Marine Park. It was the LNP, when the member for Glass House was the environment minister, that invested \$35 million annually to improve water quality on the reef. That included providing support to graziers and canefarmers to develop industry-leading best practice management programs. Success comes when governments listen to and work with the community and provide assistance to achieve their shared goals.

The LNP also invested \$1 million to help control the invasive crown-of-thorns starfish. We undertook a strategic assessment of the Great Barrier Reef coastal zone and, most importantly, in 2015 we developed the *Reef 2050 long-term sustainability plan*. Our *Reef 2050 long-term sustainability plan* has been endorsed by the World Heritage Committee and praised by the OECD. Perhaps a few government members could find the time to have a look at that document.

It was also the LNP that jointly made a record investment of more than \$2 billion over this decade to ensure the health of the reef. This includes our \$443 million partnership with the Great Barrier Reef Foundation. This will support proven reef production activities like improving water quality and fighting crown-of-thorns starfish as well as research and development. Do not come in here and attempt to discredit the LNP in terms of our record of protecting the reef.

The protection of Great Barrier Reef does not have to come at the cost of the farming communities that border it, but at the moment that is where this government is heading. This bill has set alarm bells ringing across the agricultural sector and achieved widespread condemnation from submitters such as AgForce, the Australian Banana Growers' Council, Growcom and the Queensland Farmers' Federation who each fear the impacts of this bill on their industries.

Our state's canegrowers have been especially vocal in their opposition to the bill, even taking out ads to protest these unfair reef laws. Can we blame them? They love the reef as much as anyone. Queensland's \$4 billion sugar industry, which employs 22,600 people through direct and indirect jobs—many in regional areas but also many in Brisbane—struggle against low international prices. This bill is set to deliver the industry a potentially fatal blow.

We have seen time after time again that this Labor government is anti regions, anti farmers and anti jobs. They are a government that sees fit to play politics with people's lives and livelihoods and something as precious as the Great Barrier Reef. The LNP is offering this government a chance to change that. This bill is horrid. It plans to destroy invaluable regional industries in either an attempt to provide a distraction from the integrity crisis gripping the Premier and Deputy Premier or a further demonstration of posturing to their Labor-Green alliance. I am not sure which, but when I think about it it is probably both—the integrity crisis and posturing to the Labor-Green alliance. This Labor government, whenever they are in trouble, are very quick to find a distraction.

The Great Barrier Reef is a natural wonder that we must protect—we all agree with that—but so are the hardworking people who live and provide for their families alongside it. Do not abuse the science. As the LNP has shown, we can do both. We just need a government that works with Queenslanders. The reef is alive and well and based on science the inner and outer reefs are thriving.

A balance can be achieved and the LNP's amendments are the way to do just that. I call on the members opposite to support these amendments. The LNP values both the reef and its communities. We have a record of protecting both and the amendments to be moved by our shadow minister, the member for Broadwater, will allow those opposite to contribute to that record.

 Hon. JA TRAD (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (12.22 pm): I rise very proudly to support the bill before the House. I start by thanking the Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts for bringing forward what is a very sensible bill and a bill that reflects quite a significant amount of consultation and engagement with all stakeholders who have a role to play in looking after the reef.

Let me start by addressing the issue that the honourable member who spoke before me finished off on—that is, the science. The only ones in this chamber that abuse the science or misrepresent the science are those opposite. The science that has been presented repeatedly in relation to the quality of the water running into the reef and the health of the reef has been harvested, has been collected, has been peer reviewed and has been presented not only by the state government of Queensland but also by the federal LNP government in Canberra.

There is universal agreement on what is happening with the reef. Its health is in decline for two major reasons. Those reasons are: firstly, climate change and ocean acidification; and, secondly, water quality. We know that what happens on land affects the sea. We know that run-off affects coral reefs

hundreds of kilometres out from the coastline. That is a scientific fact. A scientific fact is that the more nutrients, fertilisers and run-off we can stop from running into the reef the cleaner the water will be and the better opportunity the reef will have to continue to survive.

As the minister outlined in her second reading speech, there have been improvements along some coastlines like Cape York. Those efforts should be applauded. There is more than that that we have to do. There is more that we must do. There is a moral obligation on this parliament to do as much as it possibly can to ensure that the reef has a fighting chance. We cannot, in the face of science, sit back and say that what is currently happening is enough because it is not enough. This bill goes some way to making sure that we can improve the quality of the water running into our reef.

Let me say from the outset that we proudly support our agricultural sector. We proudly support our regions. I was in Mackay not too long ago to announce a \$14 million bailout of Mackay Sugar to ensure that they are ready for a multimillion dollar investment by a European company that wants to look at expanding their sugar investment in the global economy right here in Queensland, in Mackay. We stand beside the Mackay sugar industry in enabling them to attract that investment. We want to see the jobs and the economic opportunity.

Economics and the environment can exist side by side. We need science to guide us in this way. This bill represents the best way forward. What has happened in a voluntary capacity in terms of best practice has not produced a result that we can have confidence in. It has simply not. We need to move to a regulatory level—one that enshrines best practice and that the industry agrees with. We need to put it in regulation, in legislation, so everybody knows what we need to do collectively in order to protect the reef.

I am incredibly proud of the efforts we have made since coming into government to do what we can to make sure the reef survives. In 2015 I went with the then minister for environment to UNESCO to lobby heavily for UNESCO to not put our Great Barrier Reef on the World Heritage endangered list. We lobbied heavily for that. The thing that got us over the line was the suite of policies that we had developed in opposition—I was proud to develop those in opposition—where water quality was a key issue, as well as vegetation management controls, in terms of UNESCO agreeing not to put the reef on the endangered list. They were critical and they were important. That was reflected in the commentary by the UNESCO members at that time.

They asked us only two years ago to bring forward our measures and accelerate our measures because, quite frankly, we are not moving fast enough. We need to understand that this incredible natural icon, the only natural built form that can be seen from outer space, deserves all of us to lift our games—not just the agricultural sector but politicians in this chamber and regional communities in terms of the urban water that they treat on a daily basis. We all need to lift our game. The scientific community are doing that, and they are showing us the way.

The only impediment are those opposite. They are the only impediment. If there is anything that should see bipartisan support in this chamber, particularly around a critical issue that we all have a moral obligation to respond to—one of the greatest challenges that we have in front of us—

**Opposition members** interjected.

**Mr DEPUTY SPEAKER** (Dr Robinson): Order! Those on my left will cease interjecting.

**Ms TRAD:**—it is protecting the Great Barrier Reef. I want my children's children to go and see the Great Barrier Reef, to experience its wonders. I want every Queensland child, every Queensland parent and every Queensland grandparent to know that we did our best to protect this natural icon. What the science is saying, what report after report is saying, is that we are not doing enough. This legislation goes some of the way to us doing more. If those opposite want to stand in the way of what is measured, what is practical, what is pragmatic and what is effective, then the further decline of the Great Barrier Reef will be at their hands—it will be on their watch. I am very proud that we have done an enormous amount, but we need to be abundantly clear: it is not enough.

**Mr Sorensen** interjected.

**Mr DEPUTY SPEAKER**: Order, member for Hervey Bay!

**Ms TRAD:** Quite frankly, it is not just for its intrinsic environmental value—

**Mr Molhoek** interjected.

**Mr DEPUTY SPEAKER**: Order, member for Southport! I will start naming and warning members.

**Ms TRAD:**—that we need to act with purpose and deliberation and urgency. It is for the 60,000 jobs that depend on this natural asset. It is for the tourism industry that depends on this asset. If we look at any popular published tourist guide that talks about Queensland, the No. 1 thing they say that

tourists should do when they come to Queensland is visit the Great Barrier Reef. These jobs and these communities depend on us to ensure that we are giving the reef a fighting chance. These jobs depend on our actions.

**Opposition members** interjected.

**Mr DEPUTY SPEAKER:** Order! Those on my left will cease interjecting.

**Ms TRAD:** It is those opposite who are anti environment. We know that they are anti jobs and they are anti science. We on this side of the House proudly stand up for achieving the balance between economic development, economic prosperity and jobs in our state and ensuring that we have a healthy environment to pass on to future generations. We will never back down from that. Any political aspersions from those opposite are just false. They are weak. It is lazy analysis because they will not get into the science, they will not get into the economics and they will not do the heavy lifting. They will say whatever they want to appease whoever they want.

On this side of the House, we know that it takes courage and it takes hard work in order to achieve change and reform and in order to deliver for all Queenslanders. That is exactly what this bill does. It delivers for Queensland's future, it delivers for Queensland jobs and it delivers for the Great Barrier Reef.

**Mr DEPUTY SPEAKER** (Dr Robinson): Before I call the next speaker, I welcome to the gallery Mueller College at Rothwell in the electorate of Murrumba.

 **Mr STEVENS** (Mermaid Beach—LNP) (12.33 pm): It is my great pleasure to follow the left-wing warrior, the leader of the Labor-Greens alliance from South Brisbane, and her speech about farms that she has probably not even seen, not even visited.

**Ms Trad** interjected.

**Mr DEPUTY SPEAKER:** Order! The member is not in her seat if she wishes to interject.

**Mr PEGG:** Mr Deputy Speaker, I rise to a point of order.

**Mr DEPUTY SPEAKER:** Please take your seat and then I will take your point of order. Member, I remind you to use the correct titles for members. That would help the House. Member for South Brisbane, it would help if you were in your seat when you make interjections in future. What is your point of order?

**Mr PEGG:** Mr Deputy Speaker, that was my point of order—the member was not using correct titles.

**Mr DEPUTY SPEAKER:** Thank you.

**Government members** interjected.

**Mr DEPUTY SPEAKER:** Order! Those on my right will cease interjecting.

**Mr STEVENS:** Quite clearly, this legislation is designed to pick on the whipping boys, the poor old farmers, graziers and those in the agricultural industries. They would have to be living under a rock to not know that the thought police of the left-wing Labor-Green alliance in the Labor Party were not about whipping them to gain popularity in the seats of South-East Queensland.

I will quickly relate a little story of a luncheon I had—it is very relevant to this legislation—with a good fellow called Wayne Goss, who was very, very respected and who was right across all of his subjects. I spoke to Wayne over luncheon about proposing a cableway on the Gold Coast. He said, 'Ray, Skyrail cost me four seats.' We know the famous Skyrail in the member for Cairns' area. He said, 'It cost me four seats, Ray.' He said, 'I don't think the Labor Party is ever going to approve your cableway.' He was right, but I did not know that he was back then. I never worked out back then that the four seats he was talking about were not in Cairns. The four seats were not in Cairns; they were seats such as Mount Ommaney, Maiwar and South Brisbane—all of the greenie seats in Brisbane that they were all keen to hang on to. That is what Wayne Goss said. That is what this government is doing. It is the same with the coal argument. They hate coal in Brisbane and they love coal in Townsville. It is the same thing. In Brisbane we are all for the protection of the Great Barrier Reef, but in Townsville, the home of the reef, we do not hear about it.

It is an absolute embarrassment for the government to use the farmers like the Cox boys—Geoff and David Cox, and I was great mates with their father, Viv—as whipping boys and their excuse to save the Great Barrier Reef. The Great Barrier Reef is wonderful. I am amazed that the member for Cairns is ruining the tourism industry up there by saying how bad the reef is and how devastated it is, when they should be talking it up and keeping jobs in the tourism industry. That is one of the reasons why

this legislation will be opposed and should be opposed. It exposes those on the other side of the House for the Labor-Green left-wing loony alliance that they are, and they should not be running this great state.

 **Ms SIMPSON** (Maroochydore—LNP) (12.36 pm): Unfortunately there is a gag on this debate, and we will not have full opportunity for everyone to speak as long as we would like because it is very important legislation. Let's protect the Great Barrier Reef with great cooperation, understanding, education and laws that get the balance right. Let's also protect our communities and local economies. That means you have to bring everyone with you. You get the balance right by involving the people. When you gag the parliament, not just in this debate but with respect to the future regulations which will be the real power under this legislation—when you do not allow the parliament to ever see the regulations to scrutinise them and to have the opportunity to have transparency and accountability in this parliament—then you gag the voice of the people. When you gag the parliament you gag the people.

That is why unfortunately this bill does not get the balance right, because the regulations—which we have not seen, which have not been tabled, which they say are going to be wonderful and that we should trust the science, but they will not trust the parliament and they will not trust the people—will not be subordinate legislation that is able to be disallowed. That is delegated legislation that has a head of power under legislation to come back to this parliament. They will not be that kind of regulation. They are a special sort. They are the sort that when a bureaucrat determines them they become law and they will never come back before this House as a disallowable instrument.

**Honourable members** interjected.

**Mr DEPUTY SPEAKER:** Order, members! That is enough cross-chatter, thank you.

**Ms SIMPSON:** It is clear evidence that this government does not have confidence in the voice of the people and it does not believe in parliament yet again. There is a gag not only on the debate here today but also with respect to the regulations that should be subjected to the scrutiny of this parliament.

If you want to protect the reef and protect the people and their communities then you have to bring people with you. Those communities are impacted by this—their jobs, their everyday lifestyles. They are passionate about the reef and they are passionate about their communities. By not allowing people to have a voice by not allowing those regulations to be brought back before the parliament to be properly scrutinised is, in fact, saying to the people, 'You don't matter.' It is saying that those people do not matter and that their economies do not matter.

We believe that you can protect the Great Barrier Reef. Transformational change and the change management that is required, not just to introduce legislation but to implement it in a way in which economies are not killed and communities can continue to operate, requires bringing people with you. There is a great belief and passion among the people of Queensland to do that. Why doesn't this government have trust in working with people?

We have some of the worst drafted legislation with regard to the change management process, so we know they do not trust the people. That is a great shame, because they are demonising the very people they need to work with. They are demonising the very people who are in fact the ones who have to implement this legislation, and that is a disgrace. That is not how you protect the Great Barrier Reef and the communities that rely on it, work on it and love it.

I have seen what an empty farm is like, and it is not good for the environment. You can see the environmental damage that is done when things are lost and the local economy collapses. I used to live on a cane farm on the Sunshine Coast. We do not have cane growing areas anymore. I have seen what happens when land goes to rack and ruin: you could not get a worse environmental outcome. You want to see communities and their economies continue to thrive. You can implement good environmental outcomes by working with people and not demonising them. Then it is possible to grow jobs and the economy and celebrate the Great Barrier Reef, but you have to bring people with you. That is why a better standard of legislation would be legislation that comes back before this parliament. Better legislation is done in consultation, allows voices to be heard and understands that adaptive change requires bringing people with you, not demonising them.

I acknowledge my colleague the shadow minister for the environment, David Crisafulli. We have raised these issues because we are concerned that in order to bring about better outcomes you have to bring people with you—not via legislation cooked up behind closed doors. You cannot justify it by saying, 'It is about the science,' without being transparent because, believe me, when you work with the people you are going to get far better outcomes. Yet there seems to be a complete disregard—

**Mr DEPUTY SPEAKER** (Dr Robinson): Member for Maroochydore, if you could resume your seat.

**Ms SIMPSON:** I note that we have been gagged by this government again.

**Mr DEPUTY SPEAKER:** Under the provisions of the business program agreed to by the House and the time limit for this stage of the bill having expired, I call the minister to reply to the second reading debate.

 **Hon. LM ENOCH** (Algester—ALP) (Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts) (12.41 pm), in reply: The Great Barrier Reef is the largest living structure on the planet. As science tells us, it is some 500,000 years old. First Nations people have lived alongside the Great Barrier Reef for more than 65,000 years. As the first scientists, they have documented the health of the Great Barrier Reef through art, song and dance for more than 3,000 generations. This all serves as a reminder that we are literally but a speck in time. Our generation is but a speck in time, but our speck in time is probably the most important one in the history of our existence because the choices we make now will affect the future survival of our natural assets, including the Great Barrier Reef.

The science that backs the reasons why we need to think about this makes it very clear that the Great Barrier Reef has two major threats: climate change and water quality. Report after report and science that has been tested and challenged over and over again continue to tell us that we must take action now. The science has been absolutely clear on this. Unfortunately, what we have seen from those opposite and their colleagues at a federal level—including the actions of the federal LNP this week to challenge the legitimacy of the science that underpins their own government's reef policies—is of great concern. In school we teach our children that science is fact. When elected representatives stray away from that most basic premise and away from what the community expects, we move into very dangerous territory.

I would like to thank all honourable members for their participation in the debate of the Environmental Protection (Great Barrier Reef Protection Measures) and Other Legislation Amendment Bill 2019. I will begin by setting the record straight on something that has been consistently raised during this debate, and that is the need for financial investment in reef protections.

The Palaszczuk government is investing a record \$330 million into the Great Barrier Reef over five years, and \$261 million of that investment is specifically for water quality improvements. Over \$120 million has already been invested in the agricultural sector on programs designed to help farmers voluntarily meet minimum standards, including \$55 million for the cane industry and \$11 million for the grazing industry. We are also establishing the \$500 million Land Restoration Fund, which will see many complementary land restoration activities in reef catchments. This investment works alongside the hundreds of millions invested by the federal government into reef water quality as part of our joint commitments under the *Reef 2050 water quality improvement plan 2017-2022*.

Let me be clear: our government is investing more into Great Barrier Reef protections than any state government before us, but, despite all of the investment and progress made by some hardworking farmers and producers who have been doing the heavy lifting for others, the dial has not moved quickly enough to improve water quality. While I appreciate the contributions of members who have supported the bill, I am also concerned that there has been a lot of misinformation coming from those opposite.

The bill directly responds to the need to improve water quality flowing into the reef which, science shows, is not improving fast enough. Improved water quality will help the reef adapt to other pressures such as the impacts of climate change, cyclones and, of course, coral bleaching. We need to work together to protect the reef, and this bill helps to do this by establishing a framework to reduce nutrient and sediment releases from agricultural activities and new industrial development. A key objective is to set nutrient and sediment load limits for all reef catchments in line with the targets of the *Reef 2050 water quality improvement plan 2017-2022*. That is a joint plan between the state and the federal governments.

Agriculture is the predominant land use in reef catchments and is cumulatively the largest source of nutrient and sediment run-off to the reef. This bill enables industry-specific minimum standards to be set for sugar cane, grazing, bananas, other horticultural crops and grains production, and these improved standards will be applied across all reef catchments. The reef catchments include all of the river basins that flow into the reef in the Cape York, Wet Tropics, Mackay-Whitsunday, Burdekin, Fitzroy and Burnett-Mary regions. However, as announced in my second reading speech, we have made a commitment not to turn on the minimum standards for Cape York as planned, as it is already meeting its targets through voluntary action.

Industry minimum standards will require growers to replace high-risk practices with practices that are known to limit nutrient and sediment run-off while ensuring farms can increase productivity and profitability. We know this can be done; it is already being done on some farms. We have seen it across

many farms already—for example, one large cane farm has been able to increase its profits by more than \$100,000 by using the recommended amount of nitrogen. This farmer saw an increase in productivity from greater sugar yields.

Those opposite refuse to admit that the proposed minimum standards align with the standards developed by industry, including AgForce, Canegrowers, the Australian Banana Growers' Council and others. These are minimum standards that align with industry standards which have been developed by them. These industry developed standards align with the best available science and take into account local and industry knowledge. They will enable productivity and profitability to be maintained. The standards will be staged to roll out between 2019 and 2022 according to water quality risk.

The process for setting minimum standards was consistently raised by those opposite, and it seems most of this was based on a misunderstanding of the legislative process. In fact, the member for Broadwater spent a great deal of time lamenting the responsibility of the department's chief executive in approving minimum standards.

It is important to note here that agricultural ERA standards are made under the existing provisions of the Environmental Protection Act 1994. I mention this because section 318D of this act already requires the ERA standard to be prescribed by regulation before it takes effect. As the opposition well knows, regulations are tabled before this parliament and can be the subject of a disallowance motion so there is already appropriate oversight by the parliament in the current process. There is no smoke and mirrors. There are no big, bad bureaucrats. It is just the same process as with other regulations. It is the same for every other ERA standard for every other industry regulated under the Environmental Protection Act.

In fact, this is a mechanism which was supported by the former Newman LNP government as part of their green-tape reduction bill back in 2012. The member for Glass House, when he was the minister for environment, took credit for those amendments so when they come in here and cry foul they obviously have very, very short memories. Interestingly, the opposition's proposed watered-down amendments would only require the ERA standard be prescribed by regulation. Their amendment would actually remove the statutory consultation period for future agricultural ERA standards and the need for the chief executive to consider submissions received during that consultation period.

I would also like to address the comments made by the member for Noosa, and I thank her for her contribution to this debate. I think it is important to note that this bill is not all about the agricultural sector. It extends to all intensive land uses, such as sewage treatment plants, aquaculture and mining. Environmentally relevant activities, such as sewage treatment plants, dredging and mining, are licensed through an environmental authority. The existing Environmental Protection Act 1994 has a sufficient head of power to regulate impacts to water quality from these activities, and the proposed amendments to the Environmental Protection Regulation 2019 will enhance these considerations.

New prescribed and resource environmentally relevant activities will also contribute to meeting the catchment load limits through the requirement for no additional nutrient or sediment loads for their activity. This bill also ensures that, when providing tailored advice about agricultural environmentally relevant activities, farm advisers—such as agronomists and fertiliser sellers—provide advice that is not false or misleading and keep records of the advice provided. These provisions acknowledge the influential role advisers play in the land management decisions made by farmers and that they too have a role to play in improving reef water quality and they should be accountable for providing accurate advice.

I absolutely reject the member for Broadwater's claim that these provisions pit farmers against consultants and fertiliser suppliers. What the member fails to recognise is that water quality improvement is everyone's responsibility and we must work together. The only thing which is driving community discord at this point in time is the false claims being made by the LNP which are calling respectable science into question. Current media coverage of minority scientific opinion, which has been promoted by the LNP, calls into question peer reviewed published science. Those opposite should absolutely be ashamed about that.

This bill also provides for a regulation-making power in the future to collect data from the agricultural sector to support informed decision-making on reef water quality matters. Contrary to the misleading views put forward by some, it does not allow the government to outright demand data. As I have already advised the parliament, data provisions will not be commenced as part of this regulatory package.

During this debate, the opposition have offered many anecdotes about good farmers and I have met those farmers too and I absolutely applaud them. However, I also know that more than half the canefarms visited by my department's compliance team are not complying with the current regulations

for soil testing, fertiliser application and record keeping when first visited. This means that they are operating below their own industry's best practice standards which align with the regulated standards. What records show, however, is that on a return visit nearly every farmer has taken steps to become compliant, with many becoming fully compliant. That is without fines even being issued. This demonstrates that a well-constructed regulatory program does support and complement the efforts of growers and landholders, and this is the difference between fact and opinion. As politicians, those opposite cannot just visit one farm and form opinions based on that. You need to work from evidence and scientific fact, and that is what this government is doing.

There were a number of quite alarming contributions from those opposite. What we heard in the member for Callide's contribution yesterday were some of the most outrageous attacks on science that have ever been put to this parliament. I know he prefers to sit in dark rooms with his little tin foil hat on and draw out his policies. However—

**Mr DEPUTY SPEAKER** (Dr Robinson): Minister, I think that is unparliamentary and I ask you to withdraw.

**Ms ENOCH:** I withdraw. His claim that the peer review process is corrupt is simply an attack on hardworking, intelligent scientists and is a criticism of the same science that their—

**Mr Boyce** interjected.

**Mr DEPUTY SPEAKER:** Order! Member for Callide, I know you are being provoked.

**Ms ENOCH:** It is a criticism of the same exact science that his own federal colleagues also rely on in the work that they have been producing, including the most recently released *Great Barrier Reef outlook report 2019*. That was a report released by the federal government utilising the very science that those opposite have been attacking. The reputable science has repeatedly shown that these regulations are urgently needed, and ignoring this is absolutely dangerous. We saw that from the Water Science Taskforce in 2016 which was led by the former Queensland chief scientist and involved 10 scientists and other experts. We heard it again from the 2017 Scientific Consensus Statement, which included 48 scientific experts. And we heard it again from the LNP government's own reef outlook report 2019. The science on the state of the reef is absolutely sobering. I table for the benefit of the House a copy of the headline results of the Reef Water Quality Report Card 2017.

*Tabled paper: Reef Plan, undated, reef plan targets* [\[1565\]](#).

The results, of mostly Ds and Es, are absolutely stark, but as I have said we will also respond to good results. Cape York has met its water quality targets so we will not be switching on the regulations in this area. The member for Burnett in his contribution asked for a comparison between Cape York and the Burnett-Mary and I am happy to provide that for him now in the paper I have just tabled. Unlike the Cape York region, the Burnett-Mary region has not yet met its water quality targets. In fact in the latest Water Quality Report Card the Burnett-Mary scored straight Es against its water quality targets. Cape York by contrast met all of its water quality targets. Under the regulations, the Burnett-Mary already has three years before standards commence and has had 10 years without regulation, unlike other regions, to meet minimum standards voluntarily.

I would also like to address the comments from the member for Hinchinbrook, who sank so low that he called into question reputable scientific organisations in this country. His comments are not worth repeating but, quite frankly, questioning the important work that reputable organisations do was an extremely low blow and is another example of this blatant disregard for scientific evidence.

Talking about low depths this week, I take a moment to mention the member for Burdekin, who accused me of contemptible behaviour by meeting with a 'multinational company', as was his quote, when I visited the Burdekin region earlier in the year. Let me say this: the company in question grows 500,000 tonnes of cane and is one of our largest growers. How ridiculous that the member thinks it is not a company that is worthy of consultation. In other parts of the state, I have met with individual growers on their farms and heard their feedback, but I will not apologise for also consulting with businesses. Just for the member's information, in 2016 that same company donated over \$10,000 to the LNP, so if he is going to throw mud perhaps he should get all the facts right.

A bill does not reach this point without considerable work from many people both within and outside of government. The key components of the reef regulations, including the proposed practice standards for producers, were detailed in the consultation regulatory impact statement released for public consultation in September 2017. Over 50 submissions were received. These submissions helped inform the development of the bill.

Debate, on motion of Ms Enoch, adjourned.

Sitting suspended from 1.00 pm to 2.00 pm.

## PRIVATE MEMBERS' STATEMENTS

### Queensland Health, IT Systems

 **Ms BATES** (Mudgeeraba—LNP) (2.00 pm): Queenslanders know that Labor and Health IT projects just do not mix. We have seen it all before with the \$1.25 billion Health payroll debacle under the Bligh Labor government that still lives on today, almost a decade later. Sadly for our public health system, Labor's mismanagement of Health IT projects is a nightmare that is never-ending.

Today's media reports show the fallout from Labor's latest Health IT bungle. In September last year it was reported that the S/4Hana project was reporting 'red' on the IT dashboard due to schedule delays and an anticipated funding shortfall due to integration complexities and change management activities required. To date we have seen the \$135 million S/4Hana project crash within hours of commencement, leaving nurses having to manually order basic medical supplies to stockpile in case of a major shortage. That was on 1 August this year and it seems that there is no end in sight for Labor's latest digital disaster. Today we hear reports that Queensland Health has had to set up a special phone hotline for complaints about the failed ordering system because of complaints about suppliers being left out of pocket.

This is a project that was \$30 million over its projected budget and months behind schedule. It was designed to be put in place to replace the Finance and Materials Management Information System, FAMMIS. It also seems that Labor have learnt nothing from the lessons of their \$1.25 billion Health payroll debacle—an IT system stopped and the new one commenced without any overlap or safety net. It was absolutely crazy for the Palaszczuk Labor government to launch this new IT system in the middle of the flu season. I feel for the doctors, nurses and patients who have been affected by this latest digital disaster.

We know that Labor cannot run the health system and they cannot run IT systems. It is clear that 10 years after the payroll debacle Labor has not learned a single thing, and yet again the embattled health minister, Steven Miles, is missing in action. When the initial system crash was revealed, the health minister actually blamed it on the staff—absolutely shameful comments that he should apologise for. On 10 August this year he said, 'The concerns that I'm aware of generally relate to the usage of the system, not the system itself.' I table that media article entitled 'Miles runs for cover over Health tech bungle after ordering system fails'.

*Tabled paper: Article from the Courier-Mail, dated 10 August 2019, titled 'Miles runs for cover over Health tech bungle after ordering system fails' [1566].*

Our hospitals are overwhelmed most of the time. Now staff are wasting precious time that should be spent on sick patients. We know that Labor still have not fixed the payroll debacle and the electronic medical records system is a shambles. If I were Premier Annastacia Palaszczuk, I would not let health minister Steven Miles touch a keyboard. While nurses are having to order bandaids on the corporate bankcard they are not doing what they are trained to do, and that is focusing on patient care.

### Metro South Hospital and Health Service, Nurse Navigators

 **Mr RUSSO** (Toohey—ALP) (2.03 pm): On 15 August 2019 I had the opportunity to attend the Metro South Hospital and Health Service along with Corrine McMillan, the member for Mansfield, and Joe Kelly, the member for Greenslopes. While we were at the Metro South Hospital and Health Service a number of nurse navigators spoke of their involvement with their different patients. What was revealed is one of the hidden benefits of this service and that is the contact that the service has with its patients who face not only medical difficulties but also isolation and communication difficulties. The nurse navigators gave personal testimonies of their patients' involvement. The real benefit is not only medical but also a very personal service. The nurse navigators made the following comment, 'It's a privilege to be part of these people's lives.'

By way of background, the Queensland government first created the nurse navigator positions in 2015. At the 2017 election the Queensland government committed to employ 400 nurse navigators across Queensland. This is an investment of \$398 million from July 2015 to June 2023. The Queensland government is committed to funding the program on an ongoing and recurrent basis with an additional \$116.8 million in the 2019 budget. Metro South Health has received an allocation of 70 of those positions. It currently has 35 nurse navigators and is in the process of recruiting the remaining 35.

The nurse navigators specialise in areas including disability, chronic disease, paediatrics, dementia, diabetes, mental health, and multicultural and Indigenous health. Nurse navigators play a role in supporting and coordinating a patient's entire healthcare journey rather than focusing on just the

specific disease or conditions and improving their way of life. The nurse navigator positions have so far demonstrated their ability to implement avoidance strategies to reduce admissions where they are not required and reduce or avoid occupied bed days for patients. Most importantly, they connect patients to services to improve the health journey of the patient and they see patients in hospital and at home. There are four principles that underpin the role of the nurse navigator.

### Mount Coolum National Park

 **Ms SIMPSON** (Maroochydore—LNP) (2.06 pm): I rise to speak about the Mount Coolum National Park. This beautiful national park is much loved by local residents and the many visitors who come along to enjoy it. I have risen in this House before to address a very important issue to the public. They want to see it managed better and they want to see the resources improve the experience of visitors. As part of that they want to see toilets and better parking. Unfortunately, when I asked the environment minister twice to come and visit it with me and meet with local stakeholders she failed to do so. She visited the coast after I wrote to her and met with one stakeholder group. I am pleased she did meet with the Kabi Kabi people; they are an important stakeholder group. However, it is important when drafting a new management plan to meet with all stakeholders as well as this very important Kabi Kabi group.

I ask the minister to please take on board the concerns of the public. She may think that having public facilities is a small matter, but it is vitally important to the public and all the visitors to that area. Currently, not having those facilities is degrading the national park. It is kilometres away from public facilities. Anyone who visits with small children—or a range of age groups—will know that the experience of visiting the park is diminished when the appropriate facilities to look after not only the public but also the environment are not in place. It is having a negative impact on the environment. Anyone who walks through the park who understands this park will see that quite clearly.

Minister, I would call on you again to visit the Sunshine Coast and talk to all stakeholders about this. Your advice—

**Mr DEPUTY SPEAKER** (Mr Kelly): Pause the clock. Member for Maroochydore, you will put your comments through the chair, please.

**Ms SIMPSON:** I again call on the minister to please visit the coast and meet with all stakeholders, and I will organise these meetings. It is vitally important that all the aspects of this park are looked after. The draft plan that has been put out to date does not address those various facilities I talked about. There is also an opportunity to look at expanding and improving the visitor experience with upgraded walkways and to consider upgrading the track over the back of the mountain that was used once upon a time when the cables for the electrical installations on the top of the mountain were constructed. That would also have to be part of a proper consultation, but that is an opportunity to take the pressure off the very sensitive areas because of the way these pathways are designed.

Currently, this beautiful park has 240,000-plus visitors a year. It has become increasingly popular. The current format of this park and the draft plan as it stands do not address that. That is why we need the minister to listen to the concerns and to visit. She should not just write after the event and say, 'I visited once but did not tell anybody.' We want to see this park protected and available to all members of the public.

*(Time expired)*

### O'Neill, Ms S; Redlands Electorate, Emergency Services

 **Ms RICHARDS** (Redlands—ALP) (2.09 pm): Our Redlands community lost an incredible lady on Sunday. I lost a friend and one of my biggest supporters. Shirley O'Neill was a life member of our party. I know that she will be sadly missed but never forgotten. Our deepest sympathies go out to Shirley's daughter Vicky and her family.

Our frontline personnel and volunteers are simply incredible, and I place on record my thanks to all who have fought and continue to fight our bushfires across Queensland—our QFES personnel, rural firefighters, SES, rangers, local disaster management teams, police and paramedics. Currently, fires are burning on Minjerribah. I know how hard all our disaster response teams are working to ensure that they protect our community. I make special mention of Mike Tait from Redland City Council. He leads disaster management in council and is doing an incredible job in proactively working to ensure all Redlanders now have a disaster action plan in place.

Across the weekend I attended a number of events organised to discuss fire and disaster management in our community. I cannot stress how important it is to have a plan in place. These meetings were a timely reminder for our locals to think and act now to tidy up their backyards, clean out the gutters, talk to neighbours and think about putting a plan in place.

I also refer to the wonderful work of our Macleay Island Local Ambulance Committee, which has been going strong for over 25 years. They are a deeply passionate group that not only provide incredible support to our island communities when disasters strike but also work closely supporting our unique island paramedics and providing information and training to our community in CPR and first aid. I had the pleasure of attending its CPR in the Park events—great days and received well by all in our community.

The Macleay Island Local Ambulance Committee Secretary, Cheyne Collingwood, brought to my attention issues surrounding paramedic resources on the island. When we live on an island and a medical emergency arises, it is a little bit more complicated to get to the hospital. It involves either a helicopter airlift or a ride on the *Kitty-Kat*, our dedicated ambulance ferry. Similarly, our local pharmacist, George Economous, has raised concerns in terms of paramedic resources. Our paramedics are taken off the island in the patient transport process to ensure the best care as our patients traverse Moreton Bay to get to the mainland. The Macleay Island Local Ambulance Committee has coordinated a petition on the issue of paramedic resources for our island community. I table for the House its petition from over 2,000 community members seeking remedy to this resource shortfall.

*Tabled paper:* Nonconforming petition regarding paramedics assigned to service the Southern Moreton Bay islands and Kitty Kat transport [1567].

I am pleased also to advise my island community that this week I wrote to Minister Miles requesting a meeting with all stakeholders to resolve this issue. I intend to stay close to this matter to ensure that our island communities have the best access to our paramedics when they need it most. In conclusion, we are blessed in the Redlands and indeed across Queensland to have the world's best in emergency and disaster responders—from our fireys to paramedics, rangers and SES personnel. We would really be lost without them.

### Coomera Electorate, Infrastructure

 **Mr CRANDON** (Coomera—LNP) (2.12 pm): I recently asked the Queensland parliamentary library to undertake some analysis of the electorate of Coomera to compare and contrast it with the electorates of Broadwater, Logan, Macalister, Redlands, Scenic Rim and Theodore in terms of growth. The figures were based on growth from the time of the redistribution in August 2016. The graph, which I will table in a moment, quickly shows us that, as far as the numbers are concerned—and although I was second bottom before the election—I ended up at the top of the scale. The state seat of Coomera is now 18.25 per cent over quota, the blue line depicted. It is amazing growth. I have almost 42,000 voters. No-one else comes anywhere near me, and certainly all those other seats are very close to quota. Right around me there is no growth. Right in the middle is the state seat of Coomera.

Is it any wonder that we call for so many infrastructure improvements in the state seat of Coomera? Of course, the first is the second M1, the Coomera Connector, to take 60,000 vehicles off the M1 and to take some pressure off our exits. What about the police hub and 35 additional police in the Ormeau-Pimpama area? Finally, we got the police hub—and I thank the minister for announcing the police hub—but now we need those police. There is no commitment on those. Of course, in terms of exits 41 and 49 there is no commitment as far as the timeline for their construction is concerned because of a near \$50 million shortfall. There is nothing at all in relation to the duplication of exit 38 or exit 45 south.

A hospital in the Coomera electorate is desperately needed—something for which I have been calling for a long time. Now there is a new petition running in that respect. We need an ambulance station in an appropriate location, not miles and miles away from the M1 but adjacent to the M1. The confirmation of a new railway station at Pimpama occurred a couple of days before I received a letter regarding my petition that was due today. There is confirmation of where it will be, but we will still be waiting until 2024. It needs to be built now, not in 2024. What about the commissioning and opening of the railway bridge next door? Yes, that has been confirmed.

A police citizens youth club is something else we need desperately in that area in terms of the massive growth in our youth population. We need increased car parking at Ormeau Railway Station. Now we have 110 car parks. Originally it was intended to be 70. We lobbied and we received an additional 40. We need increased car parking at Coomera Railway Station. There is \$15 million sitting

on the table from the federal government but there is not a cracker—not any commitment whatsoever—to actually build it. The list goes on. Thankfully, the new fire station will happen at the end of next year. As I say, the list goes on but there is not enough time—

*Tabled paper: Queensland Parliament, Library and Research Service, Research Brief, dated 10 September 2019, titled 'Enrolment growth in northern Gold Coast electorates' [1568].*

*(Time expired)*

### Aspley Electorate; Aged Care

 **Mr MELLISH** (Aspley—ALP) (2.15 pm): Last Friday I was very honoured to be invited to the Aspley Classes for Seniors annual lunch. It was a great afternoon, with presentations on line dancing, French and Russian. Next year, yoga is making a return to the Aspley Classes for Seniors. The seniors classes have been going very strong and will be for many years to come. Classes in the community are offered on such diverse topics as painting, computing for beginners, indoor bowls, line dancing—of course—mahjong, Italian, German, Russian, French, needlework and music. Literally, there is something for everyone.

Classes for Seniors is run by three great churches in the local community that work together—Aspley Uniting Church on Robinson Road, Our Lady and St Dympna's Catholic Church on Robinson Road, and the Church of the Resurrection Anglican parish on Ridley Road. It is tough to single out people involved, given the very large and vast number of volunteers who help the group on a weekly basis and offer their services, but chair Ken Beer, treasurer Harley Juffs and all the committee deserve special recognition for doing a great job in the community. Of course, my office is happy to help them out where needed and was pleased to award them a Gambling Community Benefit Fund grant not long ago for painting materials.

One of the key things that the parliament state inquiry into aged care has shown—it is also highlighted in the fantastic ABC show that I recommend people watch, *Old People's Home for 4 Year Olds*—is the exponential benefits seniors gain by keeping active physically and mentally. On this, the Aspley community is ahead of the game thanks to Aspley Classes for Seniors. Aspley Uniting Church, which hosts a lot of the classes, will hold a market day on Saturday, 26 October. I encourage anyone in the area or driving past on Gympie Road to attend. Last year I bought a chilli plant, which I have somehow not yet managed to kill, but I am sure that is due to the good work of others in my household!

Elsewhere in the community, construction has started on the new home for Jabiru Community College, which will be housed right next door to the new home for the Northside Wizards. This was made possible by a grant of \$2.65 million from the Palaszczuk government as well as a substantial contribution from Jabiru. The funds will go towards fitting out a disused shed off Pineapple Street in Zillmere vacated by the former Newman government. Jabiru Community College already does fantastic things on the north side, and I am very pleased that I am able to help it secure a new home in Zillmere. It is a testament to Jabiru that construction has already commenced and that the school will be up and running by term 1 of 2020. They had to move out of the Bracken Ridge Library, so I am very pleased that the government was able to step in and sort out a solution. This is an organisation that had its funding substantially cut under the former Newman government, so it is great to see it back on the up and up.

Last weekend's Zillmere Festival, in which Jabiru plays a key role, was another great success. I was pleased to attend with my colleagues the member for Sandgate and Nudgee, with whom I share the suburb of Zillmere, and the councillor for Deagon ward, Jared Cassidy. There were plenty of great locals in attendance, and the festival has a great local focus on the community. Part 2 of the Bart Mellish Club challenge is coming up: Geebung v Aspley Bowls Club. I wish everyone all the best on that day.

### Forensic Disability Service

 **Dr ROWAN** (Moggill—LNP) (2.18 pm): The Queensland Ombudsman's report into the detention of people at the Forensic Disability Service is nothing short of an embarrassment and an indictment of the Palaszczuk Labor government's Minister for Disability Services. With 15 recommendations covering some 49 specific courses of action, it is absolutely critical that the Labor Minister for Disability Services accepts full responsibility, takes charge and ensures that immediate action is taken with respect to the Forensic Disability Service. The Forensic Disability Service, first established under the Bligh Labor government in 2011, was created, as the Ombudsman's report notes, as a facility for the exclusive purpose of providing secure care to people subject to a forensic disability order or equivalent interstate order on the basis of an intellectual or cognitive disability and not a mental health condition.

As the Ombudsman's report makes painfully clear, the Forensic Disability Service has failed to live up to this purpose. The entire report is littered with countless references to dysfunction, disagreement and alleged departmental interference that has occurred under the direction and oversight of the Palaszczuk Labor government. On page 9 of the executive summary, the Ombudsman said—

The investigation found persistent disagreement between the Department and the Director about their respective roles and responsibilities in administering the FDS.

Perhaps quite alarmingly, on page 137 the Queensland Ombudsman's report states—

... the Director stated that, during the initial phase of her appointment, she held 'great concerns' about the role the Department appeared to be playing in the decisions and reporting of the Director, including the annual reports. The Director provided multiple examples of concerns she held about the Department's attempts to influence her annual reports.

Further evidence of the mismanagement, chaos and dysfunction that has reigned at the FDS under the minister, her director-general and the department was revealed during this year's estimates hearings. Under questioning, the director-general informed the committee that, incredibly, in relation to staff corrupt conduct and misconduct, 25 referrals were managed in 2018 of which 23 were new referrals. It was further revealed in relation to corrupt conduct during 2018-19 that five new matters were assessed as corrupt conduct and had to be referred to the CCC.

This is all before we have even had the opportunity to look at the case of the detained person referred to by the Ombudsman as 'Adrian'. Held in seclusion for 99 per cent of the time and with the repeated use of police and police dogs to control his behaviour, the Ombudsman understandably concluded that the management of Adrian has been 'contrary to law, unreasonable, oppressive and improperly discriminatory'.

Our great Westminster system of democracy demands that Labor's Minister for Disability Services accepts ultimate responsibility for these failings. This is what ministerial accountability is all about. During recent sittings of parliament I have told the House that it is incumbent on this minister to provide to the parliament each and every time she has requested a report of the director of the Forensic Disability Service under section 87 of the act. Such a request can only be made if it is in the public interest. If you use the public interest as your justification for requesting reports then the public has a right to know the contents of the reports that were commissioned in its name. This is an absolute scandal and the minister needs to be condemned.

### Townsville

 **Mr STEWART** (Townsville—ALP) (2.21 pm): Last time we all came together we were in Townsville. It was great to hold parliament in Townsville. We loved having everyone come to visit our part of the world. I call it God's country. Then again, I am a little biased and one-eyed. It is Cowboys country after all.

I want to reiterate some of the week's highlights and announcements. Some \$16 million was announced for the business case for the raising of the Burdekin Falls Dam wall. As the Premier said during the announcement, the project will open up around 100,000 hectares of irrigated cropping land. That will certainly boost our position as the food bowl of North Australia. Also, \$132 million was announced for the Kidston hydro power line. This is about linking renewable energy back into Townsville where it will be utilised. They are really kicking goals.

It was also announced that the 53 extra police for Townsville would be fast-tracked. By the end of December 2020 there will be an extra 103 police in Townsville above what we should be having. The minister announced that every police officer would now have a body worn camera in order to do their job safely. We also heard that police have access to not one but two multi-use helicopters, both equipped with forward-looking infra-red cameras. Those opposite talked about getting a chopper. Police currently have access to two choppers.

Minister Dick announced \$10 million for the manufacturing hub. That is a huge shot in the arm for the manufacturing industry in Townsville. Minister Jones announced \$3.5 million for the ferry terminal upgrade, which will start to transform that whole river area.

**Ms Jones:** It will be world class.

**Mr STEWART:** I take that interjection. There was an announcement of \$5 million for the defence hub; \$1.2 million for the CopperString project; and \$1 million over three years for the Townsville Fire WNBL sponsorship. It is great to see investment by the Palaszczuk government into women's sport, recognising the three-time national champions. We heard about the 20,000 jobs as a result of the Back

to Work program. Townsville stadium—that great stadium that everyone came and saw when they were in Townsville—is now 75 per cent complete. The Australian Festival of Chamber Music will receive \$25,000. Minister Jones also announced the Australian Rugby League test match that will be conducted next year.

My quick calculations indicate that these announcements represent \$160 million outside of the budget—compared to what those opposite delivered in their last year of government of \$100 million in total.

### Hervey Bay, Fireworks; Commercial Fishing

 **Mr SORENSEN** (Hervey Bay—LNP) (2.24 pm): I never thought I would need to write to the Minister for Fire and Emergency Services about not lighting fireworks in a total fire ban period, but that is exactly what I had to do today. I thank the minister for his quick action. These fireworks were planned to be set off right beside cane fields and tinder-dry scrubby paddocks. No-one wants to take away from celebratory events, but common sense has to prevail. I thank the minister for hearing my plea and exercising common sense. The fireworks have now been cancelled.

Turning to the fishing industry in Hervey Bay, as my colleagues and I know, the changes to the crab, trawl and inshore fishing quotas will reduce allocations and result in a massive loss of income for commercial fishers. This affects my electorate heavily. There will be job losses in a place where there is already high unemployment. The seasonally adjusted figures for August show that more than 7,200 jobs have been lost in Queensland. This sort of action takes away people's livelihoods. Some of it is shocking. Do we need any more unemployment in our areas? No, we do not. Many commercial fishermen have been forced to leave the industry, losing their livelihoods altogether. They will be looking for a job.

**Mr BROWN:** Mr Deputy Speaker, I rise to a point of order. My understanding is that there is a disallowance motion before the House with regard to this matter.

**Mr DEPUTY SPEAKER** (Mr Kelly): I will take some advice in relation to that. Member, you are straying very close to the disallowance motion on the *Notice Paper*. I would ask you to try to bring your speech back in line with the standing orders and step away from the motion that is before the House so we do not offend the anticipation rule.

**Mr SORENSEN:** The recent Hervey Bay Seafood Festival was a great success. I thank the Deputy Leader of the Opposition, Tim Mander; Senator James McGrath; Senator Amanda Stoker; the shadow minister for fisheries, Tony Perrett; and the federal member for Hinkler, Keith Pitt for their attendance at that wonderful event, which attracts thousands of people every year. It includes a fisherman's ball to raise money for other community events in Hervey Bay. Over 400 people attended the ball, which was a fantastic night. The fishermen in Hervey Bay give back to people in need in the community. Some of the money raised goes to the Vietnam Veterans Association. A young guy who is doing a lot of work—

*(Time expired)*

### Aveo Newmarket

 **Hon. KJ JONES** (Cooper—ALP) (Minister for Innovation and Tourism Industry Development and Minister for the Commonwealth Games) (2.28 pm): It is almost two years since I first rose in the parliament to raise this local issue in my community. In fact, along with the then member for Mount Coot-tha I first attended a public meeting of concern with local residents living in the Aveo facility in Free Street.

I know this centre very well. I deliver Meals on Wheels to this centre. It has been really distressing to see how residents have been treated at this Aveo complex. What attracted so many people to put their loved ones in this aged-care facility was the fact that it had 74 detached or semidetached units where residents had their own gardens, their own patios, their own verandas and very large units. Aveo has proposed to go from 74 low-residential units to 262 units on the same block and residents will no longer enjoy having access to their own garden or their own patio.

It has been very distressing because it is now—and I was only there a matter of weeks ago on Meals on Wheels—like a ghost town. A lot of local residents who had neighbours and friends have had to move out because they have not wanted to wait the seven years worth of construction that Aveo is inflicting on the local residents. To give members an idea, if people want to stay there, they will have to live—some people are in their 90s and late 80s—next to a construction site for up to seven years. Most

recently when I met with some of these residents they are very distressed. A lot of them are very elderly. They do not want to have to go through a long and protracted legal battle. They very much feel like it is a David and Goliath battle.

**A government member interjected.**

**Ms JONES:** They should not have to; that is right. In actual fact, local residents came together to appeal this decision in the Planning and Environment Court but were not successful. Residents are now feeling very distressed that they are left with no choice. The residents, together with their children, made the decision to live in that facility because they had toured the facility, seen the site and thought it was a great place for their parents—their mother or their father—to live. There is a lot of guilt on those children because due to unforeseen circumstances it has now changed.

I once again call on Aveo to do the right thing and listen to the concerns of the residents it is meant to be caring for. It is not good enough to continue to have elderly residents and their families crying and going to their local members' offices because they feel that no-one is listening to them. I am appealing to Aveo once again to do the right thing and meet with the local members of parliament and listen to our representations on behalf of these local residents who feel that they continue to be ignored by this company.

### **Chatsworth Electorate, C&Ks**

 **Mr MINNIKIN** (Chatsworth—LNP) (2.31 pm): Today I rise to acknowledge the sensational work being carried out every day by our dedicated staff at the four C&K kindergartens in the Chatsworth community. The Chatsworth electorate is fortunate enough to have four fantastic C&K kindergartens located in Carindale, Carina, Camp Hill and Gumedale. On the weekend it was a very special occasion for one of the C&Ks. The Carina C&K celebrated its 50th birthday, and what an incredible milestone. It was an absolute delight to be part of the celebrations and it was a pleasure to sponsor its chocolate birthday cake.

Every year around 50 children enter Carina C&K and it is at this early learning centre that they are nurtured to grow and flourish into confident students. Carina C&K is where a lifelong education adventure awaits and has started for over 2½ thousand little Queenslanders. What a truly remarkable achievement making an indelible imprint on the lives of so many young Queenslanders. It was a celebration for not only the kids currently enrolled and their families but also past students. In acknowledging the people behind the scenes at this fantastic kindy, a shout-out must go to Sue Hansford, the director of the Carina C&K kindy.

I also want to take this opportunity to congratulate Helen from Camp Hill C&K kindy. Next year marks Helen's 40th anniversary of working at Camp Hill C&K. She has been there since 1980. It was a pleasure to have personally thanked her for everything she has done and continues to still do for our children. It is people like her who truly make an impact in our community and I really do commend her—40 years! Additionally, a special mention to Claire Pitman, the President of the Camp Hill kindy, who has done an incredible job organising many successful events. A fine example would be the ladies' gala event that was held over the weekend. Claire also needs to be thanked for all the hard work she put into fundraise for a beehive to be installed at the kindy. When I first heard about the beehive, I thought it was a fantastic initiative and I was pleased to donate towards the cost to install one.

Community early learning centres like C&K play an important role in teaching and developing our youngest Queenslanders and making them into future leaders who go on to greatly contribute to our society. To all the directors, teaching staff, presidents and parents, I want to sincerely thank each and every one of you for the things that you do, big and small, for our kids every single day. I personally love to read, so I was really glad to be able to attend the C&Ks throughout the year to read to the little bookworms. It is funny how the classic *The Very Hungry Caterpillar* still remains a favourite to this day, and what an iconic childhood classic. I want to take this opportunity to congratulate the C&Ks. Well done to all four of them in the Chatsworth electorate.

### **Crosby, Mrs M**

 **Mr PEGG** (Stretton—ALP) (2.34 pm): We love a good party in Stretton, and I would always argue that Stretton leads the way when it comes to partying. We had the biggest birthday party in Queensland just a couple of weeks ago on 7 September when we celebrated the 110th birthday of Mabel Crosby. Mabel is the oldest person—oldest and most experienced person—in Queensland and she is the second oldest person in Australia. She was born on 7 September 1909. To put things in context, Mabel has lived through 30 Australian prime ministers and 20 American presidents. Yes, you heard right: I am not misleading the House.

Mabel has four children—Dorothy, Ruth, Stewart and Robyne—10 grandchildren, 20 great-grandchildren and six great-great-grandchildren. Over 60 family members were present to celebrate Mabel's special day, with some coming from overseas and interstate. It was a fantastic celebration. The Premier came along to sing happy birthday to Mabel—and I can inform the House that she sang it very well—and also Governor Paul de Jersey AC came along to join the party because he knows that Stretton is the place you come to if you want to join the party. Mabel loves cruising and undertook her last cruise when she was 107.

**Mr Crisafulli** interjected.

**Mr PEGG:** I can inform honourable members—and the member for Broadwater would be particularly interested to hear this—that her tips for a long life are walking a lot and having a drink on Christmas Day. I think that is something that most of us in this House could accomplish.

I also want to recognise the team at TriCare Sunnybank Hills for all of the work they did to help put together a fantastic celebration. I want to particularly mention Cale Swift, facility manager; Kylie Merritt, lifestyle coordinator; Prabhat Pokhrel, chef manager; Ngaluafe King, chef; Josefina Tosh, personal carer; Llady Foster, personal carer; Rajpreet Brar, clinical nurse coordinator; Winnie Isaya, personal carer; Zenith Smith, personal carer; and Grecelle Cabalida, lifestyle team member.

I finish by saying happy birthday to Mabel. I look forward to celebrating many, many birthdays with you into the future. The Premier has declared Mabel to be Queensland's greatest treasure, and I sincerely concur with that. I know everyone in the electorate of Stretton is so very pleased to have the greatest treasure in Queensland living in the electorate of Stretton. It was a fantastic celebration with family and friends and we look forward to celebrating with Mabel into the future.

### **Family Law System, Federal Government Inquiry**

**Mr ANDREW** (Mirani—PHON) (2.38 pm): Marry in haste and repent at leisure. These are the words that my grandfather and father have said to me for years. I know that when we debate legislation in this House we cannot legislate for human nature, but today in the federal parliament—and this is bigger than politics—it was decided that there will be an inquiry into the family law system.

Just yesterday a gentleman who was suicidal walked into my office. We spoke with him and we sorted him out, but there is a bigger problem going on. There are people dying every week—women and men. Families are suffering going through this. If there was a transport system where we knew that if people got on they were going to lose their lives, I am sure we would not be getting on and I am sure I would not be allowing my family to get on. These things happen, so I urge all Queenslanders to put in a submission. I am a member of the state Legal Affairs and Community Safety Committee and people can lodge submissions into any topic that we are inquiring into to tell us what is going on.

The Family Court has been in place since 1975. We need to make it a better system for the young ones, the mums and dads, the grandmothers, the grandfathers and the extended family so that we do not lose people, so that kids do not suffer, so that families have a better life. I think it is very important that we all get together and make submissions to this inquiry.

### **Regional Queensland, Mental Health**

**Mrs GILBERT** (Mackay—ALP) (2.39 pm): Life is becoming increasingly fast. That can be quite exciting, but it could also make people anxious to the point of having anxiety and depression. Last Thursday was R U OK? Day. It is a day when we are reminded that we need to talk to people around us—in our schools, workplaces, communities and especially in our homes—and not just ask, 'How are you?' but ask, 'Are you okay?' and be prepared to listen to the answer. Conversations need to be had every day. We need to remind everybody to ask that question every day—'Are you okay?'

In Mackay, Grapevine, headspace, Run For MI Life and Tufminds joined with the Resource Industry Network to host an event at which Sonya Scoble, a very brave woman in Mackay, told of her own personal experience of losing her dear son, Aiden, just in July last year. Sonya highlighted the sad fact that our drive-in drive-out workers and our fly-in fly-out workers in our mining towns have a lot of pressure put on them because of their rosters. As a community, we need to be very aware of the risk of mental health issues.

The Palaszczuk government is committed to looking after the health of regional Queenslanders. That is why I am really pleased that the Mackay Hospital and Health Service is rolling out a project that includes workshops on mental health first aid for farmers and business operators who are affected by

the drought. For the benefit of the member for Whitsunday, who tweeted that there is nothing for Collinsville or Clermont and that everything is going to the Mackay HHS, I point out to him that, if he stopped driving around and stayed home for a while, he would realise that the Mackay HHS covers Bowen out to the mining centres.

Mackay's purpose-built step-up step-down residential mental health facility has opened its doors. It has been open for a little while, but a couple of weeks ago we celebrated its opening. This \$6.1 million facility is great for the Mackay community. It is a 10-bed facility that helps people to step down from hospital, get back into life and the community. It allows those living in the community to step up and avoid another hospitalisation. This facility supports people who do not need inpatient care but need short-term supported accommodation in a home-like environment. This facility is fantastic. A brave young man spoke about his experience there. It changed him and he is turning his life around.

### Bushfires, Queensland Fire and Emergency Services

 **Mr MILLAR** (Gregory—LNP) (2.42 pm): I would like to put on the record my absolute heartfelt thanks to all of our Queensland Fire and Emergency Services personnel for their efforts over the past couple of weeks. We have had fires in the Scenic Rim; Southern Downs; the Gold Coast; Lowmead, which is near Bundaberg; and Peregian. We have had fires from the cape right down to Coolangatta. It is time to recognise our wonderful Queensland Fire and Emergency Services—our volunteers, our rural fireys, our SES—and the absolutely wonderful job they do.

Bushfire season has come early. This has been a fear for a long time. We are now in September. We have until probably January before we see any sign of a wet season, if we see a wet season. It is going to be a long and hard bushfire season. We need to thank those people who, across Queensland, put in their lives, time and effort to try to save our properties and our lives. I would especially like to congratulate and wish all the best to Mike Wassing, who is our Commissioner for Queensland Fire and Emergency Services, as well as the Minister for Fire and Emergency Services, the Minister for Police and Police Commissioner Katarina Carroll and her team as we go through a difficult couple of weeks. Yes, we have a little bit of a reprieve, but we only have to go outside today and walk around and feel the heat. There is grass that is still going to burn. We are going to see more bushfires this season.

I would like to give a special shout-out to the members of our Queensland rural fire brigades. These people volunteer their time and put their lives and their work on hold to fight fires. I call on employers who have rural firefighters in their employment to allow them to stay out there to try to help contain these bushfires that are burning throughout Queensland.

My heart also goes out to all of those people who have lost their homes. As Queenslanders, we are going to come together and will make sure that we do everything possible to get their lives back to some sort of normality as soon as possible. Queenslanders are certainly with them. I would also like to thank all of those volunteers who make the sandwiches. They make sure that our firefighters, our rural firefighters and everybody else involved is fed. They do a wonderful job. These people from charities and community groups take the time to make the sandwiches and other supplies. They should be commended. We will really need them over the next couple weeks.

I would also like to thank all of our aviation firefighters—those people who bomb the fires from the sky. When those fires come close, they are a godsend. I would also like to pay a special tribute to Ian Stewart, who is setting up the recovery operations. I wish him all the best in the recovery operations. We need to come together to make sure that the whole community recovers together.

### Queensland Training Awards, All About Living

 **Hon. SJ HINCHLIFFE** (Sandgate—ALP) (Minister for Local Government, Minister for Racing and Minister for Multicultural Affairs) (2.46 pm): My electorate of Sandgate is a thriving, vibrant community, as much as anything because of its diversity. That diversity includes those who are more vulnerable, especially when it comes to getting and maintaining work—long-term unemployed people, parents who spent many years raising children, or young people who are finding it hard to break into the job market.

Last Saturday night the 2019 Queensland Training Awards and gala dinner were held to celebrate individuals and organisations who have been outstanding in the area of vocational education and training. This brings me to All About Living—a stellar not-for-profit community organisation based in Sandgate. The team comprising All About Living is led by its president, Darryl McNamara, and CEO David Worsnop.

After being named the metropolitan regional winner in the Community Training Initiative of the Year category, All About Living was nominated for its carers consortium training program. Those who complete the program receive qualifications in individual support, which means that they can get employment in the growing aged-care and disability care sectors. That program also provides a pathway to work for people who are finding it difficult to get a job, full stop.

All About Living is committed to nurturing potential employees who are well trained, competent and empathetic. To date, the carers consortium program has helped 83 people. Of those who have completed the program, 70 per cent have been offered jobs. The percentage of people offered jobs in the 2018 version of the carers consortium program was an impressive 82 per cent.

This program has been made possible by the Skilling Queenslanders for Work initiative. Since July 2015, All About Living has successfully secured more than \$300,000 in community-driven training projects under this initiative. It is a suite of skills and training programs supporting Queenslanders to get the skills, qualifications and experience that are needed to enter and stay in the workforce.

Skilling Queenslanders for Work, a highly successful initiative, was reintroduced by the Palaszczuk government in 2015 after it was foolishly axed by the Newman LNP government. From its reintroduction, \$420 million has been committed to fund the seven programs that form the Skilling Queenslanders for Work initiative in the six years to the 2020-21 year.

I am also so proud to be part of a government that is investing \$16.8 million into the Community Work Skills program this financial year. This program funds community based organisations such as All About Living to help disadvantaged Queenslanders get nationally recognised training qualifications. I congratulate Darryl, David and the whole All About Living team for their exceptional work in training Queenslanders and for their exceptional program, the carers consortium. They are doing work for people in our community who need all the support they deserve. I congratulate all the deserving winners and finalists from this year's Queensland Training Awards.

### **North Stradbroke Island Economic Transition Strategy**

 **Dr ROBINSON** (Oodgeroo—LNP) (2.49 pm): Reports of fires on North Stradbroke Island are once again concerning. While latest reports are that the fires are not close to townships, I urge all people, residents and visitors, to stay alert and watchful but still plan to make your visit at this stage. Police, fireys, SES volunteers—all our emergency services people—do a great job and we thank them for it.

While these fires are being contained on Straddie, what cannot be contained is this out-of-control Palaszczuk Labor government. Sadly, the hardworking and resilient local businesses and tourism operators have been held back by the politically driven changes and constant bureaucratic bungling of the Palaszczuk government. The local residents are not fooled. They know it is the decisions of the Trad controlled Palaszczuk government. That is why locals continue to call the government's economic transition strategy the 'Trad-broke island plan'.

Locals know it was Treasurer Trad who, one, shut down the resources sector without a real plan for jobs; two, is overseeing the stalling of the economic transition; three, has a plan for her own financial prosperity but not for them—and according to the Crime and Corruption Commission and now the Premier her actions should have constituted a crime yet she continues to be Deputy Premier, Treasurer and minister; fourthly, she widened the gap for Indigenous Quandamooka workers by sacking them as the Minister for Aboriginal and Torres Strait Islander Partnerships, with more Aboriginal workers yet to go this year; fifthly, she botched the rollout of the Workers' Assistance Program to help workers find jobs, with only 10 per cent of the budget being expended—the main transition for workers had been to the unemployment queue; sixthly, removed the chamber of commerce from the economic transition strategy implementation committee. Why move the businesses, the job creators, from the strategic planning for job creation? It does not make sense. Seventhly, they created a greater bureaucracy.

We have not learned from the DERM-DEEDI fiasco with spaghetti messes and multiple ministers and economic and environmental drivers fighting each other and the mess that that created on Straddie. A more streamlined decision-making process is what is needed. To take the chamber representative off the implementation committee is a crazy decision. They have also ignored the Redland City Council's call for additional funds, up to \$100 million, needed for the transition. I table the advocacy document of the council calling for that funding.

*Tabled paper: Redland City Council document, undated, titled '2019 North Stradbroke Island State and Federal Advocacy Document' [1569].*

The government has also failed to deliver on replacement jobs. Kate Jones previously promised 400 ecotourism jobs and of the 24 ETS projects, none yet have been built. Labor's plan for Straddie has become a nightmare version of *Survivor* in which it is the island residents being evicted by the government—having to leave the island because there is no work for them.

### Redlands Rugby Union Club; Gleeson, Mr P

 **Mr BROWN** (Capalaba—ALP) (2.52 pm): On Saturday night Redlands Rugby Union Club turned 40 years old with over 300 guests celebrating the night. Legends and founding fathers, Max Bolte and John Lloyd, were there on the night. From humble beginnings at the Moorooondu Road soccer fields, now at the hallowed turf of Judy Holt Park, the club has over 400 juniors, seniors and ladies' teams that have boasted gold medal winning Olympians, and also MRP Rugby which helps persons with disability being included in the game that we love. I have been associated with the club since under 7s in 1988. I am one of a handful of players to have played junior, senior and last year I played an over-35 golden oldies game with no mouth guard. The night was emceed by Capalaba boy and former Reds star and Sun Wolf star, Ed Quirk, who was quite funny on the night. I thank the club's executive: Irish, Tiki, Marg, Lloydy and all the others who put on a spectacular evening. I look forward to another 40 years of Redlands' Muddies rugby.

Unfortunately I have some bad news to report in regard to Councillor Paul Gleeson. Last time I was in this House I reported the disgusting comments he made towards women. I am glad that both the mayor and the liberal MP, Andrew Laming, have referred him to the Independent Assessor for his disgusting comments. In that time the Independent Assessor has released a press release informing the public about his four misconduct charges. Ms Florian said—

... councillor Paul Gleeson, who has significant disciplinary history, has been reprimanded and fined a total of \$2,100 on four misconduct matters, including threatening another person and making derogatory comments on his personal social media page.

...

Cr Gleeson now has a total of 15 sustained allegations of misconduct and inappropriate conduct, 13 involving social media comments.

...

The Office of the Independent Assessor had submitted Cr Gleeson's behaviour was indicative of an ongoing course of conduct that exhibited a disregard of the local government principles and the responsibilities of councillors.

On today's front page of the *Bulletin* Councillor Gleeson has said he has done nothing wrong and is refusing to apologise. The mayor has said that she has read the riot act to Councillor Gleeson. She has also said, 'I can't fire him.' She said the only people who can fire him are the voters of division 9 and the local government minister. I will be reminding the voters of division 9 that this councillor is not fit for office. He threatens people. He bullies people. He is corrupt and he deserves to go. They are not only my words, the mayor is getting on board and also the member for Bowman has asked for him to stand down.

### Kinchant Dam

 **Mr LAST** (Burdekin—LNP) (2.55 pm): I rise to inform the House of a 10-year battle that is being fought with the Queensland government by the Barfield family west of Mackay. Salt intrusion on the western side of their property has had a huge impact on the sugar cane the Barfields grow and they are facing ongoing and increasing financial losses. At their own expense the Barfields engaged an independent consultant to examine the cause of the damage and the outcome identified leaching from the nearby Kinchant Dam. I have witnessed the damage myself and there is clear drone footage of the damage caused to the Barfields' property.

When a highly respected, highly experienced independent entity like Australasian Groundwater and Environmental Consultants concludes that a state government owned dam is causing financial loss, one would think that the government would take action. Unfortunately this is not the case. SunWater has a full copy of the consultant's report and, according to the minister, the Barfields have actively engaged to find a resolution. However, instead of engaging with the Barfields this issue is turning into a legal battle. Whilst SunWater is currently undertaking drainage works on its land to address rising groundwater, it is yet to admit that Kinchant Dam is causing the Barfields' losses. I, along with canegrowers' representatives, have witnessed firsthand saline water inundating the new drainage works prior to sealing so there is no question as to what is causing the damage to the Barfields' property.

It is not just their property that is being affected, bushland beside the Kinchant Dam is also being impacted. It is clear that we have yet another example of this government's failings when it comes to dams. After receiving the independent consultant's work what did SunWater do? They did a desktop review. Did they visit the Barfields? No. When this was brought to the attention of the minister, did he visit the Barfields? No.

Queensland needs more dams, but we also need a government that maintains our dams properly and this is not happening as this case clearly illustrates. The minister needs to understand that the land that the Barfields have farmed since before the dam was built is now virtually worthless and their ongoing economic losses continue to increase. The minister must ensure that whatever works are needed at the dam to address this situation are undertaken as a matter of urgency. We need a solution, not a legal battle. Ten years of damage to the Barfields' property and the bushland surrounding the dam is too much and the minister must act.

Queensland is built on the back of hardworking men and women like the Barfields, people who deserve a fair go. Queenslanders will not stand by while families suffer due to government inaction. Minister, the time to act is now to sort this issue out before any further damage is done.

## Transition 2 Success

 Hon. DE FARMER (Bulimba—ALP) (Minister for Child Safety, Youth and Women and Minister for the Prevention of Domestic and Family Violence) (2.58 pm): I am inspired every day in this job by the young people who I meet. Many have experienced unique challenges: trauma, homelessness, family breakdown, disability, sometimes they end up on the wrong side of the law. Despite these challenges, many show incredible resilience and determination and are able to turn their lives around.

Today I am very proud to tell the story of a remarkable young man who, with the support of this government, has turned around his life, starting with our Transition 2 Success program, and is making us, his parents and his community proud. After moving to Australia as a teenager from Eritrea this young man found himself on the wrong path in the youth justice system and was mixing with the wrong crowd. In 2016 he took part in the 12-month pilot of the Transition 2 Success program. The T2S program assisted him to complete certificates in agrifood, horticulture, hospitality and business and while on the program he expressed an interest in becoming a youth justice case worker in order to support and motivate young people to make better decisions.

After he graduated from T2S, he secured a traineeship with the Department of Youth Justice, which was supported by a private company. During this time, he completed both the traineeship and a Certificate III in Community Services. Through hard work and dedication to his traineeship, he was nominated for two awards at the recent Queensland Training Awards. Last Saturday night, the minister and I, a number of very proud people from the Department of Youth Justice and this young man's mum and his partner were very proud to watch him at the Queensland Training Awards State Gala Dinner, where he won both of those awards. He represented himself, his family and Youth Justice beautifully when he spoke of his passion for young people and his work within youth justice. There was not a dry eye on our table as we listened to that wonderful young man express his gratitude and love for his family and his dreams for the future. That young man now has been given the opportunity to participate in the national honours at the Australian Training Awards, which will be presented in November.

Success stories such as this do not happen by accident; they happen when a government cares. They happen because we are putting record funding into turning around kids' lives, breaking the cycle. They happen because we strongly believe that, as a government, we must offer kids a chance to change. When they make mistakes, we help them find their way back onto the right path, which is what Transition 2 Success is doing. It is transforming lives. I acknowledge the Minister for Employment and Small Business and Minister for Training and Skills Development for the interest that she has taken in this young man and for using what is available in her portfolio to help so many other young people.

## ENVIRONMENTAL PROTECTION (GREAT BARRIER REEF PROTECTION MEASURES) AND OTHER LEGISLATION AMENDMENT BILL

### Second Reading

Resumed from p. 3036, on motion of Ms Enoch—

That the bill be now read a second time.

 **Hon. LM ENOCH** (Algester—ALP) (Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts) (3.01 pm), continuing in reply: I too thank the stakeholders who met with the Department of Environment and Science to discuss the development of the bill, including peak body representatives, other industry groups, the conservation sector and individual producers. I especially wish to acknowledge the representatives who attended the various technical working groups, volunteering their valuable time to contribute to meaningful discussions on the regulatory proposals.

I thank the Innovation, Tourism Development and Environment Committee for their inquiry into the bill—the members for Stretton, Scenic Rim, Noosa, Theodore, Cook and Jordan—and the committee staff who assisted with the inquiry. I acknowledge the industry representative bodies, scientists, volunteers, businesses, local governments, Indigenous land councils, research institutions, conservation groups and members of the public who made a submission to the parliamentary committee and those who appeared before the committee.

Lastly, I acknowledge the team in the Office of the Great Barrier Reef for their incredible hard work in bringing this package together. In particular, I acknowledge Elisa Nicholls, Louise Smyth, Kate Watkins, Sarah Hindmarsh, Rhys Watson, Britney McKenzie, Alex Brown, Scott Robinson, Chris Johnson, Dominic Henderson, Hannah Fry and Greg Edeson. I also acknowledge the incredible and tireless hard work of the team in my ministerial office.

The benefits from a healthy reef, which is Queensland's greatest environmental asset, are too numerous to fully articulate. Tourists snorkelling on the reef seem to bubble with excitement and beam with joy from experiencing firsthand the beauty and complexity of this amazing World Heritage Listed ecosystem. Failing to protect the reef would be catastrophic for the myriad of wildlife that depends on it, as well as the jobs it supports. In my opinion, that is reason enough to take strong action. Of course, I absolutely commend this bill.

Division: Question put—That the bill be now read a second time.

**AYES, 48:**

**ALP, 46**—Bailey, Boyd, Brown, Butcher, Crawford, D'Ath, de Brenni, Dick, Enoch, Farmer, Fentiman, Furner, Gilbert, Grace, Harper, Healy, Hinchliffe, Howard, Jones, Kelly, King, Lauga, Linard, Lui, Madden, McMahon, McMillan, Mellish, Miles, Miller, Mullen, B. O'Rourke, C. O'Rourke, Palaszczuk, Pease, Pegg, Power, Pugh, Richards, Russo, Ryan, Saunders, Scanlon, Stewart, Trad, Whiting.

**Grn, 1**—Berkman.

**Ind, 1**—Bolton.

**NOES, 40:**

**LNP, 35**—Bates, Batt, Bennett, Bleijie, Boothman, Boyce, Crandon, Crisafulli, Frecklington, Hunt, Janetzki, Krause, Langbroek, Last, Leahy, Lister, Mander, McArdle, McDonald, Mickelberg, Millar, Minnikin, Molhoek, Nicholls, O'Connor, Perrett, Purdie, Robinson, Rowan, Simpson, Sorensen, Stuckey, Watts, Weir, Wilson.

**KAP, 3**—Dametto, Katter, Knuth.

**PHON, 1**—Andrew.

**Ind, 1**—Costigan.

Pair: Lynham, Powell.

Resolved in the affirmative.

Bill read a second time.

### Consideration in Detail

**Mr SPEAKER:** Under the provisions of the business program agreed to by the House and the time allocated for this stage of the bill having expired, the question is that clauses 1 to 39 and schedule 1, as read, stand part of the bill.

Division: Question put—That clauses 1 to 39 and schedule 1, as read, stand part of the bill.

**AYES, 48:**

**ALP, 46**—Bailey, Boyd, Brown, Butcher, Crawford, D'Ath, de Brenni, Dick, Enoch, Farmer, Fentiman, Furner, Gilbert, Grace, Harper, Healy, Hinchliffe, Howard, Jones, Kelly, King, Lauga, Linard, Lui, Madden, McMahon, McMillan, Mellish, Miles, Miller, Mullen, B. O'Rourke, C. O'Rourke, Palaszczuk, Pease, Pegg, Power, Pugh, Richards, Russo, Ryan, Saunders, Scanlon, Stewart, Trad, Whiting.

**Grn, 1**—Berkman.

**Ind, 1**—Bolton.

**NOES, 40:**

**LNP, 35**—Bates, Batt, Bennett, Bleijie, Boothman, Boyce, Crandon, Crisafulli, Frecklington, Hunt, Janetzki, Krause, Langbroek, Last, Leahy, Lister, Mander, McArdle, McDonald, Mickelberg, Millar, Minnikin, Molhoek, Nicholls, O'Connor, Perrett, Purdie, Robinson, Rowan, Simpson, Sorensen, Stuckey, Watts, Weir, Wilson.

**KAP, 3**—Dametto, Katter, Knuth.

**PHON, 1**—Andrew.

**Ind, 1**—Costigan.

Pair: Lynham, Powell.

Resolved in the affirmative.

Clauses 1 to 39 and schedule 1, as read, agreed to.

### **Third Reading**

Division: Question put—That the bill be now read a third time.

**AYES, 48:**

**ALP, 46**—Bailey, Boyd, Brown, Butcher, Crawford, D'Ath, de Brenni, Dick, Enoch, Farmer, Fentiman, Furner, Gilbert, Grace, Harper, Healy, Hinchliffe, Howard, Jones, Kelly, King, Lauga, Linard, Lui, Madden, McMahon, McMillan, Mellish, Miles, Miller, Mullen, B. O'Rourke, C. O'Rourke, Palaszczuk, Pease, Pegg, Power, Pugh, Richards, Russo, Ryan, Saunders, Scanlon, Stewart, Trad, Whiting.

**Grn, 1**—Berkman.

**Ind, 1**—Bolton.

**NOES, 40:**

**LNP, 35**—Bates, Batt, Bennett, Bleijie, Boothman, Boyce, Crandon, Crisafulli, Frecklington, Hunt, Janetzki, Krause, Langbroek, Last, Leahy, Lister, Mander, McArdle, McDonald, Mickelberg, Millar, Minnikin, Molhoek, Nicholls, O'Connor, Perrett, Purdie, Robinson, Rowan, Simpson, Sorensen, Stuckey, Watts, Weir, Wilson.

**KAP, 3**—Dametto, Katter, Knuth.

**PHON, 1**—Andrew.

**Ind, 1**—Costigan.

Pair: Lynham, Powell.

Resolved in the affirmative.

Bill read a third time.

### **Long Title**

Division: Question put—That the long title of the bill be agreed to.

**AYES, 48:**

**ALP, 46**—Bailey, Boyd, Brown, Butcher, Crawford, D'Ath, de Brenni, Dick, Enoch, Farmer, Fentiman, Furner, Gilbert, Grace, Harper, Healy, Hinchliffe, Howard, Jones, Kelly, King, Lauga, Linard, Lui, Madden, McMahon, McMillan, Mellish, Miles, Miller, Mullen, B. O'Rourke, C. O'Rourke, Palaszczuk, Pease, Pegg, Power, Pugh, Richards, Russo, Ryan, Saunders, Scanlon, Stewart, Trad, Whiting.

**Grn, 1**—Berkman.

**Ind, 1**—Bolton.

**NOES, 40:**

**LNP, 35**—Bates, Batt, Bennett, Bleijie, Boothman, Boyce, Crandon, Crisafulli, Frecklington, Hunt, Janetzki, Krause, Langbroek, Last, Leahy, Lister, Mander, McArdle, McDonald, Mickelberg, Millar, Minnikin, Molhoek, Nicholls, O'Connor, Perrett, Purdie, Robinson, Rowan, Simpson, Sorensen, Stuckey, Watts, Weir, Wilson.

**KAP, 3**—Dametto, Katter, Knuth.

**PHON, 1**—Andrew.

**Ind, 1**—Costigan.

Pair: Lynham, Powell.

Resolved in the affirmative.

## COMMITTEE OF THE LEGISLATIVE ASSEMBLY

### Portfolio Committees, Transfer of Responsibilities and Reporting Dates

 **Hon. YM D'ATH** (Redcliffe—ALP) (Leader of the House) (3.17 pm): I seek to advise the House of the determinations made by the Committee of the Legislative Assembly at its meeting today. The committee has resolved, pursuant to standing orders 136(3) and 136(4), that: the committee responsible for reporting on the Child Death Review Legislation Amendment Bill be varied from the Legal Affairs and Community Safety Committee to the Education, Employment and Small Business Committee, and that the committee report by 18 November 2019; the Legal Affairs and Community Safety Committee report on the Police Powers and Responsibilities and Other Legislation Amendment Bill and the Summary Offences and Other Legislation Amendment Bill by 4 November 2019; the Economics and Governance Committee report on the Appropriation (Parliament) Bill (No. 2) and the Appropriation Bill (No. 2) by 4 November 2019; and the Education, Employment and Small Business Committee report on the Holidays and Other Legislation Amendment Bill by 4 November 2019.

## HEAVY VEHICLE NATIONAL LAW AMENDMENT BILL

Resumed from 2 April (see p. 929).

### Second Reading

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (3.18 pm): I move—  
That the bill be now read a second time.

I am pleased to continue the work of this government in delivering results for the heavy vehicle industry. The Palaszczuk government's record of supporting the heavy vehicle industry and truckies is strong. Under this government's record of achievement, I am pleased to say that the Cape River Bridge is done, the Vines Creek Bridge is done, the Robert Road to Foster Road upgrade on the Bruce Highway is done, the Gateway Upgrade North is done, Toowoomba Second Range Crossing is done and the Logan Motorway extension is done. Now we are delivering two M1 upgrades at the Gateway merge and between Mudgeeraba and Varsity Lakes, with two other upgrades ready to roll straight after—Eight Mile Plains to Daisy Hill and the billion dollar Varsity Lakes to Tugun project.

The \$400 million Ipswich Motorway upgrade is well and truly underway. The Smithfield bypass in Cairns is underway. The Bruce Highway upgrade from Kate Street to Aumuller Street, which I was on the other day, will get the southern access into Cairns right. We are building the Mackay Ring Road stage 1. It is more than half done. Over 1,200 workers have been inducted onsite, with 80 per cent of them being local to the Mackay region. We have committed to stage 2 of the Mackay Ring Road. We are funding the Rockhampton Ring Road. We are funding the Gympie bypass on the Bruce Highway from Cooroy to Curra. We committed to the Tinana interchange upgrade that the member for Maryborough would be very familiar with—done and dusted.

All of these projects and more will deliver significant benefits to the heavy vehicle industry and to truckies. I am proud of the support our government is providing. This support is not just delivering infrastructure but supporting jobs right across Queensland. Already over 216,000 jobs have been created since our government came into office in 2015. This bill represents the latest efforts by our government to improve freight efficiency and heavy vehicle road safety outcomes while working collaboratively with our industry partners such as the Queensland Trucking Association.

This bill adds to the work of this House when we sat in Townsville just two weeks ago and passed the Transport Legislation (Road Safety and Other Matters) Amendment Act 2019 which contained important road safety reforms, including changes to drink-driving laws. That act introduced tough new drink-driving reforms because drink-driving continues to be a significant road safety hazard for Queensland drivers. In 2017, 63 people were killed due to drink-drivers or riders—that is more than 25 per cent of total fatalities on Queensland's roads. Our changes will decrease the amount of drink-driving in Queensland and will facilitate offenders learning to separate their drinking from driving. While this bill primarily deals with amendments to the Heavy Vehicle National Law Act 2012, I note for the benefit of the House that I intend to move amendments during consideration in detail.

I would like to thank the Transport and Public Works Committee, including the chair, the member for Kurwongbah, for their consideration of the bill. The committee has delivered its report and recommended that the bill be passed. I acknowledge the committee secretariat for its continued support

of the important work of the committee. I would also like to thank the National Transport Commission and the National Heavy Vehicle Regulator for managing the national law maintenance process, and community and industry members for providing their valuable input during development of the bill.

This bill contains amendments that will address inefficiencies and complexities within the national law to increase productivity while considering the safety of all road users. The bill also includes amendments to aid interpretation of the national law and reduce the administrative and regulatory burden on industry and the National Heavy Vehicle Regulator. Industry stakeholders were consulted extensively throughout the development of the bill and have been positive in their support.

It is important that we continue the work to improve safety outcomes in the heavy vehicle industry. I released Queensland's Heavy Vehicle Safety Action Plan 2019-21 at the Brisbane Truck Show on Thursday, 16 May this year. The Palaszczuk Labor government is delivering road safety upgrades across Queensland, including at Riverway Drive, and our action plan focuses on improving infrastructure; encouraging innovation and safe speeds; modifying driver behaviour; and creating heavy vehicle awareness for all road users. Developed in consultation with the Queensland Trucking Association, the National Heavy Vehicle Regulator and the Queensland Police Service, the action plan builds on the priorities and initiatives of its predecessor, the Heavy Vehicle Safety Action Plan 2016-18, and will implement further initiatives to reduce heavy vehicle road trauma.

With 36 road safety interventions across the key action areas of safer roads, safer vehicles, safer speeds and safer people, the action plan complements the state's broader road safety strategy, strengthening our commitment to reducing heavy vehicle road fatalities on Queensland roads. Based on national figures, heavy vehicle related fatalities across the country have dropped, I am pleased to say, by approximately 27 per cent over the past 10 years. However, heavy vehicle fatalities increased in Queensland last year compared to the previous five years. Fatalities involving heavy vehicles within Queensland were down by 33.3 per cent as at 1 September 2019 compared to the same time last year.

The Palaszczuk Labor government is committed to continued improvements in road safety. Three interventions of the action plan have already been completed including developing a descent video for users of the new Toowoomba bypass, undertaking research into seatbelt use via industry survey and focus groups, and developing an online driver learning and assessment program incorporating heavy vehicle awareness content.

Significant achievements accomplished under the previous Heavy Vehicle Safety Action Plan include over 1,000 kilometres of wide centre-line treatment—that is effectively from here to Mackay; the mandatory monitoring of special purpose vehicles; collaboration with the National Heavy Vehicle Regulator in developing a compliance and information system; collaboration with the Police Service and other agencies to conduct regular and statewide Truckie Toolbox Talks; and an audit of rest areas across Queensland was used in the development of a rest area app for public use to better manage rest areas for heavy and other non-heavy vehicles. As the minister with responsibility for the safety of all road users, I will continue to bring forward reforms and continue this government's focus on making sure all Queenslanders get home safely.

The Palaszczuk Labor government has released its 10-year vision for the state's burgeoning freight industry through the Queensland Freight Strategy. The Queensland Freight Strategy is the starting point for government, industry and the entire state to make sure we continue to have an integrated and resilient freight system that benefits all Queenslanders. Over the next 10 years, the volume of freight moving across Queensland will grow by more than 20 per cent. The freight sector is a major employer and jobs are the No. 1 priority of this government, and obviously this industry is absolutely critical to job creation.

Following commencement of new primary duties provisions—otherwise known as chain-of-responsibility provisions—in the national law in October last year, parties in the heavy vehicle transport supply chain have a duty to ensure the safety of their transport related activities. For the national regulator to best support industry, it must have the ability to provide operators with advice on how to best meet their duties under the law.

The bill will amend the regulator's functions to expressly provide that the regulator and its authorised officers can give advice, information and education to a person about complying with their duty or an obligation under the national law. Clarifying the advice function in the national law will meet industry expectations and confirm the regulator's authority in providing advice to duty holders about compliance with their duty obligations.

This approach to education and the giving of advice is already a common element in workplace health and safety laws and will align the national law more closely with that legislation and help drive improved heavy vehicle road safety outcomes. The regulator will develop guidelines for authorised officers on how the new function should be exercised and how information, advice and education may be used in the compliance and enforcement process.

Another amendment to the national law in 2018 allowed greater access to the road network for category 1 performance based standards—or PBS—vehicles operating at general mass limits. Larger, but not heavier, trucks that met higher PBS safety standards were given the same access to the roads as standard heavy vehicles. However, an adverse unintended consequence of how the initial amendments were drafted has excluded certain offence provisions from applying to the specified PBS vehicles.

Mass related offences do not apply, penalties are reduced and enforcement officers' powers to deal with overloaded vehicles, including offloading and grounding, have been restricted. To improve public safety and better manage potential risks to infrastructure, amendments in this bill will harmonise penalty provisions between PBS and overmass or overdimension vehicles. This means that, if a PBS vehicle is found to be travelling on a road without authorisation under the national law—that is, it is 'off route'—they will be treated the same for enforcement purposes as other overdimension or overmass vehicles.

Productivity will also receive a boost as the final elements of a 2017 decision by the Transport and Infrastructure Council are implemented in the bill. An amendment to the national law will improve the productivity of the road network and freight fleet by increasing the allowed volume on certain heavy vehicles where mass is not a constraint. The current 4.3-metre height limit for specified semitrailers will increase to 4.6 metres but only for semitrailer combinations that meet specified safety criteria. These specified combinations will be able to operate at 4.6 metres high without additional authorisation, such as a notice or individual permit, greatly reducing the regulatory burden on industry and road managers.

These proposed changes to better support productivity will complement the productivity-boosting and congestion-busting achievements of the Palaszczuk Labor government. We recently saw the opening of the \$1.6 billion Toowoomba bypass, which will supercharge productivity and economic activity on the Darling Downs and in Toowoomba and the Lockyer. As I outlined earlier, the heavy vehicles that are bypassing Toowoomba will miss 18 sets of lights, saving more than half an hour in time, and they will pay a maximum toll of \$22.85. As outlined earlier, we refused to implement the former LNP government's secret plan to gouge the heavy vehicle industry with a whole new class of toll—the super heavy class—which would have been Australia's highest ever toll on trucks to use the Toowoomba bypass, or indeed any road in Australia.

Our investments to support the heavy vehicle industry do not stop at Toowoomba. As mentioned before, we have committed to build the Rockhampton Ring Road, the Gympie bypass on the Bruce Highway, stage 2 of the Mackay Ring Road, stage 5 of the Townsville Ring Road, the southern access to Cairns and the much larger—almost half a billion dollars' worth—Bruce Highway upgrade from Gordonvale to Edmonton.

Just last week I was onsite looking at the piling works from Kate Street to Aumuller Street in Cairns, a \$104 million upgrade of the Bruce Highway where 88 piles are being knocked into that notorious chokepoint south of Cairns. These ring-roads and bypasses will help the heavy vehicle industry move freight faster, more efficiently, more safely and help create the jobs Queensland needs. These key investments will also help rid our regional towns and cities of ever-growing congestion as population grows.

In July I also announced completion of the widening and strengthening of 12 kilometres of the Diamantina Developmental Road between Boulia and Dajarra. This project will reduce travel times and vehicle maintenance costs for the freight industry by improving the road surface and limiting dust. The project also increases safety by allowing safer overtaking opportunities for the numerous passenger vehicles, caravans and cattle, freight and road trains that use that road. This project not only supports locals and visitors but also Queensland's \$5 billion cattle industry and the beef processing sector, which alone supports 18,000 jobs. These investments are part of our government's record \$23 billion being invested in roads and transport infrastructure over four years, sustaining over 21,500 jobs across Queensland, including over 13,000 jobs in regional Queensland.

This bill also implements several administrative amendments to aid the heavy vehicle industry. For example, amendments in the bill will improve consistency between vehicle defect notices and self-clearing defect notices. Currently, when an authorised officer identifies a vehicle defect they issue

a defect notice for a minor or major safety risk or a self-clearing defect notice where use of a vehicle does not pose a safety risk. These notices must be in regulator approved form, but for the sake of efficiency jurisdictions have combined elements of each of these different defect notices into one form. Inconsistencies between the requirements for a vehicle defect notice and a self-clearing defect notice—such as the time frame a driver must provide the notice to the operator—makes having the one form difficult and unnecessarily complex. The proposed amendments will remove these inconsistencies and make the approved form clearer and easier to use.

A source of frustration for operators in jurisdictions where the national law has not been applied is that vehicle modifications completed in those jurisdictions are not recognised under the national law. Under a proposed amendment in this bill, if those modifications comply with the regulator's Code of Practice for the Approval of Heavy Vehicle Modifications, then they will be considered as being approved under the national law. As a result, operators in Western Australia or the Northern Territory will no longer face the additional step and associated costs of having modifications re-examined and approved under the national law.

The bill also improves the management of access decisions. When the regulator issues an access or vehicle standards exemption permit with conditions attached or for a period less than the applicant sought, the national law requires that a statement of reasons is issued automatically. In nearly all cases permits are issued with at least one condition, but the reasons for that condition are usually obvious and well understood by the applicant. The proposed amendment will reduce this unnecessary administrative burden, as the regulator will instead be required to notify the applicant of their right to request a statement of reasons. If such a request is made, the regulator will be required to provide the statement of reasons within 28 days of receiving the request. A related amendment will limit the time an applicant has to request a statement of reasons to 28 days from the date of notice of the decision.

The amendments to improve harmonisation across borders are welcomed by industry. The removal of inconsistencies and streamlining of administrative processes will all contribute to efficiencies for the heavy vehicle sector which, as we know, is a vital part of the supply chain and the economy in regional Queensland.

Agricultural production is a major economic driver across Queensland, including the Townsville region. One of the most important commodities in the region—based on the gross value of agricultural production—is cattle and calves, second only to the production of sugar cane. I am pleased to advise that, following extensive consultation between the Palaszczuk Labor government and the livestock industry, the review of Queensland's Livestock Loading Scheme has been completed to the satisfaction of all involved. Key industry and government stakeholders strongly supported enhancement of the existing scheme, which has led to the regulator releasing a new notice for Queensland to reflect the enhanced scheme. The new notice came into effect on 10 February 2019. Under the new scheme a 26-tonne tri-axle mass limit for B-triple combinations and a 7.1-tonne steer axle mass limit for road train combinations will benefit local livestock transporters.

Another key initiative for the heavy vehicle industry is the opportunity for local contractors to tender later this year for a \$4.5 million project to build a truck staging area outside the Port of Townsville that will cater for up to 25 triple road trains. This facility will allow trucks to safely queue in the designated area just outside the entrance to the port, which will greatly improve safety and reduce congestion caused by trucks queuing on roads leading into the port. There is substantial work going on at the port due to our government's investment in that publically owned piece of the supply chain. The Port of Townsville is to be commended for developing this project, which will improve public amenity around the port precinct. This is another example of the Palaszczuk government investing in infrastructure to support long-term growth and jobs.

As I noted earlier, I intend to move amendments during consideration in detail. The main changes relate to consequential amendments arising from the enactment of the Commonwealth's Road Vehicles Standards Act 2018 and repeal of the Commonwealth's Motor Vehicle Standards Act 1989. These amendments will align commencement of national law amendments with Commonwealth implementation time frames that are yet to be confirmed along with additional consequential changes to Queensland statutes.

Minor amendments to the Motor Dealers and Chattel Auctioneers Act 2014 will make definitions of 'restorable vehicle' and 'used imported vehicle' clearer. Amendments will also clarify the status of national regulations made under the Rail Safety National Law as they operate in Queensland. I commend the bill to the House.

 **Mr MINNIKIN** (Chatsworth—LNP) (3.37 pm): As shadow minister for transport and main roads, I too take a great deal of pride in speaking to the Heavy Vehicle National Law Amendment Bill 2019. I take this opportunity to congratulate committee members on both sides, the Independents and the secretariat for the great job they have done in relation to the background work on this bill. I concur with the comments made by the minister.

The LNP has always advocated strongly for measures designed to enhance administrative efficiency, reduce the regulatory burden on industry and improve the productivity of the road freight task. Accordingly, our position is that we do not oppose the bill. I note the amendments that are being proposed, which have been foreshadowed by the minister, and we also concur with the proposed amendments.

The Transport and Public Works Committee recommended that the bill be passed. There were no other recommendations. Due to the relatively straightforward nature of the amendments, the LNP members of the committee did not provide a statement of reservation. I think I made it pretty clear when I spoke to a couple of transport bills during regional parliament in Townsville recently that my role, and the role of the LNP, is to scrutinise the legislation—in my case, as it pertains to the Transport and Main Roads portfolio—and not to simply say no for the sake of saying no. If something makes sense then we will always support it and always reserve our right to cherrypick, reading line by line each bill that is presented to the opposition. As I have already made clear, in this case we completely support the bill.

Turning to the objectives of the bill, we note that the bill will amend the Heavy Vehicle National Law Act 2010 to implement nationally agreed reforms or necessary amendments. I will speak to some of those necessary amendments because they really go to the heart of why this particular framework needs to be updated from time to time. The minister has already articulated to the House some of those particular issues.

The bill contains amendments to maintain currency, improve administrative efficiency and, very importantly, reduce complexity of the overall heavy vehicle national law. The bill will amend the heavy vehicle national law to improve the productivity of the road network and freight fleet by increasing the allowed volume on certain heavy vehicles where mass is not a constraint. From speaking to members of the industry, this is a very important amendment that will be passed by the House. Furthermore, the bill will reduce the administrative and regulatory burden for the National Heavy Vehicle Regulator and/or the heavy vehicle industry through the inclusion of a number of minor and technical amendments. Finally, the bill makes consequential amendments arising from the enactment of the Commonwealth Road Vehicle Standards Act 2018, the RVSA—we all love our acronyms—which will repeal the Commonwealth Motor Vehicle Standards Act 1989.

I will turn specifically to details of the bill. We note that the bill amends existing provisions of the HVNL to maintain currency and further enhance clarity and operability. As such, it will address a number of issues that will improve roadside enforcement, reduce the compliance burden for industry and reduce the administrative burden for the regulator. This will be achieved by a range of measures—for example, inserting new definitions in relation to defect notices, including ‘self-clearing defect notice’ in the definition of ‘vehicle defect notice’; and removing minor inconsistencies between major and minor defect notices and self-clearing defect notices. To people who are outside of the industry, this may not seem like a big deal, but I am sure on this particular point alone the minister would concur this is something that the industry is absolutely crying out for.

Furthermore, the bill is doing the following: allowing authorised officers to permit the use of a heavy vehicle subject to a self-clearing defect notice after the period to take corrective action has expired; recognising certain modifications to heavy vehicles approved in nonparticipating jurisdictions—they were outlined by the minister in his contribution; and removing the requirement for a road manager to identify, in a statement of reasons, all the documents relevant to a decision to grant or refuse a mass or dimension permit.

In terms of the policy objective of maintaining currency and continued application of heavy vehicle in-service standards under the RVSA, this is achieved by amendments to the following: definitions for ‘ADR’, ‘second edition ADR’ and ‘third edition ADR’ to preserve national vehicle standards made prior to the MVSA, under the MVSA, and those made under the RVSA; the definition of ‘VIN’ to include vehicle identification numbers assigned to vehicles built before the MVSA, approved under the MVSA, as well as the future vehicles approved under the RVSA; and the definition of ‘modification’ under section 84 to include modifications to vehicles approved under the RVSA.

The policy objective of increasing allowed volume on certain heavy vehicles where mass is not the constraint is achieved by amendments providing for the specified semitrailers to operate at 4.6 metres high under the legislation without the need for a notice or individual permit. Finally, the policy objective of improving administrative efficiency and reducing complexity is achieved by miscellaneous technical or minor amendments.

The HVNL is the cornerstone of the Council of Australian Government's national heavy vehicle reform agenda. As a single national law, it was designed to ensure that the heavy vehicle industry could operate across most of Australia without conflicting regulatory requirements. Since the HVNL passed into law back in 2012, there has been a subsequent multistage process to reduce the level of complexity and increase its overall effectiveness. Advancements in technology have also been a factor in the need for an ongoing review. The proposed legislative amendments contained in this bill are part of that important process. Legislative amendment is the most appropriate way to achieve the desired objectives of reducing complexity and improving the effectiveness of the HVNL in order to lift the productivity of the road network and freight fleet. However, road safety must always remain at the forefront of policy settings, so we must ensure that, with the operation of the heavy vehicle fleet, the protection of public safety is maintained and the risk of damaging infrastructure is carefully managed. Safety is always at the forefront.

The amendment to increase the allowed volume on certain heavy vehicles where mass is not a constraint by providing for the specified semitrailers to operate at 4.6 metres high without the need for a notice or individual permit will assist in improving the productivity of the road network and freight fleet, which is the key to reducing freight costs. This action will deliver better outcomes for the industry as well as the community overall. It is definitely a much needed reform and one that we wholly support. Importantly, this amendment is accompanied by a further amendment that provides for protecting public safety and managing risks to infrastructure caused by high-productivity vehicles.

We note that the proposed amendments were endorsed by the Transport and Infrastructure Council, the TIC—as I said, this bill is full of acronyms—in November 2018 and March this year. We recognise that, in line with the broad approach that has been fundamental in gaining support for amendments to the HVNL, the National Transport Commission and the regulator developed the amendments in close consultation with state and territory government transport and enforcement agencies. Although Western Australia and the Northern Territory are currently not participating jurisdictions, it was still important that they be consulted on the development of these amendments and for their views to be fully considered.

Here it is particularly relevant that the need for operators in Western Australia and the Northern Territory to have their vehicle modifications reassessed under national law has been removed through amendment. This means that, in the future, modifications that are approved in those jurisdictions that comply with the regulator's Code of Practice for the Approval of Heavy Vehicle Modifications will be deemed to have been approved under the national law. This is obviously very good news for operators in those particular jurisdictions.

Part 2 of the bill sets out the consequential amendments needed to the national law after the commencement of the Commonwealth's Road Vehicle Standards Act 2018, which replaces the Motor Vehicle Standards Act 1989. This will ensure that the correct reference will apply in the national law to vehicle standards and definitions on the commencement of the new RVSA on 10 December this year, while older standards made under the Motor Vehicle Standards Act will continue to be recognised. On a reassuring note, consultation with peak transport industry organisations and other key stakeholder representatives was undertaken and the indications from these stakeholders was to support the amendments.

In relation to records, in the interests of uniformity and consistency, national heavy vehicle reform has typically been supported by all sides of politics, and this will be continued in that spirit again today. The safety and productivity benefits that can accrue from such measures are also significant. It should be noted that the approach taken to implement national heavy vehicle reforms is through the adoption of national scheme legislation, which was enacted firstly here in Queensland as the host jurisdiction and then subsequently applied to other participating jurisdictions.

However, one other area that is fundamental to achieving the above outcomes is, of course, the condition of the road network. It is in everyone's best interests for a sustainable maintenance program to be in place to ensure that our roads remain fit for purpose. I acknowledge the minister talking about the addition of new infrastructure on to the network, which of course will also be used substantially by the heavy vehicle and freight industries.

I have to also say—and this has been commented on in the past—that when considering the budget next year I hope the minister will take the following on board. As the minister would be aware, as would other members in the chamber, it was alarming to read the Auditor-General's report 2017-18 last year in relation to integrated transport planning. We agree that safety is of paramount importance. In my contribution over the last 13 minutes or so a lot of acronyms have been used; that is the nature of the bill. There are parts of it that are technical. There are parts of it that some people would have little interest in. However, people in the heavy vehicle and trucking industry will hang on these words because they know it is important that this bill receives bipartisan support. For probably the third time I will state that is what it will receive this afternoon. However, it also at least needs to be acknowledged that it was alarming to see that in June 2017 there was a \$4 billion renewal backlog for the existing road network. We know that this renewal backlog will increase to more than \$9 billion over the next decade.

I urge the minister in his deliberations and in setting next year's budget with his cabinet colleagues to absolutely take this important fact on board. At the end of the day I agree with him: safety is everyone's priority, no matter which side of the chamber one sits. Regardless of someone's colour or ideology, no-one has a mortgage on safety. I would again urge the minister to get on top of this renewal backlog on our over 33,000 kilometres of state controlled roads. At the end of the day it will directly affect the Department of Transport and Main Roads' ability to meet minimum performance targets, which compromise standards and could have consequences for both road safety and, importantly, productivity for this great state.

The LNP is taking a bipartisan approach today. We are also proud of the contribution that we have made in this particular area of public policy. The LNP recognises the vital contribution that the heavy vehicle transport industry makes to the overall national economy not to mention our own great state's economy. We have always sought to introduce measures designed to improve the productivity and safety of those working in this wonderful sector, and at the end of my contribution I will speak a little bit more about a recent event that I attended with the minister.

Furthermore, the LNP has long been an acknowledged supporter of business, large and small, especially family businesses such as in the trucking industry where significant capital investment has been made. I have said it in the past and I will repeat it: small business is indeed in our DNA. Queensland has played an active role in the heavy vehicle national laws, and both sides of politics have generally been supportive of the measures and aims of the overall law. Notwithstanding the amendments that were supported by all jurisdictions, the bill continues along the well-worn legislative path. Accordingly, the LNP would favour an independent review of the overall legislative framework so that some fresh thinking can be brought to the challenges and opportunities facing the industry.

I was delighted with some of the approaches taken by what I would say—and I think I can make the statement being 54 years of age—is that younger generation coming through into the industry. There was an award ceremony that I will touch on a bit later in my contribution. The talent that was on display that is coming into the heavy vehicle and trucking industry is quite outstanding in terms of the innovative ways they are looking at some of the age-old problems in the trucking industry. It is a very exciting space. I am absolutely delighted with the influx, particularly of young women, into what I think would probably best be described as traditionally a bit of a blokey industry. That is changing and I think it is a very good thing. It is a great thing to be able to look at some of the age-old industry challenges from a different perspective. At the end of the day safety does not discriminate. We need to make sure that the framework of this industry is not looked at just because bureaucrats say it needs to be looked at; it needs to be grasped with both hands and used as an opportunity to encourage a fresh way of thinking about the challenges and the opportunities in the trucking industry.

The recent jewel in the crown of the heavy vehicle road network is undoubtedly the Toowoomba Second Range Crossing, a 41-kilometre, grade separated, dual carriageway bypass and partial ring-road constructed to the north and west of Toowoomba. It was one of the largest inland road projects in Australia and something that all Queenslanders should be proud of regardless of where they live, or whether they will ever use it because it will still go very much to the heart and soul of adding to gross state product.

The project has been spoken about for decades, but it took a state LNP government in partnership with the federal coalition government to make it happen. I would urge the minister to work, wherever practicable, with federal colleagues regardless of their particular political persuasion. The funding agreement was confirmed back on 31 January 2014—joint funding of \$1.6 billion on an 80-20 basis. Following funding being secured and planning completed, a contract was awarded to Nexus Infrastructure to design, construct and maintain the Toowoomba Second Range Crossing. Construction

commenced back in April of 2016 and, as we all know, it opened with much fanfare, as it should have, to traffic on Sunday, 8 September this year. It is a major milestone in the infrastructure network in this great state.

The obvious benefits are: improved travel times, avoidance of up to 18 sets of lights—although if my friend the member for Toowoomba North were beside me he would probably yell out 21 sets of lights so I am open to being proven wrong there; whether it is 18, 19 or 21 sets of lights, it is still a magnificent improvement—improved freight efficiency; a reduction in vehicle operating costs; safer and less congested routes; and a huge improvement to productivity.

In fact, I look forward to joining the member for Callide to once again ride in his 1984 Mack Superliner like I did last year when I spent a few days with him riding throughout the Callide electorate, feeling in my back as well as seeing firsthand the condition of the road for heavy vehicles. I think my discs are only just starting to come good now. The next trip in his magnificent 1984 Mack Superliner with an 18-speed crash gearbox, which I absolutely fell in love with, will be a drive from Toowoomba down to Dinmore for a cattle run, obviously using the new Toowoomba Second Range Crossing. I am really looking forward to it and hearing that wonderful air brake in action again with its characteristic muffling sound. Without trucks Australia stops.

**Mr Krause** interjected.

**Mr MINNIKIN:** I take the interjection from the member for Scenic Rim. Without trucks we all know Australia stops. I salute all those hardworking men and women who work in the heavy vehicle industry. I thoroughly enjoyed attending the recent QTA—Queensland Trucking Association—awards dinner, which I attended along with the Minister for Transport and Main Roads. I think there would be complete bipartisan agreement with this: the passion and innovation on display that night truly was incredible. It was a great night and the industry has our full support. The LNP will support this bill with amendments and acknowledges that there is a compelling need to build on the important work done to ensure that the national legislation is fit for purpose in this, the digital age.

 **Mr KING** (Kurwongbah—ALP) (3.58 pm): I also rise today to make a contribution to the debate on the Heavy Vehicle National Law Amendment Bill 2019. Here we are again with some more exciting amendments to the heavy vehicle national law. As Queensland is the host jurisdiction for the HVNL, to use the acronym, we in the Queensland parliament must first consider and pass amendments to these national laws before they can be applied in the other participating jurisdictions.

The explanatory notes for the bill detail amendments to the HVNL Act to implement nationally agreed reforms with necessary amendments. Some of these amendments are as follows: this bill will improve consistency between a vehicle defect notice and a self-clearing defect notice. The committee sought additional information regarding the definitions of a 'major defect notice', a 'minor defect notice' and a 'self-clearing defect notice'. Members will be excited to know that the department explained that the difference depends on the severity of the defect of the vehicle. They advised that a major defect could be a structural issue with steering components or a chassis issue, which I am sure we all agree should be treated as a major defect. For example, there might be a cracked chassis. A major defect such as that would ground the vehicle, meaning that the vehicle could not continue on its journey and may not be able to be repaired or will need major repair.

Minor defects, as mentioned before, could be something as simple as a lightbulb being out on a trailer or something of that kind. The department explained that a self-clearing defect is generally one of those minor defects that can be self-cleared and self-checked, because it is an easy replacement; however, the department advised that there are some minor defects that will need to be checked by an authorised officer. Those minor and self-clearing defects still must be rectified within 28 days.

The bill will enable the recognition of modifications to heavy vehicles that have been approved in nonparticipating jurisdictions. I believe the member for Callide has mentioned from time to time that that helps out with his trucks in the Northern Territory. This bill is a win for him and others who have trucking companies that move between these nonparticipating jurisdictions and ours. Currently these modifications are not recognised under the HVNL, but this bill will remove the need for an operator from Western Australia or the Northern Territory to have a modification reassessed and approved under the national law.

If a modification to a vehicle has been approved by an approved vehicle examiner, a modification plate or label indicates that the modification complies with the code of practice prescribed by the national regulations and that has been fitted to a conspicuous part of the vehicle, the vehicle will not need to be reassessed. The bill will also improve productivity by allowing certain semitrailers greater

access to the road network where mass is not a constraint. This is to be achieved by amendments that will allow specified semitrailers to operate from 4.3 to 4.6 metres high under the legislation without need for a notice or an individual permit.

I will leave other amendments invoked by this legislation to other contributors, otherwise we all will talk about the same things. Before finishing, I would like to thank the rest of the Transport and Public Works Committee members for their continuing work on the heavy vehicle national law in Queensland. We had one recommendation—that the bill be passed. As always, I thank our hardworking secretariat and all who submitted for their part in our report. Without a doubt, we will be back soon with more instalments to heavy vehicle national law and, like everyone in this place, I cannot wait! I commend the bill to the House.

 **Mr SORENSEN** (Hervey Bay—LNP) (4.02 pm): I rise to contribute to the debate of the Heavy Vehicle National Law Amendment Bill 2019. As my colleague did, I thank the committee and the secretariat for their work, as well as the federal government for its communications. The government introduced the Heavy Vehicle National Law Amendment Bill to parliament on 2 April 2019. The committee's only recommendation was that the bill be passed.

The amendments are pretty straightforward in nature. The committee did not provide a statement of reservations, because the objective of the bill is to amend the Heavy Vehicle National Law Act 2012. The bill seeks to bring national reform to match that of other states. The amendments will also maintain currency and improve administration, making it less confusing in terms of the heavy vehicle national law. Those truckies who use the road all the time need this issue organised so they can cross borders without unloading cattle and so forth. That is the good side of this bill.

The amendments will also remove the loading constraint performance standards from the load constraint guide by placing them in the HVNL. This is a practical measure. The amendments to the HVNL will improve productivity and allow the increase of road network and road freight volumes on certain heavy vehicles where mass is not a constraint. The bill aims to reduce the paperwork burden on the heavy vehicle industry. The bill also proposes a couple of minor and technical amendments. The bill will make these amendments and refers to the enactment of the Commonwealth Road Vehicle Standards Act 2018, RVSA, which will repeal the Commonwealth Motor Vehicle Standards Act 1989.

The bill will make enforcement powers stronger for authorising officers—a third stage of the chain-of-responsibility reforms. There is the transferring of load restraint performance standards from the guidelines of the HVNL and streamlining of court processes for the prosecution of fatigue related offences. There are maintenance amendments to streamline certain provisions. Any legislation designed to improve road safety, lift productivity and make things less hassle is worth considering and supporting. Undertaking road safety measures and making the restraint obligations more clear for load carrying on heavy vehicles are good things. Improving the efficiencies of the HVNL in order to lift the productivity of the road network and freight fleet is the entire aim.

Therefore, the bill addresses a number of issues that improve road enforcement, reduce the compliance burden for industry and reduce the administrative burden on the regulator by inserting new definitions in relation to defect notices to include 'self-clearing defect notice'. As mentioned earlier, changing a lightbulb is not that hard but really needs to be done, even though it is only a minor defect. It makes a lot of sense for that reason.

In terms of the definition of 'vehicle defect notice', a new definition is inserted to remove minor differences between major and minor defect notices and self-clearing defect notices. It also recognises certain modifications to heavy vehicles approved in nonparticipating states. It is a shame that all Australian states could not work together to ensure that all Australian road rules are the same. The industry would be a lot better off, because this is practical. In some states, required modifications to a vehicle can be very costly. Uniform vehicle regulations for the whole livestock industry in particular would be better. I refer to situations where cattle at a certain weight take up all the area but the weight of big and heavy bullocks is different. With this legislation, the capacity loading of trucks makes an enormous amount of difference in terms of crossing interstate borders.

The LNP knows the vital contribution that heavy vehicle transport makes to our national economy. In fact, without trucks Australia would not be where it is today. Over the years we have seen a huge difference in trucks. Years ago there were old Bedfords that used to rattle up the road. Now there are big triple trailers and big Mack trucks. What those old Bedfords could shift was marvellous. The old Bedford trucks were really popular, even in the cane industry in the old days, but semitrailers took over and now there are B-doubles, big trailers and double-decker trucks for carting cattle. When I first saw them come out years ago I thought the old truck might roll over with the big bullocks on the top, but they do not. They stay on the ground.

**Mr McDonald:** Modern engineering.

**Mr SORENSEN:** That is dead right. The trucking industry is very important to Australia. The miles travelled by those trucks is really unbelievable—across the Nullarbor, from Cairns to Sydney or from Cairns to Melbourne. We have to ensure all of the regulations are aligned so that the truckies can just keep going. That is important, especially with cattle, fresh vegetables and so on. I thank the committee for its work to improve interstate transport.

 **Mr MELLISH** (Aspley—ALP) (4.10 pm): I am very pleased to speak to another heavy vehicle bill. They seem to be as frequent as trains on the Redcliffe line under the new, improved timetable! I am a bit saddened, though, that I have not yet had an invite by the member for Callide to take a trip on the old Mack truck. Maybe I just have to ask as nicely as the member for Chatsworth did!

The heavy vehicle national law started in 2014 in the ACT, New South Wales, Queensland, South Australia, Tasmania and Victoria. As the member for Hervey Bay mentioned, it is a shame that Western Australia and the Northern Territory still have not yet joined, but we can hold out hope. Although the national law has not commenced in Western Australia and the Northern Territory, it applies equally to vehicles from those jurisdictions when they cross over into the rest of the country. In some cases, drivers may also need to comply with certain aspects of the heavy vehicle national law before they cross the border. One set of laws is administered through the National Heavy Vehicle Regulator, which is based in Queensland.

The amendments in this bill were developed with the National Transport Commission and the National Heavy Vehicle Regulator, in consultation with industry and jurisdictions. They were endorsed by the Transport and Infrastructure Council in late 2018 and early 2019. Some key changes to the national law in this bill include consequential amendments related to the Commonwealth's Road Vehicles Standards Act; amending the regulator's functions to provide for the giving of advice to industry on the obligations under the law; improved access for specified semitrailers; and harmonising requirements for issuing defect notices.

Vehicle modifications approved in nonparticipating jurisdictions are currently not recognised by the national law. Under proposed amendments, modifications approved by a nonparticipating jurisdiction that comply with the regulator's code of practice will be deemed to have been approved under the national law. That goes back to the issue of how to deal with Western Australia and the Northern Territory not being part of it yet.

There was only one recommendation of the committee—that is, that the bill be passed. I can certainly support that. During the hearings I asked about what is coming down the pipeline of the department and also of the regulator. I was satisfied with the response. It was outlined that the National Transport Commission is doing a bit of a review at the moment. It started in February this year and ends in February or March next year. We should expect a bill in late 2020 based on that consultation. We have passed our feedback through the committee that managing the bills going forward is an important process—making sure that consultation is done correctly and that we are dealing with it all in a timely and efficient manner.

At the sittings in Townsville we heard a bit about the road safety bill. That relates to this bill in that road safety is both a legislative and regulatory issue and an infrastructure issue. I am glad that we are dealing with a bit more of the regulatory and legislative side with this bill. On the infrastructure side, new infrastructure was mentioned earlier. For my part of the north side, it is great that we have funding for Linkfield Road. There is \$20 million to match the \$100 million from the federal government. It would be great if they could bring theirs forward. We have funding for the Strathpine Road-Gympie Arterial Road diverging diamond intersection. It will be a great intersection. It is a really innovative design—the second one of its kind in the state. I cannot wait to see when that will be moving ahead. We also have funding for the Beams Road business case and some funding for noise barriers along Gympie Road. I thank the minister for his help on those matters.

It really is part of the dual approach. That is, you cannot just deal with the regulatory and the legislative aspects; you have to also deal with the infrastructure side. It was great to see the Toowoomba Second Range Crossing open recently. I had the opportunity to drive up it last weekend. It really is a fantastic piece of infrastructure that will bring a lot of safety benefits, particularly for the heavy vehicle industry.

There are a few minor and technical drafting issues with the bill. Other members will speak to those. This morning I was pleased to join with the Minister for Police in launching the Spring Break road safety campaign, which will affect all drivers, not just heavy vehicle drivers. That involves an increased police presence on the road during school holidays focusing on the Fatal Five—making sure that when

people go on road trips they are not fatigued, not speeding, not drinking and not under the influence of other substances. It was great to see the police and emergency services presence there this morning for what will be, I am sure, a very worthwhile cause—that is, reducing as much as possible the road toll over the spring break.

I commend the bill to the House. I thank my fellow committee members, departmental staff, National Heavy Vehicle Regulator staff, other witnesses, the minister for his carriage of the bill and, of course, the committee secretariat.

 **Mr BOYCE** (Callide—LNP) (4.16 pm): I rise to make a contribution to the debate on the Heavy Vehicle National Law Amendment Bill 2019. I recognise my fellow committee members and, of course, our secretariat—Deb Jeffrey and all of her staff who help us with our papers and prepare our meetings—for their invaluable guidance in all of the work we do in the committee.

I support this bill. The objectives of the bill are to maintain currency, improve administrative efficiency and reduce complexity of the heavy vehicle national law. It will amend the HVNL to improve the productivity of the road network and the freight fleet by increasing allowed volume on certain heavy vehicles where mass is not the constraint. It will reduce the administrative and regulatory burden for the National Heavy Vehicle Regulator and/or the heavy vehicle industry through the inclusion of a number of minor and technical amendments. It will also make consequential amendments arising from the enactment of the Commonwealth Road Vehicle Standards Act 2018. This bill largely involves the mechanics of governance of the national heavy vehicle law. As such, I have very little more to add. Both the Minister for Transport and the shadow minister for transport extensively covered the contents of this bill.

I would like to make a few comments in relation to the new Toowoomba Second Range Crossing and how that will enhance the safety of heavy transport, particularly coming in to Brisbane. Anybody who has had to sit in a big truck with 50 tonnes coming behind them, drive through Toowoomba's 18 sets of traffic lights at peak hour and then drive down the Toowoomba range would know that it is a stressful experience. I very much look forward to driving down the Toowoomba range on Sunday. I have to deliver a load of cattle to the Dinmore meatworks. I have extended an invitation to my colleague the member for Chatsworth to come with me. He will do that another day because he is busy this Sunday. I also extend that invitation to the member for Bundamba, to give her a firsthand experience of what it is like and of some of the challenges involved in driving a big truck down a very busy highway into the meatworks, which is in her electorate.

I also extend that invitation to my other colleagues on the transport committee, because it is extremely important that people understand what it is like to have to drive a big truck and some of the safety issues faced with regard to fellow road users. Having said that, I support the bill.

 **Ms PUGH** (Mount Ommaney—ALP) (4.19 pm): I rise to speak in support of the Heavy Vehicle National Law Amendment Bill. This bill will bring benefit to the heavy vehicle industry. When it comes to supporting this industry and creating jobs, this Palaszczuk Labor government has a great record. Indeed, over 216,000 jobs have been created across Queensland since this government came to office in 2015 and our government's investment in roads and transport infrastructure, which supports the heavy vehicle industry through improved freight efficiencies and improved heavy vehicle road safety outcomes, has also contributed to job creation. In this year's state budget we had a record roads and transport investment budget of \$23 million, which will support over 21,500 jobs right across Queensland over the next four years. Building better roads and building new roads not only creates jobs for Queenslanders but also means that truckies can get their goods to market more safely and more quickly.

In my electorate of Mount Ommaney, for example, our government is delivering the Sumners Road interchange upgrade over the Centenary Motorway, which will help the trucking industry. I was very disappointed that the minister did not mention it earlier, but I will. The Sumners Road interchange upgrade is located at the junction of Jamboree Heights, Sumner, Sinnamon Park and Darra. The Sumners Road interchange currently consists of a two-lane overpass bridge with roundabouts at each end. Locals know, myself included, that during peak-hour traffic, which extends quite past real peak-hour traffic, the overpass bridge, the roundabouts and the roads on either side are heavily congested. The opportunity for safe pedestrian and cyclist traffic is also limited due to the lack of active transport facilities and the existence of those roundabouts, which are very hard for cyclists and drivers to navigate.

During the 2017 election I was so proud to stand with the Premier and the minister to announce that a re-elected Palaszczuk government would fully upgrade the Sumners Road interchange. This interchange has subsequently undergone a redesign which means that the design at the time, which

was four lanes, has now been upgraded. It is now a six-lane, two-bridge absolute masterpiece, if I say so myself. I can tell the House from my community consultation that my local area is absolutely thrilled about this upgrade getting underway, none more so than the local businesses. This particular road is a real conduit for a lot of local businesses. The communities of Darra and Sumner Park are incredibly busy and thriving industrial areas, so this overpass is used by a lot of trucks day in and day out. It is really important that this upgrade happens to keep it as safe as possible for those heavy vehicles.

With regard to the design of the interchange, it has signalised intersections; we are getting rid of those roundabouts that are unsafe. It has a new two-lane bridge and also a new four-lane bridge—we are getting rid of the existing bridge—and there are also provisions for completely separate pedestrian and active transport, as well as, and I know the minister is really excited about this as such a proud advocate for cycle and active travel, a grade separated cycle track that will be built up as an underpass below the western intersection and it will link up with the Centenary Bikeway. It is so wonderful to see so many residents of the Centenary getting off the roads and on to their bikes and into the city.

As I mentioned, it is an \$80 million project to complete. On-site activities are underway, so we have seen some fantastic progress. The lack of rain means that it is going ahead in leaps and bounds. The construction contract was awarded to BMD Constructions, which has done a lot of wonderful work in my area since the Centenary suburbs were first incepted about 50 years ago. Indeed, it is a local Brisbane contractor. Members will be pleased to know that that contract was awarded during my birthday week back in May. What a wonderful present that was for me.

**Ms Boyd:** Birthday week?

**Ms PUGH:** I celebrate for a month, member for Pine Rivers, but we will leave it at a week! This Palaszczuk government investment, awarded to this fantastic local Brisbane contractor, will sustain 105 jobs on that project over the life of the construction. Construction of this second bridge is expected to be completed in 2021, with the first bridge delivered next year, which will be fantastic. The Sumners Road interchange is just one part of the motorway and our government is focused on making sure that we continue investing in better roads to support local commuters but also, as I mentioned, the heavy vehicle industry that so relies on that overpass because of the business communities in Darra and Sumner Park that are absolutely growing in leaps and bounds.

The Centenary Motorway also supports Brisbane's western corridor. It is one of the largest growth areas of Queensland being fed by traffic from the Ipswich Motorway, which is currently undergoing that absolutely fantastic \$400 million upgrade, and the Legacy Way tunnel. Our government's planning study for the Centenary Motorway—and I am sure excited about this, as I know many of the members in the Ipswich region are—was completed in March 2019. The planning study allows for a staged delivery of upgrades from Sumners Road in Darra to Frederick Street in Toowong, so that is right to that roundabout where the road ends.

Preconstruction funding from the Centenary bridge upgrade at Jindalee was announced in late 2017 and the Palaszczuk government committed \$20 million to complete a business case and design for the new three-lane northbound bridge over the Brisbane River on the Centenary Motorway. Current investigations include an additional southbound lane to help increase capacity to three lanes which means that it will be safer to merge because, as I said, a lot of heavy vehicles use that day in and day out. As I have said before, this proposed new bridge will improve connectivity and travel choice between Brisbane's western suburbs, local destinations and the central business district. It is going to support the heavy vehicles that are already travelling on the Ipswich Motorway and give them another option.

This bill is going to help improve the national law to increase efficiency and road safety. The current powers and functions of the National Heavy Vehicle Regulator under the heavy vehicle national law do not provide specifically for the giving of advice, but on 1 October 2018 new primary duty obligations commenced for the parties in the chain of responsibility. These new obligations create a reasonable expectation for the industry that the NHVR and its officers will provide advice regarding those duties and they will provide guidance on the potential and practical measures that may be taken by duty holders to comply with those duties.

The NHVR's functions under the HVNL will be amended to expressly specify that the NHVR and its authorised officers can give advice, information and education to a person who has a duty or an obligation about complying with that duty or obligation. An amendment proposed in the bill will extend the current 4.3-metre height limit for specified semitrailers to a 4.6-metre height limit for any semitrailer combination that is coupled by fifth wheel couplings and is not a performance based standards scheme vehicle—

**An honourable member interjected.**

**Ms PUGH:**—has an air suspension system with effective dampers fitted—it is good to see the member for Chatsworth getting excited about trucks—has a deck height not higher than 1.2 metres for at least half of its deck length, and has a mass of no more than 90 per cent of the prescribed mass limit for the combination. The amendment also provides that a specified semitrailer is not a restricted access vehicle. The main benefit of this amendment is to allow specified semitrailers to operate at 4.6 metres high under the HVNL without the need for a notice or an individual limit. This amendment, members will be pleased to know, will reduce the administrative burden for industry, the regulator and road managers.

I am proud of this government's support for the heavy vehicle industry which helps support jobs throughout Queensland and improves efficiency and road safety. Not only are we supporting industry through improved infrastructure like the Sumners Road interchange upgrade, the Centenary bridge planning work and, of course, the Ipswich Motorway; the reforms contained in this bill will reduce red tape and make it easier for truckies to get the advice they need to operate safely. I commend the bill to the House.

 **Mr MILLAR** (Gregory—LNP) (4.28 pm): I am absolutely proud of the previous member's performance in understanding our trucking industry and I would absolutely suggest that the member should head to the department of transport and get an MC licence, a multicombo licence. I think the trucking industry would love someone like you involved in the industry because of your understanding, your passion for it—

**Mr DEPUTY SPEAKER** (Mr Kelly): Comments through the chair please, member for Gregory.

**Mr MILLAR:** We need more people like that involved in the trucking industry. I am more than happy to talk to the member to help her get her MC licence and guide her through that transition in the trucking industry.

This bill is part of ongoing changes under the national heavy vehicle reform agenda, which will see heavy transport regulations aligned in most states. This agenda has widespread support in the industry, because it is intended to improve the efficiency and safety of road freight transport. This legislation is vital for Queensland and it is especially vital in my seat of Gregory. Under this Labor government, the people in my electorate are struggling with the lack of rail freight services and the heavy vehicle road fleet is being forced to take up the slack. I support the intentions of this bill in clarifying the complexities of the heavy vehicle national regulations as they apply in Queensland. That should reduce the administrative and regulatory burden on both the National Heavy Vehicle Regulator and the heavy vehicle industry.

One of the bill's policy objectives is to increase the allowed volume on certain heavy vehicles where mass is not the constraint. That is achieved by amendments providing for specified semitrailers to operate at 4.6 metres high under the legislation without the need for a notice or an individual permit. That is incredibly important. Hopefully, this amendment will result in increased productivity for the industry and our freight network, which is the foundation of life in regional, rural and remote Queensland.

In my area, people are price takers, not price makers. In my area, everything people produce agriculturally has to make its way to our markets from their farm gate. That cost directly affects their competitiveness. Conversely, even daily necessities, from fuel to toothpaste, must be transported to communities in my electorate. The heavy vehicle industry keeps rural Queensland operating. To give members an example, for the people of Quilpie to be able to get their fresh fruit and grocery supplies, they rely on the trucking industry. A truck comes into Quilpie on a Wednesday and a truck comes in on a Friday. One of the most important issues is that, when a truck is late and it does not turn up on the Wednesday, that has an impact on the Quilpie community—not only on people in town but also on people who are outside of town. My area needs to have a reliable transport industry.

While speaking in support of this bill, I am very aware that, since the reforms commenced in 2014, many heavy transport operators feel that they have been living with constant change. This process has been very challenging, because many truck drivers are small businesses operating in an environment where there are logistical deadlines. As I mentioned, failing to meet delivery deadlines comes at a real cost for both the transporter and the recipient. It is this aspect of the trucking industry that can create a real risk for drivers.

This bill will streamline the administrative process. I hope that will lighten the burden on the industry. Although this legislation should be seen as a positive, I would like to stress that it is vital that there be a timely review of how it is working for the industry, for those Queensland businesses that are reliant on road freight services and compliance officers. Indeed, given the extent and constant adjustments of the legislative environment for heavy vehicle operators over the past few years, I think it is essential that we have an independent review of all of the HVNL. I have been calling for that for

some time now. That will allow operators to give valuable on-the-ground feedback about the impacts of the changes. For an industry that is so fundamental to Queensland's productivity and so necessary to the daily lives of all Queenslanders, this is something that the minister should make a firm commitment to.

I am pleased to note that, although Western Australia and the Northern Territory do not participate in the national heavy vehicle reforms, they have been extensively consulted. That is important, because many road freight operators in the Gregory electorate operate across those states' borders. I would like to think that moving to national standards would make it easier for these operators to move seamlessly between jurisdictions.

Finally, I would like to touch on something that I continue to talk about. We need to continue our road improvement and maintenance program across regional Queensland. That backlog of \$9 billion over the forward estimates is far too much. That \$9 billion backlog of road maintenance means that we need to fix these roads now. We need to have these roads connected. We need to make sure that those roads are safe for our operators.

**Mr BAILEY:** Mr Deputy Speaker, I rise to a point of order. Fascinating and as inaccurate as the member's contribution is, it is not related in any way to this bill.

**Honourable members** interjected.

**Mr DEPUTY SPEAKER** (Mr Kelly): Order! While I am taking a point of order I do not need members arguing across the chamber. Member for Gregory, I ask you to come back to the long title of the bill.

**Mr MILLAR:** We need to make sure that not only do we have in place the right regulations for our heavy vehicle transport operators—whether they are moving cattle, food or groceries—but also we have road maintenance in place. That needs to be put together. While we make sure that we put in place the legislative reforms, we also need to make sure that we have road safety. Road safety means making sure that our roads are safe. I point out to the minister that that is what I meant. We can have regulatory reform. That is great. That is fantastic. We need to continue this regulatory reform. Road safety also goes to the maintenance of roads. When we have a backlog of \$9 billion, it means that road safety is a problem.

**Mr DEPUTY SPEAKER:** Pause the clock. Member for Gregory, you have made a valiant effort, but that particular aspect that you are talking about is not part of the long title of the bill. I ask you to come back to the long title of the bill.

**Mr MILLAR:** Regulatory reform is important. I know how hard that is for small business operators, such as our trucking industry. Like the member for Callide, I also have a logbook and an MC licence. I also understand the complexities of filling out that logbook. It entails a lot of time and effort by those operators. They try to do the right thing. They are not only trying to drive the truck safely, trying to get the goods delivered on time but also meeting their regulatory reforms in terms of the paperwork. I call on the minister to consider the scrutiny that is given to logbooks. Sometimes those logbooks can be a bit difficult for truck drivers, who are trying to meet deadlines. They are doing the right thing. If a spelling mistake in a logbook requires a fine, I sometimes wonder why that is. These truck drivers are just trying to do the right thing. There have been instances where people have been fined because the logbooks have not been filled out correctly. I think we need a bit of leniency for our small business operators as we move forward to try to keep Queensland moving.

**Mr DEPUTY SPEAKER** (Mr Kelly): I call the member for Capalaba.

**A government member:** Hear, hear!

 **Mr BROWN** (Capalaba—ALP) (4.36 pm): I am glad I have one fan in this House. I rise to speak in support of the Heavy Vehicle National Law Amendment Bill 2019. The heavy vehicle national law came into force in 2014. It applies to every jurisdiction except for Western Australia and the Northern Territory. The heavy vehicle national law established the National Heavy Vehicle Regulator, who administers the law and provides a single national law for consistency in the management of heavy vehicle operations across state and territory borders, allowing the industry to operate without conflict of regulatory requirements.

These amendments are required owing to the passage through the Commonwealth parliament of the Road Vehicle Standards Legislation Amendment Bill 2019, which supersedes the Motor Vehicle Standards Act 1989. The heavy vehicle national law amendments in this bill must first pass through this House before the amendments can apply in the other participating jurisdictions.

The amendments in this bill were developed through an annual legislative maintenance process undertaken by the National Transport Commission and the National Heavy Vehicle Regulator. That involved meetings with the Heavy Vehicle National Law Act Maintenance Advisory Group as well as extensive consultation with all jurisdictions, enforcement agencies and key heavy vehicle industry associations. The amendments have also been approved by the Transport and Infrastructure Council.

The amendments contained in this bill implement measures that will reduce the administrative burden on the regulator, reduce the compliance burden on the industry and improve roadside enforcement. The amendments also give clarification around existing requirements, create consistency with national health and safety laws and will further improve the standards that apply to heavy vehicles. In particular, the amendments will regulate the operation of heavy vehicles, including their accreditation, mass and dimensions, speed compliance, fatigue management, safety standards and their use of intelligent transport systems.

These amendments will achieve these aims in a number of ways. Firstly, the bill will streamline the process of clearing defects by improving consistency between vehicle defect notices and self-clearing defect notices and allowing these notices to be served electronically. In addition, these amendments insert new definitions for defect notices and advice purposes.

The bill also includes provisions relating to the function of the National Heavy Vehicle Regulator. The regulator will allow authorised officers to provide information, advice and education to duty holders about their obligations under the law. The regulator will also now have 28 days in which to provide reasons for an original decision upon request. This will have the effect of removing the regulator's obligation to provide an automatic statement of reasons for the vehicle standard exemptions and access permits that are given conditions or for a period less than sought. Finally, these amendments will remove the requirements for road managers to identify all documents relevant to their decisions in granting or refusing an access permit and recognise modifications to heavy vehicles approved in nonparticipating jurisdictions.

I want to talk about my local area and the truckies in it. I am glad to be supporting the many small businesses and trucking families in the Capalaba electorate. I have been calling for a long time for improvements to the on-ramp to the Gateway Motorway from Old Cleveland Road. I am appreciative of the transport minister announcing in this year's budget \$5 million for that upgrade because I know it is an important on-ramp to the Gateway Motorway and it will mean safer access for our truckies as well as all our road users, cars and motorcyclists.

One of the biggest issues facing truckies in Capalaba is access to parking. They call into my office regularly to talk about reduced access. They still want to live by the bay and have access to the lifestyle but Redlands is changing. It has changed since I moved there as a five-year-old. There was more acreage, farmland and space. There are competing interests when it comes to parking for our truckies. I have been working closely with the council to approve more areas for our heavy vehicle users, our truckies, to park their vehicles, have a small business and still have the ability to live by the bay and conduct their business. I commend the bill to the House.

 **Mr WEIR** (Condamine—LNP) (4.42 pm): I rise to make a contribution to the Heavy Vehicle National Law Amendment Bill 2019. It has always been LNP policy to support measures that are intended to enhance administrative efficiency, reduce the regulatory burden on industry and improve the productivity of freight carried by road, thus the LNP will not be opposing this bill.

This bill will amend the Heavy Vehicle National Law Act 2012 to implement nationally agreed reforms or necessary amendments, including to reduce the administrative and regulatory burden for the National Heavy Vehicle Regulator and the heavy vehicle industry through the inclusion of a number of minor and technical amendments and to make consequential amendments arising from the enactment of the Commonwealth Road Vehicle Standards Act 2018 which will repeal the Motor Vehicle Standards Act 1989.

The heavy vehicle national law is the foundation of the Council of Australian Government's national heavy vehicle reform plan. As a single national law, it was designed to ensure that the heavy vehicle industry could operate across most of Australia without conflicting regulatory requirements. This is a practical law to streamline heavy vehicle movements across the length and breadth of our nation, transporting goods, produce, livestock and freight. Since the heavy vehicle national law passed in 2012 there has been a resultant multistaged process to reduce the level of complexity and increase its effectiveness. The remarkable advancements in technology have also been a contributing factor in the need for an ongoing review. The proposed legislative amendments contained in this bill are an important part of that process.

This legislative amendment plays a significant role in lifting the productivity of the road network and freight fleet. However, road safety always remains at the forefront of all policy decisions to protect the safety of the public and manage the damage to infrastructure that heavy vehicle movements can cause. The proposed amendments in the bill were endorsed by the Transport and Infrastructure Council in November 2018 and March 2019. The amendment which allows for an increase in volume where mass is not a constraint providing for specific semitrailers to operate at 4.6 metres without a notice or individual permit is a clear example of common sense. This amendment will improve productivity which is the key to reducing freight costs. This one change will deliver better outcomes for the industry and the wider community.

The electorate of Condamine has three major roadways running through it: the Warrego, the Gore, and the New England highways and now the newly opened Toowoomba Second Range Crossing links these roads. There is an enormous number of heavy vehicle movements each and every day on each of these roadways—trucks continually carrying commodities—freight, construction materials, water, fuel and stockfeeds to name a few—while sharing the road with families, school buses and tourists. The road conditions need to be continually maintained and renewed to ensure the safety of all road users. The Labor government has underfunded roads, with the 2017-18 Auditor-General's report *Integrated transport planning, summary of audit findings* stating that the Department of Transport and Main Roads calculated as of 30 June 2017 there was a \$4 billion renewal backlog for its road network.

Agriculture is almost 100 per cent reliant on the use of heavy vehicle transportation to move livestock, grain, cotton, poultry, pigs and machinery to the marketplace, farm gate or processing plant. The agriculture industry needs our roads to be maintained to a high standard to ensure their day-to-day activities can continue without disruption. The LNP understands and values the significant contribution the heavy vehicle transport industry makes to the economy and we will continue to introduce measures to improve productivity and safety for all those working in the industry. After all, they do keep this country running.

There has been mention of the Toowoomba Second Range Crossing. I was at the opening of that road. I have travelled it twice already. It is a wonderful asset for the district. As I said, the standard of our roads is very important to our freight industry. About 12 months ago we had a tragic accident on the Gore Highway which took the life of one of our local identities, Lyndon Pfeffer. There have been charges laid over that incident. Anything that we can do to keep our roads to a standard where we avoid these incidents has to be supported. This is good legislation and we will be supporting it.

 **Mr LISTER** (Southern Downs—LNP) (4.47 pm): I rise to speak to the Heavy Vehicle National Law Amendment Bill 2019. As members have heard from previous speakers, the LNP will be supporting this bill. It is good legislation. It is aimed at safety foremost and also improving the efficiency of regulation to some extent for the heavy vehicle industry.

The objectives of this bill are to: maintain currency, improve administrative efficiency and reduce complexity of the heavy vehicle national law; amend the heavy vehicle national law to improve the productivity of the road network and freight fleet by increasing the allowed volume on certain heavy vehicles where mass is not a constraint; reduce the administrative and regulatory burden for the National Heavy Vehicle Regulator and/or the heavy vehicle industry through the inclusion of a number of minor technical amendments; and make consequential amendments arising from the enactment of the Commonwealth Road Vehicle Standards Act that will repeal the Motor Vehicle Standards Act 1989.

I would like to thank the committee for its consideration of the bill. As always, a lot of work goes into a bill before we see it in the House. I note there was only one submission and that was from the Queensland Trucking Association. I would like to acknowledge the CEO, Gary Mahon. He is certainly the go-to man for anything in this sphere. In the early days after my election I made a point of going to see him as an important industry leader in my electorate of Southern Downs.

In his second reading speech, the minister talked about investment. Certainly I agree with his observations on the investment in physical infrastructure associated with heavy vehicle transport. However, in responding to what he said I would say that that is not the only kind of investment that is needed. The CEO of the Queensland Trucking Association, which made the submission, Mr Mahon has said to me that other areas are also important, such as having rest areas for truck drivers. He told me about one particular driver who was nine minutes over his maximum driving time because there was nowhere for him to stop safely, and he was fined for that. Those sorts of things and some of the matters that the member for Gregory mentioned, such as spelling errors in logbooks and so on, need some attention.

Also in response to what the minister has said, another investment could be in the department's ability to handle the regulation for heavy vehicle operators if a heavy vehicle operator needs an oversize overmass permit. I get angry complaints from constituents and businesses in my electorate about unnecessary delays in achieving those things. In many cases, a business will need to respond quickly to customer demands. If you are in the business of moving D11 bulldozers you will need to apply for a permit, but the client will want the job done straightaway. This is even an issue in the case of state government work. An operator in my electorate was working on the Captain Cook Bridge in Brisbane. That work was being done for the state government. He was unable to get the necessary permit for a crane to work on the Captain Cook Bridge at night. The traffic was to be stopped and there was a lot at stake. It required intervention from just below director-general level on a Friday night to get the necessary permit issued. Investment there would be beneficial to the heavy vehicle industry.

The LNP recognises the vital contribution that the heavy vehicle transport industry makes to the national economy. We have always sought to introduce measures designed to improve productivity and the safety of those working in the sector. We have no problems with the bill and I note that, in its submission, the Queensland Trucking Association concurred with that. However, I would like to add to what the member for Gregory said. There is no reason why we cannot look at ways to do this better. We could have a review to see if there are more efficient ways for business to comply and achieve the safety and the national coordination that we aim for under this system.

Queensland has played an active role in the heavy vehicle national law. Both sides of politics have been generally supportive of the measures and the aims of the law. Notwithstanding the amendments supported by all jurisdictions, the bill does continue along the well-worn legislative path. Gary Mahon from the Queensland Trucking Association showed me how big the law has become. Back in the 1930s—I think it was in about 1936—the first antecedents of this law came into force. At that time it was only a page or two long. Over time, as is common with statutory things, it has grown and grown and now is the size of a phone book. I wonder how sustainable that is if we are to have a heavy vehicle law that acts in the interests of safety and productivity for all.

There is a need for some fresh thinking and a review to see how these excellent ends can be achieved as efficiently as possible whilst minimising the regulatory burden on the hardworking businesses that are the base of our economy. The private sector funds the public sector. It funds us and the things that we need such as schools, hospitals and police. We need always to have an eye on minimising the burden on business. I say again that we do support the bill. It is a good bill.

 **Mr LAST** (Burdekin—LNP) (4.53 pm): I rise to make a contribution to the debate on the Heavy Vehicle National Law Amendment Bill. There is a message printed on stickers on the rear of many of our heavy vehicles that says 'Without trucks Australia stops'. That could not be truer for my area in particular and North Queensland in general. Heavy vehicles are an essential part of the Burdekin electorate, for our agricultural, resources and other industries. They certainly play a crucial role in the Isaac region, particularly down through the resource sector and the mining areas in the west of my electorate.

As a former police officer and in my work as a shadow minister, I know of the importance of heavy vehicles to regional Queensland. I also know of the dangers that are inherent in the industry. For many years there have been significant inconsistencies in the formulation and the enforcement of heavy vehicle legislation. It has taken a long time for uniform laws to be implemented across Australia. Those inconsistencies played a role in a number of incidents across the state and put at risk not only the truck drivers but also members of the general public. I recall not so many years ago intercepting truck drivers. I would ask for a driver's licence and they would pull out six licences and ask which one I wanted to deal with. Thank goodness those days are gone. However, that highlights the inconsistencies that existed previously in the heavy vehicle industry and the difficulties in enforcing compliance, regulation and legislation regarding heavy vehicle laws.

From the outset, I place on the record my support for a national approach based on ensuring efficiency, while also ensuring safety for heavy vehicle operators and all other road users. By reducing the complexity and improving the efficiency of national laws, we are ensuring that heavy vehicle operators, many of whom are self-employed, can focus on what they do best: delivering the goods that Queenslanders need. I place on the record my thanks to the transport industry organisations and key stakeholders that have played their part in the formulation of these amendments. I note that this is a perfect example of what we can achieve when we undertake full and fair consultation, which is something that is almost non-existent for this current Queensland government.

The amendment that allows specified vehicles to operate at 4.6 metres where mass is not the constraint is a common-sense amendment that will improve productivity and reduce costs for everyone. In my former role as a police officer, I had responsibility for the issuing of wide-load permits and excess-dimension permits. I can assure members in this place that, in many cases, it was a time-consuming and sometimes expensive exercise for the applicants. I know of the costs involved for heavy vehicle operators in terms of pilot vehicles and police vehicles. At the moment if you go through the coalfields of Central Queensland on any given day, you can expect to come across half a dozen wide loads. It highlights how expensive it is to move overwidth and overdimension machinery around those areas. When there is a boom in the resource sector, as we are going through at the moment, mines bring in machinery basically 24/7. We can appreciate the scale of operations involving heavy vehicles, particularly excess-dimension vehicles.

In the Burdekin, around the sugarcane areas, I know of the difficulties in moving overwidth implements, for example, behind tractors or cane harvesters. There is a ludicrous situation where farmers are required to get permits to move machinery across a road or 100 metres down a road. Sometimes it can take days or weeks to get that approval through, which is a major inconvenience to their operations and can tie up not only their time and resources but also the time and resources of issuing authorities, transport officers, police stations and so on. Any moves to streamline that process will certainly be welcomed.

Given that the bill contains amendments that ensure public safety and manage risk to infrastructure, it is logical to support national laws that will have an impact on the cost of living of Queenslanders. What is not logical is the condition of our road network. As I have said many times, road safety is something that affects every Queensland family. There is absolutely nothing worse than having to knock on the door of a household and inform the members of that family that they have just lost a loved one in a road accident. The questions that those opposite must answer are why there was a \$4 billion backlog in maintenance works on the road network and what is being done to ensure that the backlog does not continue to grow, as was forecast by the Auditor-General.

In my electorate, road project after road project is needed to provide safer roads. I can assure the House that when you are travelling on unsealed roads in some parts of my electorate and you have to pass a triple road train, it is not for the faint-hearted. You do not have to pass just one road train; it can be dozens in the course of a 12-hour day.

This highlights just how important it is that our road network be upgraded to cater for increasing volumes of vehicles. We are certainly noticing that. I have spoken to Transport and Main Roads about increasing volumes of traffic using the Bruce Highway. There has certainly been an exponential growth in heavy vehicle movements along the Bruce Highway which, as members would appreciate, is the major arterial for travelling north to south in Queensland.

Our roads, particularly in the north, are our arteries. They are the means by which people who live in rural and regional areas access their workplaces and their homes. We do not have public transport. We do not have passenger trains. It is our roads that form the basis for people to move around. As a consequence, what some people may not see as an important road project when they live in the south-east corner is absolutely crucial for those living in North Queensland. If people were to see the volumes of produce coming out of North Queensland—the livestock and grain; the horticultural produce coming out of Bowen at the moment—they would appreciate the importance of having a good road network that can cater for the increasing numbers of heavy vehicles.

I will not be opposing this legislation, but I ask the minister to realise that there is bipartisan support for road safety in Queensland and throughout the country. Now is the time to get serious on upgrading and sealing roads throughout regional Queensland as the safest roads possible are a high priority for all Queenslanders.

 **Mr CRANDON** (Coomera—LNP) (5.00 pm): I rise to make a contribution to the Heavy Vehicle National Law Amendment Bill 2019. The LNP has always advocated strongly for measures that are designed to enhance administrative efficiency, reduce the regulatory burden on industry and improve the productivity of the road freight task. As such, the LNP will not be opposing this bill. The Transport and Public Works Committee recommended that the bill be passed and there were no other recommendations.

The bill will amend the Heavy Vehicle National Law Act 2012 to implement nationally agreed reforms or necessary amendments to: maintain currency, improve administrative efficiency and reduce complexity of the heavy vehicle national law; amend the heavy vehicle national law to improve the productivity of the road network and freight fleet by increasing the allowed volume on certain heavy

vehicles where mass is not a constraint; reduce the administrative and regulatory burden for the National Heavy Vehicle Regulator and/or the heavy vehicle industry through the inclusion of a number of minor and technical amendments; and make consequential amendments arising from the enactment of the Commonwealth Road Vehicle Standards Act 2018 which will repeal the Commonwealth Motor Vehicles Standards Act 1989.

The bill amends existing provisions of the heavy vehicle national law to maintain currency and further enhance clarity and operability. As such, it will address a number of issues that will improve roadside enforcement, reduce the compliance burden for industry and reduce the administrative burden for the regulator. This will be achieved by: inserting new definitions in relation to defect notices, including 'self-clearing defect notice' in the definition of 'vehicle defect notice'; removing minor inconsistencies between major and minor defect notices and self-clearing defect notices; allowing authorised officers to permit the use of a heavy vehicle subject to a self-clearing defect notice after the period to take corrective action has expired; recognising certain modifications to heavy vehicles approved in nonparticipating jurisdictions; and removing the requirement for a road manager to identify, in a statement of reasons, all documents relevant to a decision to grant or refuse a mass or dimension permit.

Other amendments to ensure policy objectives of maintaining currency and continued application of heavy vehicle in-service standards under the Road Vehicles Standards Act are also being made. As well, the policy objective of increasing allowed volume on certain heavy vehicles where mass is not a constraint is achieved by amendments providing for the specified semitrailers to operate at 4.6 metres high under the legislation without the need for a notice or individual permit. Finally, the policy objective of improving administrative efficiency and reducing complexity is achieved by miscellaneous technical or minor amendments.

The heavy vehicle national law is the cornerstone of the Council of Australian Government's national heavy vehicle reform agenda. As a single national law, it was designed to ensure that the heavy vehicle industry could operate across most of Australia without conflicting regulatory requirements. Since the heavy vehicle national law passed into law in 2012 there has been a subsequent multistaged process to reduce the level of complexity and increase its effectiveness. Advancements in technology have also been a factor in the need for ongoing review. The proposed legislative amendments contained in this bill are part of that process.

Road safety must always remain at the forefront of policy settings. We must also ensure that, with the operation of the heavy vehicle fleet, the protection of public safety is maintained and the risk of damaging infrastructure is carefully managed.

The amendment to increase the allowed volume on certain heavy vehicles where mass is not a constraint by providing for the specified semitrailers to operate at 4.6 metres high without the need for a notice or individual permit will assist in improving the productivity of the road network and freight fleet, which is the key to reducing freight costs. This action will deliver better outcomes for the industry, as well as the community.

Importantly, this amendment is accompanied by a further amendment that provides for protecting public safety and managing risks to infrastructure caused by high-productivity vehicles. The proposed amendments were endorsed by the Transport and Infrastructure Council in November 2018 and March 2019. The broad approach that has been fundamental in gaining support for amendments to the heavy vehicle national law is that the National Transport Commission and the regulator developed the amendments in close consultation with state and territory government transport and enforcement agencies.

In fact, Western Australia and the Northern Territory, which are currently not participating jurisdictions, were consulted on the development of these amendments and their views were fully considered. In the future, modifications that are approved in those jurisdictions which comply with the regulator's Code of Practice for the Approval of Heavy Modifications will be deemed to have been approved under the national law. Finally, on a reassuring note, consultation with peak transport industry organisations and other key stakeholder representatives was undertaken and the indications from these stakeholders was to support the amendments.

One other area that is fundamental for achieving positive outcomes is the condition of the road network. It is in everyone's best interests for a sustainable maintenance program to be in place to ensure our roads remain fit for purpose. As has been noted by other members in this House, it was therefore alarming to read the Queensland Auditor-General's 2017-18 report on integrated transport planning and, in particular, the summary of the audit findings which indicated that the Department of

Transport and Main Roads has calculated that as at 30 June 2017 it had a \$4 billion renewal backlog for its road network. Furthermore, it was forecast that this renewal gap will increase to more than \$9 billion over the next decade. This underfunding—

**Mr BAILEY:** I rise to a point of order, Mr Deputy Speaker. The member is speaking about matters totally unrelated to the heavy vehicle amendment bill and I ask him to come back to the bill.

**Mr DEPUTY SPEAKER** (Mr Kelly): Member for Coomera, I would ask you to stay within the long title of the bill.

**Mr CRANDON:** Certainly, Mr Deputy Speaker. Thank you for your guidance. We are talking about safety and improvements in safety. We are talking about the national road network. We are talking about heavy vehicles. We are talking about the quality of roads and the shortfall in road funding. This underfunding has resulted in serious risks to the sustainability of the transport network. This will affect the ability to meet minimum performance targets. As well, it will compromise standards and it will have consequences for both road safety and productivity.

This is no surprise to me, as the member for Coomera, the fastest growing region in Queensland. I have been battling for infrastructure upgrades in the northern Gold Coast. A case in point is that it took a commitment from the federal government to exits 41 and 49 before there was a commitment from those opposite.

**Mr BAILEY:** I rise to a point of order, Mr Deputy Speaker. Once again, this has absolutely nothing to do with the bill. I ask the member to come back to the bill we are debating.

**Mr DEPUTY SPEAKER:** Member for Coomera, I am struggling to see how that relates to the long title of the bill. I will bring you back to the long title.

**Mr CRANDON:** Certainly. I was about to point out that exit 41 in the state seat of Coomera is one of the most heavily used exits by heavy vehicles. Exit 41 feeds directly into the Yatala Enterprise Area. The Yatala Enterprise Area is one of the biggest enterprise areas in this state. Exit 49 also feeds into that same area. I am absolutely talking about the heavy vehicle industry when I talk about those exits. Indeed, there is still a shortfall in their commitment to the upgrade of those exits.

**Mr DEPUTY SPEAKER** (Mr Kelly): Pause the clock. That was a good effort, but I bring you back to the long title of the bill. It is not a licence, shall we say, to talk about anything to do with heavy vehicles. I bring you back to the provisions within the bill.

**Mr CRANDON:** Thank you, Mr Deputy Speaker, for your guidance. I note that the minister talked about road investment in his second reading speech, and that is exactly what I am referring to in my speech tonight. As I said a moment ago, exit 41 is one of the most heavily used exits by heavy vehicles—

**Mr DEPUTY SPEAKER:** Pause the clock. As I said before, member, that is not relating to the long title of the bill. If you cannot come back to the long title of the bill, I will finish your contribution. I ask you again to come back to the long title of the bill.

**Mr CRANDON:** It is the Heavy Vehicle National Law Amendment Bill. Once again, safety and productivity improvements would flow if things were better managed in relation to those exits. As mentioned above, it was a commitment only just matched by those opposite in 2019. The LNP has always sought to introduce measures designed to improve the productivity and safety of those working in the heavy vehicle sector and has long been an acknowledged supporter of businesses large and small and especially family businesses such as trucking where significant capital investment has been made.

In closing, I make this point: the LNP would favour an independent review of the overall legislative framework so that some fresh thinking can be brought to the challenges and opportunities facing the heavy vehicle industry. There is a compelling need to build on the important work done to date to ensure the national legislation is fit for purpose.

 **Mr BENNETT** (Burnett—LNP) (5.11 pm): At the outset I want to acknowledge the heavy vehicle industry. It has been demonstrated over my time in this House that both sides of parliament think that these national heavy vehicle reforms are important, if not essential. We have to acknowledge those small business people across the nation who provide such an essential service in moving large volumes of freight and who contribute to agricultural production. There is sometimes frustration, but when we enact laws in this place we must be thinking about safety. With these policy initiatives, we will remove complexity and improve effectiveness and enforcement around the new laws.

I want to talk about the reforms that I believe are still needed. I ask the House to consider what is happening in high-value irrigated agriculture parts of the state—in particular, with harvesters and agricultural vehicles moving around regional Queensland. I would like to keep the focus on that issue, and I have raised it many times in this place. I will take this opportunity to highlight some local issues in the Bundaberg region that continue to cause us concern, and I ask that these items be dealt with as soon as possible.

The national harmonisation process that has all of the states abiding by the same laws must become a reality. There is currently an absurd situation where Queensland is the only state that continues to require the use of police escorts for national heavy vehicle movements across our road network. We need to consider what the cost of this is to the transport industry and to those small mum-and-dad businesses, particularly around the Bundaberg region. This could be for something as simple as moving a harvester from one part of the farm to another part of their farm on the other side of the road, or it could even be for a contract harvesting business moving a harvester down the road.

There is another issue that we find in Queensland. The processing of permits for vehicles over four metres wide to travel on our roads is still a concern, especially around time lines on approvals for permits. I am hearing that 90 per cent of permits are approved within six days. However, for the other 10 per cent, it can take up to 56 days for a permit to be issued. There needs to be an acknowledgement that agricultural harvesting machines are not the same as, say, mining equipment that travels on the same roads backwards and forwards every day. It is easy to give a permit to those regular transporters but, as I alluded to before, those harvesters need to go when they are called and where they are called, so they can be on any road at any time.

I again highlight the need for those vehicles over four metres to be dealt with in future legislation. This is about productivity. It is about those small business men and women, particularly in the Burnett and Bundaberg regions, who rely on those permits to be issued in a timely manner. It is still an issue, as I have raised before.

Agriculture and agricultural vehicles are the unintended victims of the national heavy vehicle law and the process for agriculture must be revised. I would like to see the establishment of an agricultural vehicles category under local TMR, QPS and DAF management and remove agriculture from the unintended consequences of the national heavy vehicle law. This must be done to restore agriculture's ability to operate at a local level in a timely manner that is critical to crop management and the productivity of our rural sector.

The people moving the excess dimension agricultural vehicles have plenty of local knowledge of the roads and traffic flows as they have been moving their vehicles around the road network for a number of years. It is acknowledged that grain harvesters and cotton pickers do move between the states as part of the harvest trail. However, the majority of movement for agricultural vehicles wider than 3.5 metres are local movements—less than 20 kilometres and mostly under 10 kilometres—in agricultural regions.

For vehicles that are outside the current Queensland heavy vehicle class 1 agricultural vehicle dimension exemption notice, they have to apply for a permit from the National Heavy Vehicle Regulator that is administered by TMR. This was done to speed up the process as initially the National Heavy Vehicle Regulator did not have enough resources to handle the number of permits that were being applied for. Unfortunately, the current process administered by the department means that each application needs to go to TMR, QPS and the affected regional council for approval. Each of these bodies has a set time to respond. However, extensions can be granted if there is some potential issue.

Applications can also be delayed if they need to go to the policy section of TMR because the application requests something outside the current notice or regulations. These delays can be up to two months, and in some cases it has taken over six months before written notification to the applicant. These delays can mean that the applicant moves their vehicle illegally without the necessary permit—not that we condone that—and without insurance, and that can be a huge problem. This perceived increase in risk has restricted the movement of agricultural vehicles wider than 3.5 metres with additional restrictions. Some of the restrictions are not practical and so growers are moving vehicles around the road network illegally, as stated. Even when applying for permits, there are examples where the application for a permit took a long time.

Prior to the national heavy vehicle law, growers went to their local police stations and were issued permits to move excess dimension agricultural vehicles with a list of conditions based on width of vehicles and the roads traversed. Since that time, under the national heavy vehicle law, when TMR officers and QPS officers in Brisbane have assessed the risks for moving the same equipment on the same roads, the risks are higher and therefore more strict conditions have been put in place.

There have been two notices issued by TMR that allow movement of excess dimension vehicles between 3.5 metres and four metres on the road network with strict conditions that are not practical including the placement of roadside signs—originally on all roads and under a current permit on critical roads—before and after movement on agricultural roads. People are required to have a certificate II or certificate III, so there is training that goes with that.

For major roads, the option under the notice is to either use the roadside signs or to use two agricultural pilots. That is something that we have raised as an impost. In the Bundaberg Regional Council area, excess dimension agricultural vehicles up to five metres that are able to travel on council, or minor, roads with only one agricultural pilot also require an exemption notice. In other areas, vehicles from 3.5 metres to four metres are able to travel with the same conditions as for major roads but they need to apply for a permit to move the vehicle.

In conclusion, we recognise the vital contribution that the heavy vehicle transport industry makes to the national economy and have always sought to introduce measures designed to improve the productivity and safety of those working in the industry. Furthermore, the LNP has long been an acknowledged supporter of businesses large and small and especially family businesses such as trucking. That is why this bill is important to Queensland.

**Mr DEPUTY SPEAKER** (Mr Kelly): Under the provisions of the business program agreed to by the House and the time limit for this stage of the bill having expired, I call the minister to reply to the second reading debate.

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (5.18 pm), in reply: I would like to thank all members for their contributions to the debate of the Heavy Vehicle National Law Amendment Bill 2019. It is refreshing to see support for these reforms across the House. Firstly, a national bill like this takes a great deal of work from a wide range of stakeholders. I acknowledge the contribution of interstate officers, the National Transport Commission and the National Heavy Vehicle Regulator for their ongoing collaboration with jurisdictions and their commitment to ensuring that the national law remains fit for purpose.

While this bill is not extensive, it does continue the work of delivering amendments to the national law that will improve safety and efficiency for all those involved in the transport of goods by heavy vehicle. As I noted earlier, industry stakeholders were consulted extensively throughout the development of the bill and have been positive in their support. Engagement with industry will be an ongoing focus as the regulator's functions are expanded to expressly provide for the giving of advice, information and education to duty holders about complying with their primary duties under the law.

Proposed amendments support the regulator's commitment to administration of the national law, while providing industry with much anticipated access and productivity benefits such as 4.6-metre-high specified semitrailers and defect notice improvements. New national law provisions that improve harmonisation across borders are also welcomed by the industry. A number of inconsistencies with how the national law is applied have been removed, along with some unnecessary administrative processes. This has also been achieved without diminishing industry and governments' commitment to road safety or decreasing red tape.

The Palaszczuk Labor government is committed to supporting the heavy vehicle industry. Ongoing legislative work through the maintenance bills program is supported by on-the-ground action. This includes the delivery of infrastructure to assist the industry.

The Toowoomba bypass is indeed the jewel of Toowoomba, the Darling Downs and the Lockyer Valley, but if those opposite had their way it would have been well and truly tarnished with the highest toll in Australia. It would have indeed been 'Trevor's terrible Toowoomba toll tax'. But thanks to Labor, Toowoomba residents and Darling Downs—

**Mr WATTS:** Mr Deputy Speaker, I rise to a point of order. My title is the member for Toowoomba North. I keep being referred to as Trevor. If we are going to go on a first name basis, then I have an objection to—

**Mr BAILEY:** Mr Deputy Speaker, I rise to a point of order.

**Mr DEPUTY SPEAKER** (Mr Kelly): Members, while I am ruling on a point of order I will have silence. Minister, I will ask you to use correct titles when referring to members of this chamber.

**Mr BAILEY:** I do point out that I was not actually referring to the member specifically in his role here. I was referring to the toll.

**Mr DEPUTY SPEAKER:** Minister, we will refer to members by their correct titles in this chamber.

**Mr BAILEY:** I certainly take your direction there, Mr Deputy Speaker. It would then be classified as the 'Tories' terrible Toowoomba toll tax' because they kept it secret for seven years.

**Mr LISTER:** Mr Deputy Speaker, I rise to a point of order. The minister should well know he is not discussing something which is central to the bill. I ask that he be brought back to the long title.

**Mr DEPUTY SPEAKER:** Minister, I bring you back to the long title of the bill in your summation.

**Mr BAILEY:** Certainly. I was just responding to the contributions of those opposite during the bill. Upon the opening of the Toowoomba bypass, the type 1 road train and performance based standards level 3A networks up to 36.5 metres will be extended to the eastern side of the Gatton interchange. Temporary short-stay road train transfer facilities have been developed at the Gatton interception sites on the Warrego Highway while a permanent facility is in planning. All type 1 road trains and performance based standards level 3A combinations must conform to a complying B-double or otherwise permitted combination for travel east of the dedicated Gatton road train transfer facility.

All of this contributes to productivity for the heavy vehicle industry, which is a key area for the sector. In this regard heavy vehicle access permits are crucial, but they must be balanced with the need to protect our infrastructure where there are vehicle size and weight limits. Since introduction of the National Heavy Vehicle Regulatory Portal in October 2017, my department has seen a 25 per cent increase in the volume of applications for heavy vehicle access permits.

As with the amendments in this bill that are designed to balance road safety without increasing red tape, my department has been looking for opportunities to streamline business processes and increase permit durations to provide industry with greater flexibility. For example, my department has recently announced extensions to the current permit durations for class 1 oversize and overmass heavy vehicles. Extending class 1 permits to 12 months shows the Palaszczuk government's continued commitment to supporting the heavy vehicle industry. It is estimated that industry will save around \$1 million in fees and 3,000 hours of paperwork. Transport and Main Roads have also worked with the National Heavy Vehicle Regulator to transition to the full National Heavy Vehicle Regulator Road Manager Portal system. In August 2019 the department returned permit processing functions for interstate class 1 agricultural applications to the regulator, which means that industry will have a single processing system and will be able to easily track applications online.

It is timely to update the House on the comprehensive review of the heavy vehicle national law, as this review is likely to mean that we may not bring further maintenance bills to the review unless there are urgent issues that industry needs us to address. Through the Transport and Infrastructure Council, the review of the national law has been brought forward by two years. The review will initially consider the effectiveness of the heavy vehicle national law framework along with the structure and form of the heavy vehicle national law and its regulations. The National Transport Commission has created a stand-alone website that provides easy access to all the information on the review, including issues papers as they are released and information on how to be involved and make submissions. I encourage all stakeholders to take some time to look at this and make a contribution based on their experience and skills in the industry.

It is not just in the legislative space that the Palaszczuk government demonstrates its commitment to the heavy vehicle industry. Road safety is a critical aspect for all road users, but particularly for heavy vehicles. Where an authorised officer has identified a vehicle defect, they will issue a vehicle defect notice for a minor or major safety risk or a self-clearing defect notice where the use of a vehicle does not pose a safety risk. Each jurisdiction uses their own form approved by the National Heavy Vehicle Regulator, but in most cases jurisdictions have combined vehicle defect notices and self-clearing defect notices into the one form. However, inconsistencies exist between the requirements that must be addressed when issuing a vehicle defect notice or a self-clearing defect notice. This makes using a single form confusing.

A consistent regulatory approach will be achieved by ensuring the same requirements must be addressed when issuing a vehicle defect notice for a self-clearing defect notice. The following amendments are examples of this newly consistent regulatory approach: the approved form for a vehicle defect notice must state the day and time that the notice was issued, which will align vehicle defect notices with current requirements for a self-clearing defect notice; authorised officers can permit the use of a heavy vehicle that is subject to a self-clearing defect notice after the period to take corrective action has expired to align with how a minor defect notice is currently handled; the time frame a driver must provide a vehicle defect notice to the operator will align with the period currently stipulated for a self-clearing defect notice.

Amendments to the heavy vehicle national law are required to fully implement certain provisions of the Heavy Vehicle National Law Amendment Act 2018, which commenced on 1 October 2018. Namely, the act permits PBS vehicles at general mass limits greater access to the road network. Amendments are required to harmonise penalty provisions to ensure that PBS vehicles travelling on a road without authorisation are subject to the same enforcement and penalty provisions as any other heavy vehicle on that route that may be detected over mass or dimension limits. PBS vehicles pose the same risk to infrastructure as any non-PBS vehicle when travelling on roads not assessed and approved for BPS use; therefore, the same penalties for breach of general mass and dimension requirements should apply.

The importance of having a national law that is fit for purpose cannot be understated. The amendments before you today support a pro-active approach to managing safety and will see a reduction in regulatory burden for those involved in the heavy vehicle transport industry. Western Australia and the Northern Territory have not applied the heavy vehicle national law and are not participating jurisdictions at this point in time. Vehicle modifications approved in nonparticipating jurisdictions are not currently recognised under the heavy vehicle national law, which means that an operator is required to have a modification reassessed if the vehicle is to be operated in a participating jurisdiction.

Modifications approved in a nonparticipating jurisdiction, which comply with the National Heavy Vehicle Regulator's Code of Practice for the Approval of Heavy Vehicle Modifications, will be deemed to have been approved under the heavy vehicle national law. The proposed amendment only applies to common modifications that comply with Vehicle Standards Bulletin 6 issued under the code of practice. Other modifications will continue to require approval under the heavy vehicle national law. The proposed amendment will remove the need for an operator from a nonparticipating jurisdiction—namely, Western Australia or the Northern Territory—to have the modification reassessed and approved under the heavy vehicle national law.

Another key area for the heavy vehicle industry is productivity. In this regard, heavy vehicle access permits are crucial, but they must be balanced with the need to protect our infrastructure where there are vehicle size and weight limits. I have already made some pertinent points on the road manager portal system and the permit processing functions. They returned in August 2019 for intrastate class 1 agricultural applications to the regulator. Indeed, that means that the industry will have a single processing system and be able to easily track applications online.

It is timely to update the House on the comprehensive review of the heavy vehicle national law, as this review is likely to mean that we may not bring further maintenance bills to the House during the review unless there are urgent issues that industry needs us to address. Through the Transport and Infrastructure Council, the review of the national law has been brought forward by two years. The review will initially consider the effectiveness of the heavy vehicle national law framework along with the structure and form of the heavy vehicle national law and its regulations.

The National Transport Commission has created a standalone website that provides easy access to all the information on the review, including issues papers as they are released and information on how to be involved and make submissions. I encourage all stakeholders to take some time to look at this and contribute. The importance of having a national law that is fit for purpose cannot be emphasised enough. This proactive approach before the House in terms of managing safety will see a reduction in the regulatory burden for those involved in the heavy vehicle transport industry.

I also welcome the broad contributions from all members of the House here today on these amendments. I acknowledge what I thought were sincere contributions when it came to commitments about road safety. I heard a range of people making comments about the importance of road safety. That is highly pertinent to a bill concerning heavy vehicles. When it comes to crashes and trauma on our roads involving heavy vehicles, the fault very rarely lies with the heavy vehicle itself. Truckies know their equipment, they know the roads and they are generally very safe drivers compared to other drivers.

We certainly have more to do in terms of educating other road users about driving safely around heavy vehicles because of limitations to do with their size, mass and configuration. I welcome the efforts of the National Heavy Vehicle Regulator which at the moment has an education campaign that is led by Supercars champion and Bathurst winner Garth Tander. It is aimed at educating people on how to drive around heavy vehicles because clearly the statistics there are not very good. While the number of crashes has come down nationwide, we are still seeing a lot of preventable crashes because people do not understand heavy vehicles.

Education is very important. That campaign by the National Heavy Vehicle Regulator is a very good one. I urge all members, particularly members in regional areas who have a lot of constituents who are putting in a lot of kilometres on country and regional roads, to share those videos and share

that information because I think it would be of interest to them. It also applies to people in the city because we do see a lot of heavy vehicles coming through metropolitan areas and we need to get that information and education out to people so they know how to drive safely around heavy vehicles.

I acknowledge the sincere contributions made by members about road safety, and I thank them for their commitment around that, but we need to back that up. When it comes to road safety, it is not enough to say that we all support road safety. From a policy point of view, we all have to support moving forward on road safety. We cannot go backwards. The opposition's position on abolishing covert speed cameras will increase speed deaths in Queensland. There is no doubt about that whatsoever.

I acknowledge the sincere contributions made by the members for Chatsworth, Burdekin, Coomera and others about the commitment to road safety. Let us be bipartisan and ensure we make road safety a base line that we all add to. The debate should be about how we add to road safety to reduce deaths, crashes and trauma. If we abolish covert speed cameras at any stage in the future, I can guarantee there will be more speeding—the stakeholders will certainly support that—and there will be more speeding related crashes and deaths. Let us back that up with policy and let us all do what we can within our realms, our parties and our groups because I think that is a very irresponsible policy. It is something that should be forgotten about. We should have a very clear view about increasing road safety.

Let us have a battle about ideas on how best to do road safety. That is the space we need to be in. We do not need to be going backwards and retreating from road safety. A lot of jurisdictions look to us for our leadership in this regard. It is not just about saving lives here in Queensland; it is about saving lives in other states and jurisdictions in our country and also internationally. When you look at some of the jurisdictions in the US, a lot of the states are a long way behind Queensland when it comes to road safety policy. We have to keep adding to that road safety bank of reform and policy so that more people can have long healthy lives.

I would like to conclude by thanking all the stakeholders for their valued contributions that helped bring these reforms before the House. The national heavy vehicle process is probably considered a fairly dry one for a lot of people and not necessarily the most exciting one.

**Mr Minnikin:** Not at all.

**Mr BAILEY:** I take the interjection from the member for Chatsworth, who believes it is much more exciting than that. I acknowledge his enthusiasm. It is an important process when we are looking at lots of different jurisdictions. Road transport is critical in this country so harmonisation across state and territory boundaries is actually a real micro-economic reform. We have to keep at it because if we get a more efficient supply chain in there we will create more and more jobs. While it can be a dry process for some, it is something that the industry is very committed to and very involved in. I know our government and this department are very committed to working closely with industry to get the best possible outcomes for the economy and the heavy vehicle industry. If heavy vehicles are cheaper and more efficient, then our products will be cheaper, the economy will be better and we will all be better off. We all depend on freight every day of our lives.

I would like to acknowledge and thank all the stakeholders for their contributions in this process. I also acknowledge officers of my department and the ministerial office for their hard work on this bill. I thank them for their commitment to regulatory reform and to promoting road safety. I commend the bill to the House.

Question put—That the bill be now read a second time.

Motion agreed to.

Bill read a second time.

## Consideration in Detail

Clause 1—

 **Mr BAILEY** (5.39 pm): I move the following amendment—

1 **Clause 1 (Short title)**

Page 4, line 4, after 'Law'—

*insert—*

*and Other Legislation*

I table the explanatory notes to my amendments.

*Tabled paper: Heavy Vehicle National Law Amendment Bill 2019, explanatory notes to Hon. Mark Bailey's amendments [1570].*

Amendment agreed to.

Clause 1, as amended, agreed to.

Clause 2—

 **Mr BAILEY** (5.40 pm): I move the following amendments—

**2 Clause 2 (Commencement)**

Page 4, line 7—

*omit, insert—*

(1) Part 2 commences on the commencement of the *Road Vehicle Standards Act 2018 (Cwlth)*, section 15.

**3 Clause 2 (Commencement)**

Page 4, after line 8—

*insert—*

(3) The *Acts Interpretation Act 1954*, section 15DA does not apply to part 2.

Amendments agreed to.

Clause 2, as amended, agreed to.

Clause 3—

 **Mr BAILEY** (5.40 pm): I move the following amendment—

**4 Clause 3 (Law amended)**

Page 4, lines 9 to 11—

*omit.*

Amendment agreed to.

Clause 3 omitted.

Insertion of new clauses—

 **Mr BAILEY** (5.41 pm): I seek leave to move an amendment outside the long title of the bill.

Leave granted.

**Mr BAILEY:** I move the following amendment—

**5 Before part 2**

Page 4, before line 12—

*insert—*

**Part 1A Amendments commencing on assent**

**2A Act amended**

This part amends the *Rail Safety National Law (Queensland) Act 2017*.

**2B Amendment of pt 6, hdg (Repeal and transitional provisions)**

Part 6, heading, 'and transitional provisions'—

*omit, insert—*

, **transitional and validation provisions**

**2C Amendment of pt 6, div 2, hdg (Transitional provisions)**

Part 6, division 2, heading, after 'provisions'—

*insert—*

**for Act No. 4 of 2017**

**2D Insertion of new pt 6, div 3**

Part 6—

*insert—*

**Division 3 Validation provision**

**134 Validation provision for particular national regulations**

(1) This section applies to a national regulation made before the commencement of this section if a requirement under section 14 in relation to the national regulation has not been complied with.

(2) It is declared that—

(a) the national regulation did not cease to have effect, and is taken to have never ceased to have effect, and does not cease to have effect on or after the commencement of this section, because of the non-compliance; and

(b) the national regulation is taken to be, and to always have been, as valid as it would have been if the requirement under section 14 had been complied with; and

(c) anything done or purportedly done under the national regulation, before or after the commencement of this section, is as valid as it would have been or would be if the requirement under section 14 had been complied with.

Amendment agreed to.

**Mr BAILEY:** I move the following amendment—

6 **Part 2, hdg (Amendments commencing on 10 December 2019)**

Page 4, lines 12 to 13—

*omit, insert—*

**Part 2 Amendments commencing on commencement of Road Vehicle Standards Act 2018 (Cwlth), section 15**

Amendment agreed to.

**Mr BAILEY:** I move the following amendment—

7 **After part 2, heading**

Page 4, after line 13—

*insert—*

**Division 1 Amendment of Heavy Vehicle National Law**

**3 Law amended**

This division amends the Heavy Vehicle National Law as set out in the Schedule to the *Heavy Vehicle National Law Act 2012*.

Amendment agreed to.

Clauses 4 to 6, as read, agreed to.

Insertion of new clauses—

 **Mr BAILEY** (5.42 pm): I seek leave to move an amendment outside the long title of the bill.

Leave granted.

**Mr BAILEY:** I move the following amendment—

8 **After clause 6**

Page 7, after line 13—

*insert—*

**Division 2 Amendment of Motor Dealers and Chattel Auctioneers Act 2014**

**6A Act amended**

This division amends the *Motor Dealers and Chattel Auctioneers Act 2014*.

**6B Amendment of sch 1, s 3C (Meaning of *built date*)**

Schedule 1, section 3C(1)—

*insert—*

(c) if neither paragraph (a) or (b) applies—the date of manufacture of the vehicle entered for the vehicle in the register of approved vehicles under the *Road Vehicle Standards Act 2018* (Cwlth).

**6C Amendment of sch 1, s 3C (Meaning of *built date*)**

Schedule 1, section 3C(2), 'or (b)'—

*omit, insert—*

, (b) or (c)

**6D Amendment of sch 1, s 3C (Meaning of *built date*)**

Schedule 1, section 3C(3), definition *identification plate*, after 'by the'—

*insert—*

repealed

**6E Amendment of sch 3 (Dictionary)**

Schedule 3—

*insert—*

**new motor vehicle** means a motor vehicle that has not been used in transport on a public road in Australia or outside Australia, other than—

- (a) to have work done on it; or
- (b) to protect it; or
- (c) to store it; or
- (d) if the motor vehicle has been imported—to transport it to the importer; or
- (e) if the motor vehicle has been exported—to transport it to the exporter.

**6F Amendment of sch 3 (Dictionary)**

Schedule 3, definition *restorable vehicle*, from 'more' to 'restoration'—  
*omit, insert*—  
 for sale for restoration and has a built date of more than 20 years before the day of its sale.

**6G Amendment of sch 3 (Dictionary)**

Schedule 3, definition *used imported vehicle*—  
*omit, insert*—

***used imported vehicle*** means—

- (a) a motor vehicle, other than a new motor vehicle, imported into Australia under—
  - (i) the repealed *Motor Vehicle Standards Act 1989* (Cwlth); or
  - (ii) an approval given under the *Road Vehicle Standards (Consequential and Transitional Provisions) Act 2018* (Cwlth), schedule 3, section 11(2), 13(2), 16(2) or 17(2); or
- (b) a motor vehicle, other than a new motor vehicle, imported into Australia under the *Road Vehicle Standards Act 2018* (Cwlth).

**Division 3 Amendment of National Environment Protection Council (Queensland) Act 1994****6H Act amended**

This division amends the *National Environment Protection Council (Queensland) Act 1994*.

**6I Amendment of s 14 (Council may make national environment protection measures)**

Section 14(2)(b), '*Motor Vehicle Standards Act 1989* (Cwlth)'—  
*omit, insert*—

*Road Vehicle Standards Act 2018* (Cwlth)

**Division 4 Amendment of Transport Operations (Road Use Management) Act 1995****6J Act amended**

This division amends the *Transport Operations (Road Use Management) Act 1995*.

**6K Amendment of sch 4 (Dictionary)**

Schedule 4, definition *compliance plate*, from 'under'—  
*omit, insert*—

under—

- (a) the repealed *Motor Vehicle Standards Act 1989* (Cwlth); or
- (b) the *Road Vehicle Standards (Consequential and Transitional Provisions) Act 2018* (Cwlth), schedule 3, part 3, division 1.

Amendment agreed to.

**Mr BAILEY:** I move the following amendment—

**9 After part 3, heading**

Page 7, after line 15—

*insert*—

**6L Law amended**

This part amends the Heavy Vehicle National Law as set out in the Schedule to the *Heavy Vehicle National Law Act 2012*.

Amendment agreed to.

Clauses 7 to 35, as read, agreed to.

### Third Reading

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (5.43 pm): I move—

That the bill, as amended, be now read a third time.

Question put—That the bill, as amended, be now read a third time.

Motion agreed to.

Bill read a third time.

## Long Title

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (5.44 pm): I move the following amendment—

**10 Long title**

Long title, after '2012'—

*insert—*

, the *Motor Dealers and Chattel Auctioneers Act 2014*, the *National Environment Protection Council (Queensland) Act 1994*, the *Rail Safety National Law (Queensland) Act 2017* and the *Transport Operations (Road Use Management) Act 1995*

Amendment agreed to.

Question put—That the long title of the bill, as amended, be agreed to.

Motion agreed to.

## MOTION

### Revocation of State Forest Area

 **Hon. LM ENOCH** (Algester—ALP) (Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts) (5.44 pm): I move—

1. That this House requests the Governor in Council to revoke by regulation under section 26 of the Forestry Act 1959 the setting apart and declaration as State Forest of the area as set out in the Proposal tabled by me in the House today, viz

#### Description of area to be revoked

Murray Upper State Forest	An area of 6.497 hectares described as lot 190 on SP218278, as illustrated on the attached "Murray Upper State Forest revocation: Sketch A".
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2. That Mr Speaker and the Clerk of the Parliament forward a copy of this resolution to the Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts for submission to the Governor in Council.

The Palaszczuk government is committed to a sustainable forestry estate that balances resource use with the protection of the environmental, social and cultural values it contains. I am very proud of this government's commitment and support for First Nations peoples and their rights and desire to pursue economic opportunities while re-establishing cultural ties to the lands of their ancestors.

Queensland has over three million hectares of state forests and timber reserves that are managed in partnership with industry, community and other government stakeholders. Queensland's state forests and timber reserves support a broad variety of purposes in addition to timber and resource harvesting, such as the health, wellbeing and cultural values of all Queenslanders. Many offer opportunities for a diverse range of ecotourism and recreational activities, provide opportunities for connection to country, and contribute to supporting and enriching Queensland's vast conservation network. Accordingly, this government continues to work with communities and industry so that our state forests and timber reserves are afforded appropriate levels of protection and management into the future.

Decisions to revoke state forests are not made lightly. However, there are a number of situations where it is appropriate. This can include for conservation purposes, for example, converting state forest to conservation park or national park to rectify errors in how land has been described, gazetted or used, including boundary adjustments; to allow for the upgrade or expansion of public infrastructure, such as roads and railways; and, on occasion, for commercial or private purposes. I will only support the revocation of land from the forestry estate where it can be clearly demonstrated that the proposed use is in the broader public interest and there is no reasonable or practical alternative. This is one such occasion.

This proposal is for the revocation of the setting apart and declaration of 6.5 hectares from Murray Upper State Forest, which is located about 27 kilometres north-west of Cardwell. Murray Upper State Forest, nestled between the Wet Tropics and Great Barrier Reef World Heritage areas, both of which have outstanding natural, cultural and Indigenous values, is used for many activities in an ecologically sustainable manner.

The Girramay people are the traditional custodians of almost 96,000 hectares of lands and waters around Cardwell, including Murray Upper State Forest. Archaeological evidence indicates continued usage and occupation by Indigenous people of the coastal flood plains, which are also located within the Girramay people's native title area, for at least the past 1,700 to 2,000 years. Archaeological reports record Aboriginal occupation and use of the adjoining upland rainforest area from about 700 years ago, and further evidence from about 2,000 years ago demonstrates that those First Nations people used technically sophisticated methods of processing highly toxic food resources, which continue to be practised by the Girramay people.

By supporting this motion today we are reaffirming the Girramay people's native title rights and interests, traditional lore and customs. We are also supporting their rights to maintain their physical and spiritual connection to country and each other, pursue economic opportunities and re-establish cultural ties to the land—cultural ties that stretch back thousands of generations.

In November 2009, the Girramay people, Cassowary Coast Regional Council and the state of Queensland entered into an Indigenous Land Use Agreement—an ILUA—that identified an area of Murray Upper State Forest for transfer to Aboriginal freehold land under the Aboriginal Land Act 1991. This proposal recognises the Girramay people's native title rights and interests, traditional lore and customs in accordance with these ILUA commitments. Should this motion be supported by the House, the land will be granted to the Aboriginal Land Trust for the benefit of the Girramay people.

It was an honour to be joined by the Girramay representative, Marcia Jerry, during regional parliament in Townsville when I first moved this motion. I was so glad that she could be there to witness part of the process that will see this land returned to the traditional owners who have cared for this country for thousands of generations. Consultation in relation to this revocation has occurred across all affected stakeholders, including with traditional owners, industry and state and local government agencies.

This part of Murray Upper State Forest was under plantation softwood production for some time and was severely damaged by Cyclone Yasi in 2011. Following this devastation, HQPlantations undertook a salvage harvest and recently surrendered its plantation licence on this parcel—

**Madam DEPUTY SPEAKER** (Ms McMillan): I am sorry to interrupt, Minister. Members, let us pay the minister the respect that she deserves.

**Ms ENOCH:** I thank HQPlantations for the recent partial surrender of its plantation licence following the harvesting of plantation timber located in the area. I thank the Hon. Mark Furner, Minister for Agricultural Industry Development and Fisheries, for his consent and acceptance of the partial surrender of HQPlantations' plantation licence.

The Palaszczuk government is committed to building and maintaining strong partnerships across industry to deliver on outcomes for our state forests and timber reserves and indeed for our broader environment and economy. To be able to return just a tiny portion of this incredible part of the world to traditional owners as part of an ILUA is truly a great thing for this parliament to do. This revocation demonstrates the Palaszczuk government's commitment to a thriving balance that supports sustainable forestry management and economic opportunities alongside the preservation of environmental, community and cultural values of Queensland. I commend the motion to the House.

 **Mr CRISAFULLI** (Broadwater—LNP) (5.50 pm): In the interests of time and the need to pass this motion today, I will make my contribution brief. I am not able to do it as quickly as the minister; I commend her on that. The opposition will support the revocation wholeheartedly. In her speech the minister quite rightly touched on the fact that decisions to revoke state forests are not made lightly—nor should they be—but when the cause is great like this for such a small portion of land, only 6½ hectares, it is something that we should embrace. I have spoken with people in the local area including the mayor of the Cassowary Coast shire, the local member of parliament—and I thank him for his time—as well as councillors in the area whom I respect very much. The overwhelming support is for the need to back this. I thank the minister for her sincerity in doing so.

It is only through providing economic opportunities that we will assist our First Nations people to reach their full potential and be able to have thriving lives and communities. The failure of what government has done for Indigenous communities has not been through lack of finances or compassion over the years but has been misguided. It has been misguided because the opportunity for First Nations people to have a thriving economy was not afforded in the way it should have been. The opportunity for people to own their own home, to have aspirational societies, in a way that we take for granted is a flaw in our system. When an opportunity arises for a small parcel of land like this to be given to traditional owners to advance an economic cause, that is something that both sides of politics should embrace. For that reason, the opposition supports the revocation.

 **Hon. LM ENOCH** (Algester—ALP) (Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts) (5.52 pm), in reply: I thank the member for Broadwater and the opposition for their wholehearted support of this motion. We are entering a time in this state where Tracks to Treaty and our conversations about the future, strong partnerships, the righting of wrongs, truth telling and of course laying foundations for economic growth and social, cultural and emotional ability to thrive in one's community are top of mind in our conversations. This revocation is simply a part of a bigger picture, a bigger conversation, that we are having with First Nations peoples of this state to ensure that we support economic opportunities but also the ability to be self-determining in decisions about the future.

As I said earlier, I am very proud of this government's commitment to and support for First Nations people through the work of my department in strengthening our partnerships with traditional owners through joint management of our protected areas on the cape and in other locations. Of course, traditional owners bring generations of knowledge to ensure our environment is well looked after. Through the Cape York Peninsula Regional Protected Area Management Committee, traditional owners work in partnership with government in sharing knowledge and history to ensure the cultural and environmental values of the cape are protected. These partnerships will be strengthened by the \$6 million allocated in this year's budget for the acquisition of land in the cape which will support First Nations peoples in the joint management of national parks in this region.

Of course, these kinds of partnerships—this joint management approach—are replicated right across our state, be that the Butchulla First Nations peoples—

**Madam DEPUTY SPEAKER:** I am sorry to interrupt again, Minister. There is far too much chatter.

**Ms ENOCH:** Whether that be the Butchulla First Nations peoples in our efforts to review dingo management on K'gari, as some people know it—Fraser Island—the Gidarjil Development Corporation in Bundaberg, which has been working with the department to develop First Nations interpretive elements of the new Mon Repos Turtle Centre in Bundaberg, or, of course, as I said, the work that the Deputy Premier is currently doing in developing a path to treaty known as Tracks to Treaty, which marks a monumental reform journey at the local, regional and state levels in Queensland.

Recently, I was very fortunate to visit Springvale Station Nature Refuge, where I also met representatives of the Yalanji joint venture, the eastern and western Yalanji peoples who are partnering with QPWS and Cape York NRM on a gully remediation project that will prevent sediment run-off to the northern Great Barrier Reef in the Normanby catchment. All of these are examples of how working alongside First Nations peoples in a partnership approach brings great benefits not just to the land on which we are working together but also to First Nations people and of course the broader community. This motion tonight provides an opportunity for another group of people that will benefit a great deal from this motion being supported.

As I said earlier, HQPlantations has demonstrated its commitment to good forest stewardship, including the social, cultural and community values this embodies. It is not the first time that I have singled out HQPlantations for praise for its commitment to the environment and partnering with the community and the government. This was demonstrated recently in a partnership between the government, Noosa Shire Council and Noosa Parks Association to protect land in the Noosa area and gazetted it as a national park. Of course, our ability tonight to revoke this part of state forest—to be able to provide through this ILUA, Indigenous land use agreement—in terms of these peoples is an absolute honour and I think a great indication of the support that this government and this parliament have for the work that we do in this space.

Of course, I met the Girramay people. I know that the member for Thuringowa has a lot to do with the Girramay people and is very passionate about this opportunity to hand this parcel of land back under the Indigenous land use agreement. I again thank the member for Broadwater and those opposite for supporting this motion tonight. I know it will go a long way for the Girramay people and a long way in terms of our true attempt to ensure that our partnerships, path to treaties and relationships between this parliament and this government and First Nations peoples will continue to be honest, reflecting on the past and of course ensuring that the future is a healthy one for all. I certainly recommend and support this motion to the House.

Question put—That the motion be agreed to.

Motion agreed to.

## ADJOURNMENT

### Goss, Mrs L

 **Mr LISTER** (Southern Downs—LNP) (5.59 pm): I rise to speak about a matter concerning a constituent in my electorate of Southern Downs. Mrs Lauren Goss, who lives on the slopes of Girraween National Park at Wallangarra, just south of Stanthorpe, has had a monstrous injustice perpetrated on her by the state government. The bulldozers went into her property and carved a swathe down the edge of her property, which adjoins Girraween National Park, ostensibly to create a fire trail. I have walked this myself, and it is a desolation. There are in places 100-metre-wide areas where the forest has been reduced to rocks and sandy soil. It is very steep country, so there will be extraordinary erosion at the site. Mrs Goss was also very unhappy that when the bulldozers and other vehicles came on to her property they trampled her orchard, cut water pipes and also cut through contours which had been long established to serve the two dams on her property.

Mrs Goss is an elderly lady, a widow, and she is horrified at what has happened. I want to acknowledge that the QFES has made attempts to look at what has happened and to make good the damage to Mrs Goss's property. I want to acknowledge Acting Assistant Commissioner Tony Johnston, who toured the site with me some time back. Mrs Goss is still very concerned that the order of operations that the department is proposing in rectification is wrong. She is very concerned about the many hundreds of metres long and in some cases 100 metres wide area of erosion which is going to occur the moment it rains. Of course, we are hoping for rain on the Southern Downs. There will be substantial and irreparable erosion. I have here photographs of the damage. For the benefit of the House, I will table them.

*Tabled paper:* Letter, dated 28 June 2019, from the Deputy Director-General, Queensland Parks and Wildlife Service and Partnerships, Mr B Klaassen, to Mrs Lauren Goss, with attached photographs [\[1571\]](#).

As I say, it is an abomination. It is a desolation. It is the worst excess I have ever seen a government perpetrate on an individual citizen.

Mrs Goss has been written to by the deputy director-general of the Queensland Parks and Wildlife Service, Ben Klaassen. He said that it was done for time-critical reasons and that the construction of the fire trail was undertaken in the public interest in an endeavour to contain the fire to minimise the threat to surrounding life and property. That is all very well, but the fire was out months before the trail was constructed, so we are getting weasel words from the department. I am starting to lose patience with the efforts by various departments to rectify the damage that has been done to Mrs Goss's property. I will be watching this very closely and taking it up further, including with the media if necessary. I ask the Minister for Fire and Emergency Services and the Minister for Environment to keep their eye on this.

Interruption.

## COMMITTEE OF THE LEGISLATIVE ASSEMBLY

### Reports

 **Mr SPEAKER:** Honourable members, I table report No. 24 of the Committee of the Legislative Assembly titled *Report on the 2019 budget estimates process*.

*Tabled paper:* Committee of the Legislative Assembly, Report No. 24, 56th Parliament, September 2019—Report on the 2019 Budget Estimates Process [\[1572\]](#).

I also table report No. 25 of the Committee of the Legislative Assembly titled *Annual report 2018-19*.

*Tabled paper:* Committee of the Legislative Assembly, Report No. 25, 56th Parliament, September 2019—Annual Report 2018-19 [\[1573\]](#).

I commend both reports to the House.

## SPEAKER'S STATEMENT

### George, Ms T

 **Mr SPEAKER:** Honourable members, some of you may be aware that a valued member of the Parliament House media gallery, Tegan George, will be leaving our parliament and our state to further her career in Canberra. Today is Tegan's last sitting day in this House. Tegan will remain with

Network 10's Brisbane office until 29 September before heading overseas on a well-deserved break. On 18 November Tegan will start work with the 10 News Canberra office. While members will agree that there is no greater arena than state politics, I acknowledge that within sections of the media federal politics does hold a certain attraction. I congratulate Tegan on her appointment and I thank her for her contribution to covering Queensland politics with diligence and fair-mindedness. Queensland's loss is Canberra's gain.

## ADJOURNMENT

Resumed from p. 3082.

### Brady, Superintendent M; Buy Queensland

 **Hon. MT RYAN** (Morayfield—ALP) (Minister for Police and Minister for Corrective Services) (6.03 pm): I start by acknowledging the service of Superintendent Michael Brady to the Queensland Police Service but also to the Caboolture and Moreton Bay region. Superintendent Michael Brady is the longest serving district officer in the Queensland Police Service. He retires after 12 years as the district officer in charge of the Caboolture and Moreton police districts. His last day will be next Friday. I acknowledge the member for Redcliffe as well as other Moreton Bay members of parliament, who have had a very good cooperative relationship with Superintendent Brady. He is known as 'Mick the Builder', because he has been responsible for the rebuild of pretty much every single police facility in the Moreton district. He is known as 'Mick the Builder' in my mind not necessarily for the infrastructure he has overseen being delivered in the Moreton district but for the community he has built, the relationships he has built and the crime prevention strategies he has helped build over his time. I wish Superintendent Brady all the very best for his retirement. I know that he will enjoy spending much of his retirement caring for his new grandson and having fun with him.

I would also like to talk about some of the significant benefits that are being delivered in the Morayfield state electorate by the Palaszczuk government's Buy Queensland initiative. We all know that, before this strategy was rolled out, 'local' could mean anything from across the road to across the Tasman. Our government has stepped up and refocused that definition of 'local'. That has delivered significant benefits for communities right across Queensland and ensures that Queensland businesses get the best bang out of Queensland tax dollars.

We all know that local businesses are the backbone of local economies. Certainly, with recent projects being delivered in the Caboolture region we have seen those significant benefits. We have seen significant benefits come from the construction of the new Caboolture Police Station as well as the current construction project underway in Lee Street—the new Lee Street state special school. I have been speaking to the main contractor on both of those projects, a local company called Badge Constructions. They tell me that, as a result of the Buy Queensland strategy, they included local subcontractors like Aspect Cabinetmakers and Tuff Yards landscaping as part of their project work. Both of those businesses are local Caboolture businesses run by local people and employing local people, delivering significant results.

*(Time expired)*

### Eromanga Natural History Museum

 **Ms LEAHY** (Warrego—LNP) (6.06 pm): I have had the great pleasure of meeting Cooper, Sid, Zac, George and Monty out at Eromanga. Eromanga is the furthest gazetted town from the sea, and it claims a world-class museum in the far south-west of my electorate of Warrego. Cooper is Australia's largest dinosaur and is housed at Eromanga Natural History Museum. Cooper is 90 million to 95 million years old, nine metres high to the top of the backbone and 30 metres long. To put Cooper into perspective, this dinosaur is longer than this parliamentary chamber and he towers above the chamber's chandeliers.

**Mr Janetzki:** A big dinosaur!

**Ms LEAHY:** He is a big dinosaur. He would probably eat those chandeliers for breakfast. When Cooper was alive some 90 million years ago, he would have eaten one tonne of vegetable matter every day. Cooper was South-West Queensland's first dinosaur. He was found in 2004 when a 14-year-old, Sandy Mackenzie, spotted an unusual rock while mustering on the family property west of Eromanga. Cooper, Sid, Zac, George and Monty and many others are housed at the museum along with collections from the upper Murray-Darling and the Lake Eyre-Cooper basins, which are all part of the overlying Eromanga Basin.

The fossil collection continues to grow exponentially each year, with Australian dinosaur, megafauna, microfauna and plants of a quality and quantity that are rarely seen in a single collection. Over 70 palaeontology sites are registered to be worked on in the South-West Queensland region. The museum is unique. It is not only a place where you can see dinosaur bones; you can go there and be trained to assist with the preservation of the bones and fossils on site. If you prefer to be in the outdoors you can join the annual fossil digs for dinosaurs or megafauna. There is four-star accommodation available on site at the history museum to relax in after a hard day of preservation or digging fossils.

The museum, unfortunately, is running out of room to house all of these fossils and is in need of expansion. Who would have thought we would have so many fossils that we could not house them all? I encourage state and federal governments to look favourably on any applications for funding, as this museum is truly world class. I remember well the difficulties the Quilpie Shire Council encountered when it went to source the initial funding for the museum. It was a long, dusty road. What has been achieved is a credit to the Quilpie shire; its councillors, particularly Mayor Stuart Mackenzie and his wife, Robyn; and the museum team of Jo, Corey, Shauni and Chloe.

The Eromanga Natural History Museum is truly world class, and I encourage every member of parliament to take the time to visit Eromanga as well as this natural history museum, because they will not see anything else like this in the world.

### Queensland Youth Parliament, Women

 **Ms PEASE** (Lytton—ALP) (6.09 pm): On Tuesday night the River Deck was host to a group of fabulous women—the future of our great state—at an event that I hosted with Queensland Youth Parliament. This is an annual event in the Smash the Ceiling series and this year's theme was bHer'd. As the Queensland representative of Commonwealth Women Parliamentarians I was delighted to welcome over 60 young women to this nonpartisan event.

It was great that the Hon. Di Farmer, member for Bulimba and Minister for Women, and Ros Bates, member for Mudgeeraba and shadow minister for women, joined us. They shared their stories and provided some insightful advice to the audience. I thank them again for their attendance. It was also fabulous to see so many government and crossbench MPs and ministers drop in to support the current and alumni female members of QYP, school groups and youth advisory panel representatives. I want to give a really big shout-out to the members of the Brisbane Bayside State College and to the BAYS, my youth advisory committee that made the trip to the event.

The One Woman Project, which is the fastest growing youth-led organisation in Australia and provides quality education about global gender equity through schools, universities and events like ours, did a workshop on equity in the workplace and Alexandria Brown, the QYP Youth Governor, also addressed the guests. Creating opportunities to support and encourage young women is, I believe, the responsibility of all MPs. As Minister Farmer stated, 'You can't be what you can't see,' so for those young women to meet and talk to members of parliament in a nonpartisan setting is an invaluable experience for them and us. It is a truly humbling experience to talk to these young women who are enthusiastic and keen to make a difference in their communities, and they are so thrilled to meet MPs.

It is a reminder of the important role that we as MPs have and one that I never take lightly. That is why I really appreciate the support from the members of the parliament who attended the event and I was disappointed that Ros Bates was the only LNP member who attended. However, it is no surprise given that the member for Kawana, in response to my mention of the event in the chamber, asked why I was talking about this inconsequential dinner. How disappointing that he would consider meeting and engaging with young female members of our communities as 'inconsequential' given that we make up 50 per cent of the population, and I remind him that we are not inconsequential.

Commonwealth Women Parliamentarians is a nonpartisan committee that aims to increase female participation in Australian politics in all states and territories. We want to achieve equitable outcomes for women in parliament and to be involved in policy and governance issues. We are hosting our third biannual conference in Adelaide in October as part of celebrations of the 125 years of women's suffrage in South Australia. It will be a great event and I invite all women to attend.

### Buderim Foundation; Buderim Mountain State School, National Science Week

 **Mr MICELBERG** (Buderim—LNP) (6.12 pm): Last Saturday my community came together for a family-friendly afternoon of sausage sizzles and scones to celebrate the announcement of the recipients of the Buderim Foundation grants for this year. The Buderim Foundation is a unique expression of community spirit. The foundation receives donations and bequests from those involved with the

Buderim community and invests those funds to generate income. That income is then distributed each year in the form of grants to Buderim based community organisations. Importantly, all funds that are donated are preserved for future generations, with only the earnings distributed and all administration costs covered by the sponsors of the Buderim Foundation in the Buderim Pharmacy, Edenlea on Buderim and Sunshine Toyota. The foundation truly is a whole-of-community endeavour.

Since 2004, the Buderim Foundation has awarded more than \$500,000 to various community organisations and volunteers who support the communities within the 4556 postcode. This year the foundation awarded more than \$82,000 in grants to 19 different community organisations. This year's recipients included LifeFlight, the Maroochydore SES, QF6 Mooloolaba Volunteer Coast Guard, the Buderim Craft Cottage, Wishlist, the Buderim Community Kindergarten and Buderim Girl Guides, just to name a few. Like many Buderim locals, my wife, Anna, and I are proud to support the Buderim Foundation as ambassadors and I encourage anyone who would like to support the work of the foundation to add their name to the cause. The foundation exists only because of the many volunteers who sacrifice their time. While time does not permit me to mention all of the volunteers, I want to make special mention of the work of Sally Caddy. Sally was recently awarded the Buderim Foundation Les Day Award, which was given in recognition of her exceptional contribution as an administration officer for the foundation since 2011.

Another great example of the strength of my community was a special evening of STEM held at the Buderim Mountain State School in conjunction with National Science Week. The event was an opportunity for students, families and interested locals to learn more about the amazing opportunities that exist in STEM at my local school. Attendees were able to participate in science experiments, student designed Kodu game lab games, space themed arts and activities, stargazing and student constructed battle robot fights. The school community also heard from astrophysicist/cosmologist Dr Brad Tucker. Last year as part of the parliamentary space inquiry I was lucky enough to meet Brad at Mount Stromlo and his address, which melded the opportunities and challenges of the final frontier in space, captivated young and old alike. My four-year-old daughter, Lara, was particularly interested in the effects of space travel on the human body and she had lots of questions that I had to research on the internet afterwards. I want to congratulate the P&C volunteers, Mr Craig Johnson, who was responsible for organising the night, and all of the teachers who made the night such a success.

### **Dakabin Waste Management Facility**

 **Ms BOYD** (Pine Rivers—ALP) (6.15 pm): We on this side of the House are committed to making sure that our environment is the best place to live and we are proud of our environmental agenda that we have implemented, be it the banning of the single-use plastic bag, the container deposit recycling scheme or the recent introduction of the waste levy. The efficient operation of our waste reduction schemes relies heavily on the continued goodwill and cooperation of all in our community.

I want to bring to the House's attention the situation that we are presently faced with in the Moreton Bay Regional Council area, and it was highlighted very succinctly by a constituent who wrote to me only this morning, Tim Barber from Bray Park. He writes—

I am very pleased that better State legislation has been introduced to reduce landfill, but the change seems to have been implemented very poorly in our locality. The waiting time at the Dakabin waste disposal facility is extraordinarily long.

I hope that a representative from your office can review the council's online statistics, or better still take a 'dry run' to the Dakabin tip to see first hand the chaotic effect of the new laws, and see what can be done to assist council.

If these delays are occurring at waste disposal facilities statewide then the productivity of businesses/Tradespeople must surely be reduced by this new procedure and the time wasted in queues.

As a resident ratepayer (not a tradesperson) I'm fairly easy going, but the inefficiency of the new process is extraordinary. Since the implementation of the new laws (regarding dumping of waste) the queues at the Dakabin waste disposal site have been so long that I have simply turned away on a number of occasions. I have not successfully deposited any rubbish at the tip since the new process was implemented.

I imagine that the stakeholders (like the council) were made aware of the impending changes to the laws, but lacked sufficient resources (or adequate notice) to duplicate the weighbridge, which seems to be at the centre of the delays. Perhaps your level of government could support the newly implemented law with some practical/financial assistance to council to get the process working properly?

I table that letter for the benefit of the House.

*Tabled paper: Email, dated 19 September 2019, from Tim and Bronwyn Barber to the member for Pine Rivers, Ms Nikki Boyd MP, regarding waste disposal [1574].*

I am pleased to notify the House that the state government has in fact invested that money. We have provided the Moreton Bay Regional Council with some \$15 million and the opportunity to access an array of different grants to ensure that it has the infrastructure and facilities to prevent delays like this happening at its local facilities. I have also noted with interest that residents in other local government jurisdictions are not experiencing the delays that are happening at our tip because of different and simplified practices that are making processes far less onerous than what we see in Moreton Bay and simpler for residents to use. This evening I take this opportunity to offer to work with that council even further to reduce those delays and the queues that we are seeing at our tip because it is not good enough for our residents.

### Noosa Electorate, Bushfires

 **Ms BOLTON** (Noosa—Ind) (6.18 pm): The fires of last week in Noosa brought many realisations and that our residents, villages and homes were saved was nothing short of miraculous. How do I in three minutes tell that story? I cannot, but I will try to say thank you. However, mere words are inadequate. To all of our emergency services—from QFES and QPS, our rural fire brigades right through to our SES and more: you are true heroes in that you saved so much and so many in extremely dangerous and unprecedented conditions, and the fact that you continue to do so across our state leaves us speechless.

I hope that the many stories of that 48 hours and beyond are brought to light and they are recognised for going above and beyond. To the Noosa council and the disaster team working across multiple realms through the week, including setting up and manning the evacuation centres, what an incredible effort in super-quick time! That is testimony to their care. What they provided was obvious when evacuees told me that they wanted to stay instead of being billeted into homes.

To all of the phenomenal volunteers, what can I say? So many organisations, including the Red Cross, Lions, St Vincent De Paul—the list goes on—all the way to residents, children, as well as visitors walking in or calling to offer any and all assistance made many, including this MP, teary, joyful and extremely grateful all at once with their love, compassion and very special treats. To the evacuees, the time spent with them, their strength, dignity and high spirits, even when they did not know if they had a home to return to, was inspirational to every single one of us and a reminder as to what is really important.

During this time Noosa demonstrated why it is so special, as do all communities across Queensland when confronted with disaster. From that first night, donations came pouring in from individuals and businesses. It is impossible to mention every single offer and every single person. However, as requested by many evacuees, there will be a reunion when possible to give gratitude and the thankyou breakfast on Friday morning was a lovely start.

To our go-to departments and those who rapidly opened up the recovery hub in Peregian, to Deputy Premier Jackie and Premier Anastacia, who visited with evacuees and residents, I give our deepest, sincere thanks and appreciation. Again, I thank and give blessings to all. They make me so very proud to be a Noosan and a Queenslander. No words can convey. May it rain soon and bring the relief that we and other communities across the state are in desperate need of. May all listen to and abide by the alerts, as we have a long hot summer ahead.

### Woodridge Electorate, Education

 **Hon. CR DICK** (Woodridge—ALP) (Minister for State Development, Manufacturing, Infrastructure and Planning) (6.21 pm): As I have said in this House many times, the honour of representing the people of the Woodridge electorate is the greatest privilege of my career. The community of Woodridge and greater Logan is one of the most culturally diverse in the country. That community's character is defined by the way they encourage and celebrate that diversity and difference.

Central to what makes the Woodridge electorate great is the importance that is placed on the transformative power of education. The schools in my electorate ensure that our young people have the skills and knowledge they need to thrive and become strong and productive citizens. In and around the electorate of Woodridge, many schools are doing fantastic work to support and serve their community.

Tonight, I am fortunate to be delivering this speech in the House with representatives of six of those schools in the gallery: Groves Christian College; Kingston State College; Marsden State High School; Mabel Park State High School; St Francis College, Crestmead; and the mighty Woodridge State

High School. Recently, the year 7s from Groves Christian College travelled to Canberra where, among other things, they visited our federal parliament. I am pleased that those school students again get an opportunity to experience democracy in action tonight. I hope this visit further enriches their understanding of our government. I congratulate the year 9 students from Kingston State College, who recently completed the Australian Business and Community Network GOALS program. This initiative inspires individuals and promotes opportunity. I hope it makes decisions about future careers easier for all of the students involved in the program.

On the football field, recently, Marsden State High School and Mabel Park State High School scored some great Rugby League results, of which both schools should be incredibly proud. Marsden State High School went all the way to the 2019 Queensland Rugby League schoolboys grand final and should have beaten Kirwan State High School. Mabel Park State High School's girls Rugby League program was the best in Queensland for the second year in a row.

Currently, the creativity of Woodridge State High School students is on display at the Logan Art Gallery, with a number of students showcasing their inspiring work as part of the always impressive Artwaves exhibition. As a former health minister, I am so pleased to see the success that St Francis College is having with its school's health hub, which is giving students the unique opportunity to complete certificates in health support services while at school.

Education is the means by which a society perpetuates its values and affirms its social purpose. Our schools are the engine room of social mobility and opportunity and the greatest tool we have to attack and remedy the malady of disadvantage. Tonight, I pay tribute to the leadership provided by the principals and their executive teams and acknowledge the diligence and professionalism of all of those educators and support staff who work so hard to enrich the lives of young people in my community. I am enormously proud of the schools in and around the Woodridge electorate. I commend and thank them for everything they do for the students and the families in my community.

### Theodore Electorate, Bushfires

 **Mr BOOTHMAN** (Theodore—LNP) (6.24 pm): The northern Gold Coast is truly blessed to have so many dedicated and caring individuals who rally together when the cry for help goes out. No better example was the recent hinterland bushfires. From the very moment the call went out, the local rural fire brigades did not hesitate. They suited up, jumped in their trucks and made their way to Canungra and Beechmont no matter what the time was.

Although all the volunteers are local heroes, I would like to single out the local brigades within the Theodore electorate. Coomera Valley and Guanaba rural fire brigades rostered on crews day and night. Those brigades never lacked enthusiasm to help those in need and, with their finely tuned skills that they have developed over many years of training in fighting fires and back-burning, they certainly made their presence well and truly felt. My community thanks First Officer Brendan Gold of the Guanaba Rural Fire Brigade and First Officer Wayne Teese of the Coomera Valley Rural Fire Brigade for their dedicated volunteers. I wish to table the names of all of those firefighters of those brigades who worked tirelessly to put out these fires so that their names will always be remembered.

*Tabled paper: Document, undated, listing members of two rural fire brigades [1575].*

I would also like to give a huge shout-out to all the residents who came from all over the Gold Coast and even as far south as Kingscliff in New South Wales to donate much needed goods. Thousands of residents rallied for the cause—for food, water, sanitary goods and clothing. That was a true testament to the values of our communities. So many people came to donate goods that it caused a rather large traffic jam around the rural fire brigade station. I also give a big thank you to Donna Gates for allowing the local park to be used as a staging point. There were so many goods donated that they had to be housed in neighbouring stations. All of those goods were quickly snapped up. They were given to those who needed them—grateful firefighters on the front line and many families who were suffering losses. The kind notes of encouragement attached to these items brought smiles to the exhausted firefighters and hope to those who lost much. I am certainly very proud of all of those individuals who made these kind donations.

I would also like to thank the Beechmont QCWA, the Pacific Pines Residents Group, Ormeau Lions Club, Oxenford Bunnings, Tamborine Mountain Senior Girl Guides, Coomera scouts, State Emergency Service, the Logan House Fire Support Network and many other groups. Their help will never be forgotten. We can certainly all wish for a bit of rain to ease the situation across the state so that nobody else has to lose from fires.

### George, Ms T; Brady, Superintendent M; Redcliffe Dolphins

 **Hon. YM D'ATH** (Redcliffe—ALP) (Attorney-General and Minister for Justice) (6.27 pm): Mr Speaker, this evening I would also like to echo your words and wish one of the press gallery's finest all the best for the future. Tegan George is leaving us after five years as Channel 10's political reporter to take up a similar role in Canberra. I have always enjoyed working with Tegan. She has always been frank, fearless and fair. I have really appreciated her level of professionalism no matter the circumstances. As a political reporter, Tegan had the disadvantage of not liking to fly, which made campaigns particularly challenging, but it did not stop her from doing her job.

Despite the seriousness of Tegan's role, she has a soft side, being the dedicated housemate and veterinary nurse to a medically challenged Smoosh. I hope Tegan and Smoosh love living in the nation's capital. I give Tegan all the best from the government. I would like to wish her all the best with her career. It is very sad to see her go and she will be missed.

**Mr Bleijie:** From me too. Will you take that interjection?

**Mrs D'ATH:** I take that interjection from the Manager of Opposition Business, who said, 'Me too.'

I also want to echo the words of the member for Morayfield and Minister for Police in passing on my best regards on the retirement of Superintendent Michael Brady. I have really enjoyed working with him. He is exceptionally skilled, a professional and it has just been an absolute pleasure. Being a police officer is not an easy job. I hope he enjoys his retirement.

I want to congratulate the Redcliffe Dolphins for making it through to the second round of the finals. Unfortunately, last week they did not win the game. I know the guys are disappointed in not making the finals this year, but I want to say on behalf—

**Mr Bleijie** interjected.

**Mrs D'ATH:** I am not taking any interjections.

**Mr SPEAKER:** Member for Kawana, the Leader of the House is not taking interjections.

**Mrs D'ATH:** On behalf of all the supporters of the Redcliffe Dolphins, I want to say that we are so proud of the guys. It started as a rough season, but they really came through. We are so proud of them and we will always stand beside them. We cannot wait for next year's season when we will have the new stage 3 of the Redcliffe Dolphins Stadium open. I say to the guys, 'Well done.'

The Redcliffe Dolphins are hosting the final—we do not know who is going to be in the finals yet—at the Redcliffe Dolphins Stadium. Depending on who is in the finals, I hope to see some of my parliamentary colleagues there.

**Ms Pease:** Go the mighty Seagulls.

**Mrs D'ATH:** We have a few interjections. Go the Dolphins! Next year we will show them all.

**Mr SPEAKER:** That sounded like the member for Redcliffe needed my protection.

The House adjourned at 6.30 pm.

### ATTENDANCE

Andrew, Bailey, Bates, Batt, Bennett, Berkman, Bleijie, Bolton, Boothman, Boyce, Boyd, Brown, Butcher, Costigan, Crandon, Crawford, Crisafulli, D'Ath, Dametto, de Brenni, Dick, Enoch, Farmer, Fentiman, Frecklington, Furner, Gilbert, Grace, Harper, Healy, Hinchliffe, Howard, Hunt, Janetzki, Jones, Katter, Kelly, King, Knuth, Krause, Langbroek, Last, Lauga, Leahy, Linard, Lister, Lui, Madden, Mander, McArdle, McDonald, McMahon, McMillan, Mellish, Mickelberg, Miles, Millar, Miller, Minnikin, Molhoek, Mullen, Nicholls, O'Connor, O'Rourke B, O'Rourke C, Palaszczuk, Pease, Pegg, Perrett, Pitt, Powell, Power, Pugh, Purdie, Richards, Robinson, Rowan, Russo, Ryan, Saunders, Scanlon, Simpson, Sorensen, Stevens, Stewart, Stuckey, Trad, Watts, Weir, Whiting, Wilson