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Phone (07) 3553 6344

FIRST SESSION OF THE FIFTY-SEVENTH PARLIAMENT

Tuesday, 30 August 2022

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TUESDAY, 30 AUGUST 2022



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.

SPEAKER'S RULING

Same Question Rule



Mr SPEAKER: Honourable members, I have considered the Health Practitioner Regulation National Law and Other Legislation Amendment Bill 2022 and the application of the same question rule. The same question rule is enlivened by a number of clauses. A motion to suspend standing order 87 would be required for these clauses to be considered. I seek leave to incorporate my full ruling circulated in my name.

Leave granted.

SPEAKER'S RULING—APPLICATION OF STANDING ORDERS TO HEALTH PRACTITIONER REGULATION NATIONAL LAW AND OTHER LEGISLATION AMENDMENT BILL 2022

I have considered the Health Practitioner Regulation National Law and Other Legislation Amendment Bill 2022 and the application of the same question rule.

An unusual feature of this bill is that amendments are predominantly organised thematically rather than sequentially—that is, by subject, not in order. Standing Orders are designed with a number of principles of bill making assumed. The primary principle is that an amending bill—that is, a bill amending an existing act—will make amendments in the primary act sequentially.

Another principle is that amendments are dealt with sequentially in the order in which they occur by clause or schedule. It is not possible to go backwards in consideration of a bill—that is, to a point in the bill which is before the latest decision of the House (SO 96).

A further issue that arises is whether the same question rule is offended. Multiple clauses in the bill revisit provisions of the act which will have already been considered and amended by earlier clauses of the amending bill. This is contrary to Standing Order 87 and therefore offends the same question rule.

Accordingly, I rule that the same question rule is enlivened by clauses 36, 37, 42, 48, 53, 79, 82, 93, 95, 101, 107, 108, 117, 142, 144 and 146 of the bill contrary to Standing Order 87. A motion to suspend Standing Order 87 would be required for these clauses to be considered.

REPORT

Office of the Speaker



Mr SPEAKER: Honourable members, I lay upon the table of the House the *Statement for public disclosure: expenditure of the Office of the Speaker of the Legislative Assembly for the period 1 July 2021 to 30 June 2022*.

Tabled paper: Statement for Public Disclosure: Expenditure of the Office of the Speaker of the Legislative Assembly for the period 1 July 2021 to 30 June 2022 [[1217](#)].


SPEAKER'S STATEMENTS

Absence of Member




Mr SPEAKER: Honourable members, I have received advice from the member for Southern Downs, Mr James Lister MP, as to his absence from the sittings of the House this week. The member's notification complies with standing order 263A.

National Forestry Day

 **Mr SPEAKER:** Honourable members, today is National Forestry Day. National Forestry Day is an initiative of the Australian Forest Products Association and Timber Queensland to raise awareness of forest industries nationwide. Australia's forestry industries support around 80,000 direct jobs nationally and another 100,000 indirectly, many of which underpin rural and regional communities. In Queensland our forest and timber industry supports 25,000 jobs and delivers \$4 billion annually to the state economy.

The trees that make up Australia's total plantation forestry estate store a vast amount of carbon, helping fight climate change—the same amount of carbon created by more than 56 million cars driving for a whole year. Today National Forestry Day will be marked by a function on the Green Deck at 1 pm. The function is hosted by the Parliamentary Friends of the Forest and Timber Industry. I thank the members for Maryborough and Gympie and Timber Queensland for delivering this event. I commend the event to the House.

School Group Tours

 **Mr SPEAKER:** Honourable members, I wish to advise that we are visited in the gallery this morning by students and teachers from St Bernardine's Catholic Primary School in the electorate of Alger, St Stephen's Catholic Primary School in the electorate of Alger and Emmanuel College in the electorate of Gaven.

PETITIONS

The following honourable member has lodged a paper petition for presentation and an e-petition which is now closed and presented—

Gympie, Health Services

Mr Perrett, from 6,537 petitioners, requesting the House to provide Gympie hospital with services and future development which the Government's own Clinical Services Master Plan says Gympie needs [\[1218\]](#), [\[1219\]](#).

The following honourable member has lodged an e-petition which is now closed and presented—

Patient Centred Care

Mr Andrew, from 5,677 petitioners, requesting the House to retain the established and respected principle of patient-centred care and vote against the Health Practitioner Regulation National Law and Other Legislation Amendment Bill 2022 [\[1220\]](#).

The following lodged e-petitions, sponsored by the Clerk are now closed and presented—

Trad, Ms J, Legal Costs

1,622 petitioners, requesting the House to authorise the release of the legal costs incurred regarding the Crime and Corruption Commission's investigation of allegations against the former Member for South Brisbane [\[1221\]](#).

Moreton Bay Regional Council

1,162 petitioners, requesting the House to consult with the community before changing the name of Moreton Bay Regional Council to Moreton Bay City Council [\[1222\]](#).

Dogs, Electric Collars

655 petitioners, requesting the House to remove any provisions in the Animal Care and Protection Act 2001 that permit the use of an electric collar on a dog and implement legislation to prohibit the use of electric or e-collars [\[1223\]](#).

Dogs, Choke Collars

496 petitioners, requesting the House to ban the use and sale of choke dog collars [\[1224\]](#).

Dogs, Prong Collars

601 petitioners, requesting the House to ban the use of prong dog collars [\[1225\]](#).

Councillors, Election to Higher Office

938 petitioners, requesting the House to ensure legislation is changed requiring Councillors to resign their current position prior to running for a higher elected office [\[1226\]](#).

Petitions received.

TABLED PAPERS

PAPERS TABLED DURING THE RECESS (SO 31)

The Clerk informed the House that the following papers, received during the recess, were tabled on the dates indicated—

19 August 2022—

- [1180](#) Transport and Resources Committee: Report No. 21, 57th Parliament—Subordinate legislation tabled between 30 March 2022 and 21 June 2022
- [1181](#) Legal Affairs and Safety Committee: Report No. 31, 57th Parliament—Oversight of the Queensland Family and Child Commission
- [1182](#) Legal Affairs and Safety Committee: Report No. 32, 57th Parliament—Subordinate legislation tabled between 30 March 2022 and 21 June 2022
- [1183](#) Queensland Rural and Industry Development Authority—Queensland Rural Debt Survey 2021

23 August 2022—

- [1184](#) Economics and Governance Committee: Report No. 31, 57th Parliament—Subordinate legislation tabled between 25 May 2022 and 21 June 2022

25 August 2022—

- [1185](#) Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022, explanatory notes: Erratum

29 August 2022—

- [1186](#) State Development and Regional Industries Committee: Report No. 26, 57th Parliament—Subordinate legislation tabled on 10 May and between 25 May and 21 June 2022

TABLING OF DOCUMENTS (SO 32)

STATUTORY INSTRUMENTS

The following statutory instruments were tabled by the Clerk—

Water Act 2000:

- [1187](#) Water Plan (Fitzroy Basin) (Postponement of Expiry) Notice 2022, No. 107
- [1188](#) Water Plan (Fitzroy Basin) (Postponement of Expiry) Notice 2022, No. 107, explanatory notes
- [1189](#) Water Plan (Fitzroy Basin) (Postponement of Expiry) Notice 2022, No. 107, human rights certificate

Taxation Administration Act 2001:

- [1190](#) Taxation Administration Regulation 2022, No. 108
- [1191](#) Taxation Administration Regulation 2022, No. 108, explanatory notes
- [1192](#) Taxation Administration Regulation 2022, No. 108, human rights certificate

Evidence Act 1977:

- [1193](#) Evidence (Domestic Violence Proceedings) Amendment Regulation 2022, No. 109
- [1194](#) Evidence (Domestic Violence Proceedings) Amendment Regulation 2022, No. 109, explanatory notes
- [1195](#) Evidence (Domestic Violence Proceedings) Amendment Regulation 2022, No. 109, human rights certificate

Evidence and Other Legislation Amendment Act 2022:

- [1196](#) Proclamation of remaining provisions, No. 110
- [1197](#) Proclamation of remaining provisions, No. 110, explanatory notes

Guardianship and Administration Act 2000:

- [1198](#) Guardianship and Administration Regulation 2022, No. 111
- [1199](#) Guardianship and Administration Regulation 2022, No. 111, explanatory notes
- [1200](#) Guardianship and Administration Regulation 2022, No. 111, human rights certificate

Geothermal Energy Act 2010, Greenhouse Gas Storage Act 2009:

- [1201](#) Geothermal Energy Regulation 2022, No. 112
- [1202](#) Geothermal Energy Regulation 2022, No. 112, explanatory notes
- [1203](#) Geothermal Energy Regulation 2022, No. 112, human rights certificate

Explosives Act 1999, Statutory Instruments Act 1992, Transport Infrastructure Act 1994, Transport Operations (Road Use Management) Act 1995:

- [1204](#) Statutory Instruments Regulation 2022, No. 113
- [1205](#) Statutory Instruments Regulation 2022, No. 113, explanatory notes
- [1206](#) Statutory Instruments Regulation 2022, No. 113, human rights certificate

Energy and Water Ombudsman Act 2006:

[1207](#) Energy and Water Ombudsman Regulation 2022, No. 114

[1208](#) Energy and Water Ombudsman Regulation 2022, No. 114, explanatory notes

[1209](#) Energy and Water Ombudsman Regulation 2022, No. 114, human rights certificate

Status of Children Act 1978:

[1210](#) Status of Children Regulation 2022, No. 115

[1211](#) Status of Children Regulation 2022, No. 115, explanatory notes

[1212](#) Status of Children Regulation 2022, No. 115, human rights certificate

Sugar Industry Act 1999:

[1213](#) Sugar Industry Regulation 2022, No. 116

[1214](#) Sugar Industry Regulation 2022, No. 116, explanatory notes

[1215](#) Sugar Industry Regulation 2022, No. 116, human rights certificate

MEMBER'S PAPER


The following member's paper was tabled by the Clerk—

Member for Southern Downs (Mr Lister)—

[1216](#) Nonconforming petition relating to the protection of Domville State Forest, Millmerran, from quarrying

MINISTERIAL STATEMENTS

Workforce Strategy

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for the Olympics) (9.35 am): Nothing is more important than having a good, decent job. Since 2015 our government has helped create more than 466,000 new jobs—good jobs leading to better services and allowing more people to enjoy our great Queensland lifestyle. The latest figures show that Queensland's unemployment rate has fallen to 3.8 per cent. This is a number unseen for more than a decade. It is yet further proof of Queensland's strong health response to the pandemic which has resulted in the strongest economic recovery in the country. The Queensland economy has grown by 7.8 per cent, putting Queensland streets ahead of the national performance. It is the culmination of our government's dedication to supporting existing industries whilst recognising and building the jobs of the future in clean green energy, hydrogen, biomedicine and defence industries, including partnerships with Rheinmetall and Boeing.

Our economy now has more jobs than workers to fill them. We estimate that over the next three years Queensland will need an additional 280,000 workers to keep up with the growth in our economy. That is the equivalent of the population of Cairns and Mackay combined. We recognised these shortages long ago and took steps to address them. We introduced measures such as free TAFE courses in key trades. The results have been astounding, with an 85.8 per cent increase in trainee and apprenticeship commencements. We have more than half of the national total of students undertaking vocational education in our schools, but more needs to be done.

Just as we did in the pandemic, we reached out to industry groups, employers and unions for ways to address these shortages. We held a Workforce Summit in March, and I want to congratulate the Minister for Training and Skills Development and her department for their work on this important issue. More than 350 people took part in this summit, and the result is the Queensland Workforce Strategy I released today. The key components of this strategy include \$74 million worth of new initiatives, including: the \$20 million Workforce Connect fund, supporting small businesses to recruit workers under-represented in our workforce, including women and those with a disability; \$7 million to extend the group training organisation Pre-Apprenticeship Program, supporting an additional 360 people to engage in a Certificate I program; \$5.6 million to establish a one-stop shop to facilitate the employment of migrants, refugees and international students; an additional \$5.45 million to expand this service to Townsville, Rockhampton and Sunshine Coast to help an additional 1,500 people; \$3 million to help migrants and humanitarian refugees settle in Queensland; the establishment of a skilled workforce attraction office to ensure Queensland remains the best state for interstate and international skilled migration; and \$4.6 million to extend the Gateway to Industry Skills Program, giving high school students a head start on jobs and qualifications in key industries.

Just last week I met students from Aviation State High School on Brisbane's north side. Along with school captains Eldo and John, I was able to tour the new \$8 million home of GE Aviation, servicing aircraft from across the Asia Pacific region. GE sponsors our Aerospace Gateway to Industry Skills


program. The partnership between GE and Aviation State High School means that high school students can start their qualifications while still at school, providing them with a runway to those jobs and providing the company with a workforce.

In Maryborough we turned the first sod on a new facility that will see Queensland trains built by Queenslanders for Queenslanders. I was joined by students from Maryborough High who now have clear, local career paths. For regional Queensland, it means generations will no longer have to leave their towns to find work. It is good for the local economy and good for our whole Queensland economy.

On Friday, I was at my local Glenala State High School with the education minister announcing a \$22.4 million investment in that school—the largest investment ever seen. These students want good decent jobs and we are doubling their trade skills centre. They will go from a school of 300 students to 1,200 next year. I am incredibly proud of the investment we are putting in our local schools. They will be able to do vocational training in three key areas—engineering, supply chain and automotive.

The shortages in our workforce impact across the entire economy. Later this week I will represent Queensland at the national Jobs and Skills Summit. We will work collaboratively with the federal government, unions and employers to address the national issues connected to these shortages, like affordable child care, wages and migration. As I have said often, there is dignity in work. It is what drives us as members of the Labor party. We will confront these challenges just as we have done throughout the pandemic, and Queensland will be stronger than ever.


Women in Sport

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for the Olympics) (9.40 am): This Saturday, Brisbane is set to come alive with fireworks both on and off the field. Riverfire kicks off the Brisbane Festival but, before that, thousands of football fans will make their way to Suncorp Stadium to see the Matildas take on Canada for an international friendly. I will be there with the green and gold with around 25,000 other fans, cheering on our women. Saturday's match is expected to contribute more than \$3.7 million to the economy and is an exciting insight into what is ahead as we prepare to co-host the world's largest women's sporting event—the FIFA Women's World Cup 2023. Brisbane will host eight matches, with the first kicking off in just under a year's time at Suncorp. The FIFA Women's World Cup is forecast to generate \$30.5 million for Queensland. I would like to congratulate Football Australia on their successful bid which will bring this event to our shores. This is only the beginning as we embark on our green and gold runway towards the Brisbane 2032 Olympic and Paralympic Games.

Our government is invested in the future of women's football and sport. Since 2015, we have approved more than \$35 million in funding to support football in Queensland, including more than \$21 million for capital projects. More broadly, under our Activate! Queensland Strategy, we are encouraging more women and girls to take part in regular physical activity. We want to enhance women's leadership in sport through a gender equity target of 50 per cent female representation on funded, state level sporting organisation boards by 2029. We have also approved more than \$13 million on 26 female-friendly facility projects. We support female participation and gender equity in sport from the field to the boardroom. That is why today I am honoured to become a Legacy '23 ambassador. The Legacy '23 program is about delivering tangible outcomes for the next generation of Queenslanders and Australians.

Hosting the Women's World Cup 2023 offers a unique platform to create positive change and empower women and girls to pursue opportunities both on and off the sporting field. As female participation in football grows, my hope is that we will also see growth in women in leadership shaping the future of Australian sport. We have come a long way since the first game of women's football in Australia was played at the Gabba just over 100 years ago. You can only be what you can see. What better way to continue to inspire the next generation of girls than by watching their female sporting heroes this weekend at Suncorp.


Green, Mr P

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for the Olympics) (9.43 am): Paul Green was a very good Rugby League player and a premiership winning coach. He was a Wynnum Manly Seagulls junior who won a Rothmans Medal playing for Easts. In the NRL he was outstanding for the Broncos, Cronulla, the Roosters, the Eels and the Cowboys. He was selected for Queensland and Australia. Of course, as a coach, he took the Cowboys to victory in perhaps the greatest grand final of all—2015 against the Broncos.

More importantly, to his family, he was a husband, a father, a son and a brother. Whenever we lose someone who was in the public eye, we all feel it, but nothing can compare with the pain of Paul's family and his closest friends. As people gather today for a service and public memorial, I offer my deep sympathy and that of our government. The member for Lytton has leave of the House to attend on our behalf. We know how keenly she felt Paul's death.

We also know that Paul Green's family is not alone in mourning the death of someone dear. Every loss leads to hurt and grief for a family somewhere. It also brings up questions that we all struggle with—questions about why and about what we can do to prevent it. Support is always available and no-one should ever be afraid to ask. Sadly, it happens too often, but we will continue to do what we can. Today, we pay tribute to Paul Green's life and success. Our hearts go out to his wife, Amanda, and their children and to his parents and all of his family. We remember him for what he gave, as we remember everyone who has been lost to us.

Workforce Strategy


 **Hon. SJ MILES** (Murrumba—ALP) (Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympics Infrastructure) (9.44 am): In 2020 the Palaszczuk government took decisive action to safeguard the health of our community, and it worked. Because of our strong health response and economic recovery plan, we have seen our state economy grow by 7.8 per cent since before COVID-19. Unemployment is now at a low of 3.8 per cent. Employment has increased by 213,300, or 8.3 per cent, since March 2020—the largest increase in employment of all states and territories. There are now more Queenslanders in jobs than before the pandemic, but we cannot stop there because if we take the right actions now we can make sure Queensland's brightest days are ahead of us. We can secure our great Queensland lifestyle, create even more jobs and deliver better services.

Our 10-year pipeline of projects in the lead-up to the 2032 Olympic and Paralympic Games will transform Queensland. Over the next 20 years, Brisbane 2032 is set to deliver \$8.1 billion in benefits to Queensland and create 91,600 full-time equivalent jobs per year. The games will drive new investment in infrastructure, tourism, trade, industry and community that will grow Queensland's economy. In the next decade, we will also make Queensland a renewable energy superpower. We will export Queensland sunshine as hydrogen and encourage local large-scale manufacturing to secure a greater share of the value chain. Not only are we creating thousands of new industry hydrogen and renewable energy jobs, we are also creating good, secure jobs in manufacturing and the supply chain.

The next decade is one of significant opportunities for Queensland, and our people will be critical for this vision for Queensland to succeed. The Queensland Workforce Strategy is central to ensuring the skills and capabilities of our workforce. The strategy focuses on delivering a strong and diverse workforce ready to seize today's jobs and adapt to future opportunities. We are already investing \$1.2 billion in the training, development and growth of our workforce. This includes almost \$50 million towards renewable energy and hydrogen training and skills infrastructure, including a new apprenticeship training centre at Beenleigh, a new training facility at Bohle TAFE in Townsville, a new Pinkenba renewable energy training facility and upgraded facilities at Gladstone State High School to prepare students for future jobs. Our investment will ensure highly skilled technicians are available to support the development of the hydrogen industry and capture the new jobs that will be created.

We are also committing an additional \$70 million towards new initiatives through the strategy aimed at increasing the size, skills and adaptability of the state's broader workforce. I look forward to joining the Premier, the Treasurer, Minister Farmer and all of our ministers at the launch later today. For Queensland to continue to thrive, we need the skilled workforce that will allow us to take full advantage of the opportunities ahead. We are ensuring Queensland has a ready workforce to support growth, strengthen our communities and keep Queensland at the forefront of new economic opportunities.


Workforce Strategy

 **Hon. CR DICK** (Woodridge—ALP) (Treasurer and Minister for Trade and Investment) (9.48 am): Day after day, week after week, we see further proof that Queensland's strong health response to COVID-19 underpins our nation-leading economic recovery. We have experienced stronger growth in domestic economic activity than the rest of Australia. Business conditions are higher than the national average. Queensland has achieved faster workforce participation growth and a record level of merchandise exports. The resilience and strength of Queenslanders puts us in the best possible position as we look to the future.

Queensland is in a strong position to capitalise on a wealth of opportunities that lie before us. That means creating more jobs in more industries. It means Queenslanders having the skills they need to fill those jobs to take new opportunities as they arise. Coupled with our great Queensland lifestyle, the skills and dedication of Queenslanders will extend our competitive advantage. It is our workforce and our people that will drive Queensland's competitive advantage and attract new investment. In addition to Queensland's traditional industries, we look forward to the opportunities that will come from new sectors including new economy minerals, advanced manufacturing, defence and aerospace, and creative and digital services.

Through our Queensland Workforce Strategy 2022-2032, we are continuing our investment in Queensland's workforce. We are committed to continuing to invest in training opportunities to upskill Queensland workers. We want to help all Queenslanders, young and old, to enter the workforce and remain there in secure, fulfilling careers. The Queensland Workforce Strategy will support our industries, businesses and communities to develop, skill and grow their workforces, and this workforce strategy will support the Palaszczuk Labor government's determination to deliver the long and prosperous future that Queenslanders deserve.

Trade to Teach

 **Hon. G GRACE** (McConnel—ALP) (Minister for Education, Minister for Industrial Relations and Minister for Racing) (9.50 am): In the same week that the nation debates our future jobs and skills needs in Canberra, I am delighted to announce today a new \$10 million Trade to Teach pilot program which will support tradespeople to transition to a career in teaching. It is part of the Queensland Workforce Strategy. We know that good jobs are key to better services and enhancing our great lifestyle here in Queensland, and that is why the Palaszczuk government is stepping up and delivering.

The Trade to Teach internship pilot program is designed to boost the number of ITD—industrial technology and design—teachers in Queensland state secondary schools and, in doing so, help build the pipeline of skilled trade workers to meet our future workforce needs. Modelled on our nation-leading Turn to Teaching program, Trade to Teach is an earn-and-learn model where tradespeople receive financial support, income, mentoring and classroom teaching experience while completing their teaching degree. Thirty eligible tradespeople will receive a \$20,000 scholarship in their first year of study and a paid internship while teaching part-time in a school for the remaining years of their initial teacher education undergraduate degree. The intake of 30 tradespeople will start their teaching degree in 2023, commence as interns from 2024 and be permanently employed and teaching in the classroom in 2027.

This is a great opportunity for people with a trade qualification who want to pass on their knowledge and passion for their trade to now make the switch to teaching. Importantly, while the pilot is designed to address teaching shortages in ITD, it will also help address a critical need for industry in Queensland which is crying out for workers with trade skills, which the industry partners we are working with have greatly welcomed. This is about ensuring more quality ITD teachers and the future supply of skilled tradespeople in industries such as resources, engineering, mining, fabrication and construction.

I would like to sincerely thank my Assistant Minister for Education, the member for Keppel, as chair of the Trade to Teach working group, as well as all members of the working group, who have been the driving force behind this exciting new internship program. I encourage tradespeople to register their interest via the Teach Queensland website.

I would also like to take this opportunity to remind everyone that our public servants work hard for the people of Queensland every single day. Over the last week, some have been made to feel unsafe at work through the unacceptable actions of some CFMEU members and by people who harassed—

Opposition members interjected.

Mr SPEAKER: Order, members!


Ms GRACE: I do not find that funny at all. I am not sure why we are getting laughter from those opposite.

Mr Bleijie interjected.

Mr SPEAKER: Members to my left! The Deputy Leader of the Opposition will cease his interjections.

Ms GRACE: And by people who harassed and threatened Department of Education staff following disciplinary decisions. I want to make one thing clear: these actions are totally unacceptable and the Palaszczuk government strongly condemns them.

Workforce Strategy

 **Hon. DE FARMER** (Bulimba—ALP) (Minister for Employment and Small Business and Minister for Training and Skills Development) (9.54 am): Today we are so pleased to launch *Good people good jobs: Queensland Workforce Strategy—a 10-year strategy to address workforce shortages in Queensland*. We are in the enviable position of having an economy that is so strong that we have created more jobs than we have people to fill them—213,000 jobs since before COVID, and Jobs Queensland predicts that we will have created another 281,000 jobs by 2025. The strategy we are announcing today is the outcome of our Queensland Workforce Summit earlier this year and much further consultation, and it will lead in to the important national Jobs and Skills Summit being held at the end of this week where the Premier will represent Queensland. Our first action plan will deliver a \$70 million package of initiatives from now until 2025.


We know there are 190,000 people in Queensland who are currently employed but would like to work more hours. Lifting participation rates among people who face barriers to employment—women with children, First Nations people, people from multicultural backgrounds, people with disabilities, older people—could bring an additional 170,000 people into the workforce. We also know that employees are thinking differently about what they want out of work. Employers need to now provide the right environment to make workers stay. Through initiatives like our \$20 million Workforce Connect Fund and new industry workforce advisers, a new skilled workforce attraction office, our Diverse Queensland Workforce program, our program to help migrants and humanitarian refugees settle in Queensland, and our First Nations training strategy, we will connect employers, including small businesses, with workers who may be different to those they have been used to and will help them to rethink the ways they retain staff.

Queensland already invests over \$1.2 billion into training each year. As a result of that investment we have seen an 84 per cent increase in the number of people starting apprenticeships and traineeships. That is a pipeline of workers for the future. We will add to that training with a train-and-retain strategy to help make sure our apprentices and trainees complete their training, a pre-apprenticeship program to help students make the right career choices and the extension of free TAFE and our micro-credentialing program, and we will conduct a major review of the way we deliver vocational education and training in Queensland, including in our schools, and the way it intersects with the university sector to bring a razor-sharp focus on training in Queensland, meeting workforce needs now and in the future.

Over 50 per cent of the students in Australian schools who do apprenticeships and traineeships do so in Queensland. We need industry connected to those students and for students to make informed career choices, so our strategy includes \$4.6 million to expand our Gateway to Industry Schools program, regional school industry partnership managers, and a career education program for students in years 7 to 10. We know that workforce approaches must be connected to local needs. What works in Toowoomba is not going to work in Cairns, Longreach or the Gold Coast; it must be locals working together to grow their own. We will fund local partnerships and local skills and job creation initiatives that meet the needs of each region.

This strategy is not the job of government alone. It means working together across industry, communities and all levels of government. We will have an industry and community round table to help oversee its implementation. We look forward to working with the Albanese government and coordinating Queensland's workforce plan with the national strategy to deliver good jobs for all Queenslanders.

Ambulance Service; Health System

 **Hon. YM D'ATH** (Redcliffe—ALP) (Minister for Health and Ambulance Services) (9.57 am): The scarcity of labour has hit every part of our economy, but nowhere is this more important than in the health sector. There is now more competition than ever to recruit and retain health workers so that we can service the ever-growing hospital demand that all jurisdictions are seeing. For Queensland to remain the prime destination for health workers across the world, I can advise the House that on 27 September Queensland Health will be hosting a health workforce summit. This summit will gather together more than 250 pre-eminent health stakeholders to develop a plan on how we can continue to deliver secure and fulfilling jobs to Queensland's world-class health professionals, and I am looking forward to attending.

Queensland is well positioned to lead this conversation, with a proven track record of backing and recruiting our staff, with over 15,000 brought on since 2015. Most recently, I announced that we would be employing an additional 770 nursing graduates a year for the next two years, on top of our existing annual intake, as well as an additional 100 clinical facilitators each year for the next two years.

In addition, this week the Queensland Ambulance Service will release its next five-year strategy. The objectives, directions and actions in the strategy will reinforce QAS's mission to deliver timely, quality and appropriate patient focused ambulance services to all Queenslanders. Building on this work, QAS is working on delivering its new 2022-23 operational plan that will build closer collaboration with health partners across planning, operations, data sharing and service design, embed the QAS clinical hub as part of the broader virtual care agenda, and develop a new workforce strategy with a focus on inclusion, culture and capability.

By backing our frontline workers, we have been able to prepare for the worst of the COVID-19 pandemic, but the reality is that there are enormous pressures facing our health system. Pressure is evident in documents recently released in relation to significant incident reviews undertaken by the Queensland Ambulance Service. The information highlights the immense pressures on our QAS staff to categorise patient priority and dispatch vehicles and the difficulties associated with meeting increasingly complex ambulance patient demand in the midst of a COVID-19 wave that pushed our health system to the limit.

Without commenting on individual matters due to privacy, some of the cases identified are heartbreaking. Unfortunately, due to the nature of cases QAS respond to or the nature of their illness or injuries, people sometimes pass away prior to receiving care, during care or after the discharge of care from the QAS. The findings of significant incident reviews are made with the benefit of hindsight and ample time to analyse the complex, multifactorial issues. This does not replicate the operational decision-making environment confronting our QAS staff in their daily duties. Of course there will always be opportunities to improve, but I want to pay tribute to the work of our QAS staff and acknowledge the care they deliver to Queenslanders each and every day.

Working closely with my department, we are continuing to strive to improve system performance and expand our bed base through the Queensland health plan, a \$9.785 billion plan over six years, bringing online an additional 2,509 beds. This is in addition to working closely with the federal government on issues such as long-stay aged-care and NDIS patients. I would urge caution to those peddling false hope with simplistic slogans. There are complex, multifactorial pressures with significant work underway across the country to incrementally improve our universal health system. I commend the health workforce for striving every day to deliver for Queenslanders.

Brisbane Festival



Hon. LM ENOCH (Algeria—ALP) (Minister for Communities and Housing, Minister for Digital Economy and Minister for the Arts) (10.01 am): Brisbane Festival 2022 starts this weekend with a bang. This year's festival features a showcase of extraordinary Queensland artists and organisations presenting bold new works and sharing inspiring stories. The Palaszczuk government proudly supports Brisbane Festival to engage audiences, connect community and bring vibrancy to cultural venues and the city's streets. Brisbane Festival provides important employment opportunities for our local artists and arts workers, with more than 1,100 Queensland artists featured in this year's festival including more than 160 First Nations artists. Last year's festival reached an audience of 1.5 million, attracted 80,000 visitors to Brisbane and contributed an estimated \$36 million in economic benefit. This was a great boost at a time when the state was still recovering from the effects of COVID.

This year there are more than 580 performances, including 230 free presentations, with 22 new works. Audiences will see 41 Queensland arts organisations featured over the 23 days of the festival, with amazing productions of performances from homegrown companies including Australasian Dance Collective, Camerata, Little Red, The Farm, Shake & Stir, and Dead Puppet Society—just to highlight a few. Must-see First Nations festival works include the opening night Jumoo smoking ceremony as well as the premiere of Alethea Beetsen's *Queen's City* and the page-to-stage adaptation of Anita Heiss's wonderful book *Tiddas*, co-produced by La Boite Theatre and QPAC. Queensland Theatre will present a groundbreaking trilingual production of *Othello*, set in the Torres Strait during World War II, creating a unique and distinctive theatre experience.


Townsville's Dancenorth will return to Brisbane to premiere a powerful fusion of dance, music and visual art in *Wayfinder*, created in collaboration with artist Hiromi Tango. Brisbane Festival 2022 sees the return of festival favourites such as the annual Riverfire by Australian Retirement Trust, which

will dazzle crowds in the festival's opening this weekend. This year the Palaszczuk government is also supporting two new community programs, Dance Halls and Nightwalks with Teenagers, which will highlight the important role arts engagement can play in delivering social outcomes.

The Palaszczuk government has announced \$50 million over four years to accelerate the growth of arts in Queensland through the next action plan of our 10-year road map for arts, culture and creativity. It is only 10 short years until the Brisbane 2032 Olympic and Paralympic Games when uniquely Queensland cultural events like Brisbane Festival will be showcased to global audiences on an international stage. I invite all members, locals and visitors to enjoy Brisbane Festival 2022.

Mr SPEAKER: I ask members to please keep their comments quiet. It is difficult to hear with some of the background noise that is occurring.

Buy Queensland

 **Hon. MC de BRENNI** (Springwood—ALP) (Minister for Energy, Renewables and Hydrogen and Minister for Public Works and Procurement) (10.04 am): The Palaszczuk government always puts Queenslanders and good, decent, secure jobs through economic growth first. Our government now invests over \$18 billion buying goods and services. That is huge; it is more than the GDP of 75 nations. Through our Buy Queensland procurement approach we are committed to not just buying but also using this investment to build thriving Queensland businesses.


Since the Buy Queensland procurement approach was adopted by this government in September 2017, \$48 billion has been invested with Queensland businesses. That is \$48 billion to more than 64,700 Queensland businesses from Coolangatta to Charleville, Coorparoo to Cloncurry and right up to the cape including to train builders in Maryborough. I pay tribute to the trade union movement and the Queensland business community, who have worked together with us to progress this agenda and contribute to the state's economic success and jobs story. As a result, our economy is 7.8 per cent larger than before COVID, ahead of the national average of 6.9 per cent, and Queensland unemployment is now down to just 3.8 per cent.

It is our policy framework and Queenslanders' pandemic effort that together have delivered greater value and built more decent, secure jobs and Queensland businesses. We have also ensured that our investment drives economic, environmental and social outcomes that benefit all Queenslanders. In 2020 we set a target, a personal best, of investing 25 per cent of the government spend with Queensland small and medium enterprises. I am proud to report that our government smashed that record during 2020-21, hitting 28.3 per cent. Today I can release the 2021-22 procurement statement, and I table that document for the benefit of the House.

Tabled paper: Queensland Government: Procurement Statement 2022 [\[1227\]](#).

In 2022 we are taking Buy Queensland to the next level as we set up to maximise the 20-year pipeline of Olympic and Paralympic opportunities. I can inform the House that I joined the Minister for Small Business, the member for Stafford and the CEO of the Chamber of Commerce and Industry Queensland at Office National in Stafford just last weekend to announce a new Queensland government procurement target. We can announce that we will now source at least 30 per cent of our procurement from Queensland small and medium enterprises. That is a \$300 million injection into Queensland's small and medium businesses. We will also make it easier to supply to government with our future procurement system, a single-point supply portal and tendering platform, because our policy is Buy Queensland. That means backing Queensland jobs by backing the businesses that employ them. That is exactly what Queenslanders want from their government. What our policy does is deliver good jobs and better services—delivered by Queenslanders with the skills they need and keeping Queensland taxpayer dollars right here in Queensland.


Fire and Emergency Services, Personnel

 **Hon. MT RYAN** (Morayfield—ALP) (Minister for Police and Corrective Services and Minister for Fire and Emergency Services) (10.07 am): Tomorrow a record 92 firefighter recruits will be on parade at the Queensland Fire and Emergency Services School of Fire and Emergency Services Training. These are good jobs that will deliver better services for Queenslanders to support our great lifestyle through a safer community. These 92 recruits are from six recruit courses and are at various stages of their training program. We have never seen this many recruits at the fire academy at one time. It marks a major milestone in the progress towards the government's election commitment to deliver 357 additional firefighters over five years.

As many of us already know, Queensland's firefighters are amongst the best in the world and they are professional in every respect. To maintain this capability Queensland Fire and Emergency Services regularly run training courses and skills workshops to keep staff across all disciplines of fire, rescue and emergency response at the top of their game. Constant and consistent training ensures staff are at the forefront, ensuring Queenslanders can maintain the lifestyle they enjoy in our beautiful state, can feel safe and can feel secure in the face of disaster and emergency. One particular skill is the internationally recognised disaster assistance response capability.

The Aus-1 disaster assistance response team is managed through our world-class Queensland Fire and Emergency Services and is made up of full-time and volunteer members including firefighters, communications operators, doctors, engineers, paramedics, hazmat specialists, mechanics and canine handlers. Currently there are 26 rescue technicians undertaking a four-week urban search-and-rescue course at the academy. On completion of the course there will be 383 Aus-1 disaster assistance response team members across all disciplines. In that four weeks, the participants will cover a variety of search-and-rescue techniques at the academy including training at the technical rescue training cell, where a large earthquake building collapse scenario has been established. These technicians hold specialist skills used every day to support Queensland communities and maintain our international capability as part of the Aus-1 DART capability. World-class training and good jobs supporting better services is further proof of how great the Queensland lifestyle is.

Department of Transport and Main Roads


 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.10 am): The Palaszczuk government backs skills, opportunities and job development. This morning our commitment to initiatives like free TAFE and the Workforce Strategy to connect Queenslanders with good, secure jobs is clear. In Transport and Main Roads we foster an environment that supports staff to progress and encourages graduates, trainees and apprentices into the workforce right across the state.

TMR is currently recruiting for the next generation of graduate engineers, surveyors, accountants, environment officers and procurement professionals—71 to be precise. This is up from the last round of 48. These new recruits will join the team and become part of one of the country's best graduate programs, as voted by previous graduates. Not only that, but through our project delivery we are supporting contractors to onboard trainees and apprentices, building skills as they build roads and railways.

Through RoadTek, apprentices and trainees are engaged to support their qualification with good, secure employment. The department also offers a two-year schools based traineeship for Queensland's First Nations people. This initiative gives students the opportunity to work towards a vocational qualification. I am proud of the work that my department has undertaken in this space, with 215 apprentices and trainees currently employed over the past five years in the trades of construction, electrical engineering and business. More apprentices no doubt will work on the Queensland-made trains at Torbanlea near Maryborough, where the Premier, the assistant minister and I turned the first sod on early works last week.

We live, we train, we skill up and we employ. We do not cut like those opposite did. Some 2,800 Transport and Main Roads staff had their jobs cut by the members opposite. Look at them: the members for Broadwater, Kawana, Everton, Glass House, Surfers Paradise and Clayfield—the old gang is still here. Members can be assured that the Palaszczuk Labor government backs workers, backs jobs and backs pathways to work. With the new federal Albanese Labor government working cooperatively with Queensland, we will see more jobs and more skills for Queenslanders.

CFMEU, Protest

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.12 am): I wish to update the House on a matter raised last week following a gathering at the TMR offices on Mary Street. As I noted last week, this behaviour was disgraceful and I condemn the actions of those who made the staff in my department feel unsafe in their workplace. I have called on the CFMEU to issue an unqualified apology to those workers impacted, and I am still waiting. Queensland police are investigating the matter, and I support any enforcement action that needs to take place. I also put on the record of the House that I had no prior knowledge of this action, despite the disgraceful slurs of those opposite.

Mr Mander interjected.

Mr SPEAKER: The member for Everton will cease his interjections.

Mr BAILEY: I was scheduled to speak but, due to mandatory attendance at the Tuesday morning meeting of the Cabinet Budget Review Committee, I was unable to attend and instead a prerecorded video message was provided.

Opposition members interjected.

Mr SPEAKER: Members to my left will cease their interjections.


Mr BAILEY: My department received notification of this as soon as CBRC conflicted in my diary on Monday morning, and alternative plans were put in place to record the video address.

Every person has the right to feel safe in their workplace, whether it is from the recent actions of the CFMEU or from being sacked from their jobs by those who assured them that they would not be. We remember your record; we know you are in control. The old Newman government is here and you will be exposed, I can assure you.

Mr SPEAKER: Order, members! I will issue a general warning today that comments will be directed through the chair for the dignity of the House and to ensure that personal attacks are not forthcoming.

REPORT

Office of the Leader of the Opposition


 **Mr CRISAFULLI** (Broadwater—LNP) (Leader of the Opposition) (10.15 am): I lay upon the table of the House the report of expenses for the office of the Leader of the Opposition for the period 1 July 2021 to 30 June 2022.

Tabled paper: Public Report of Office Expenses for the Office of the Leader of the Opposition for the period 1 July 2021 to 30 June 2022 [[1228](#)].

QUESTIONS WITHOUT NOTICE

Mr SPEAKER: Question time will conclude today at 11.15 am.

Cabinet

 **Mr CRISAFULLI** (10.15 am): My question is to the Premier. Why did the Premier cancel cabinet last week instead of handing control to the Deputy Premier to chair, as per the Cabinet Handbook?

Mr SPEAKER: Before I call the Premier, can I ensure that questions are heard in silence. I have made myself clear in terms of the expectations of the House. That goes for both sides.

Ms PALASZCZUK: As Premier of this state for now over seven years, I think I know a lot more about cabinet than those opposite. I know a lot more about governing. The misrepresentation by the Leader of the Opposition is disgraceful. Those opposite do not respect cabinet; they do not understand cabinet. The member for Kawana apparently told the press that the former premier used to shout at ministers, demanding to know answers on different issues. That is not how a good cabinet meeting operates. Those opposite knew so much about—

Mr Bleijie interjected.

Mr SPEAKER: Pause the clock. Deputy Leader of the Opposition, I have already had to caution you once today. You are warned under the standing orders. Member for Coomera, you are also warned under the standing orders. Your interjection was designed to interrupt and I did not want to do that to the Premier.

Ms PALASZCZUK: Those opposite knew so much about cabinet that when they designed the cabinet room in 1 William Street they actually forgot the cabinet table. In fact, they built a courtroom design where they had microphones. I am advised that the then premier instructed that there be a mute button so that he could mute the different ministers that he did not like speaking! That is how much those opposite know about cabinet. There were reports during the Newman years about a particular cabinet meeting where there was screaming and yelling, where public servants were abused—

Mr POWELL: Mr Speaker, I rise to a point of order.

Mr SPEAKER: Pause the clock. There is a point of order, Premier.

Government members interjected.

Mr SPEAKER: Members to my right. I will hear the point of order.

Mr POWELL: Relevance, standing order 118(b). The question was about cabinet last week and why it was not handed to the Deputy Premier to chair.

Mr SPEAKER: The Premier is speaking to matters relating to cabinet and I will allow the answer.

Ms PALASZCZUK: I also used to tutor on Australian politics and how cabinet operated, so I can explain to those opposite that subcommittees of cabinet are decision-making bodies. We had five subcommittee meetings last week. In fact, cabinet subcommittees met for a total of around seven to eight hours, so the business of governing was carried out. I know that those opposite do not understand governing, because all they did was pick fights and yell at public servants.

Dr Miles: Sacked them.

Ms PALASZCZUK: I take the interjection: they sacked public servants. In fact, it will soon be the 10-year anniversary of that wonderful budget by the member for Clayfield. We are looking forward to hearing about that.

Cabinet

Mr CRISAFULLI: Mr Speaker—

Mr Nicholls interjected.

Mr SPEAKER: I am sorry, but the member for Clayfield was interrupting the opposition leader.

Mr Nicholls: I was actually responding to the Premier.

Mr SPEAKER: I appreciate that, but, members, questions need to be heard in silence.

Mr CRISAFULLI: My question is to the Premier. With Queenslanders stuck in ambulances at the end of a hospital ramp, living in cars because they cannot put a roof over their heads and fearing for family safety as young criminals run free, why did the Premier not delegate to the Deputy Premier to chair the cabinet meeting?

Ms PALASZCZUK: I am happy to continue talking about how cabinet operates because those opposite have no understanding. Let us go back: in 2012 there was hardly anyone who had any experience of being a cabinet minister, not understanding how cabinet operated and the fact that decisions are made by consensus.

Ms Grace: At least that's how we operate.

Ms PALASZCZUK: That is right. Having won three elections, I do actually understand how—

Mr Crisafulli: The hubris!

Ms PALASZCZUK: No, the people of Queensland decide. I have charged the Deputy Premier with a really important subcommittee, and that is the infrastructure cabinet subcommittee which the Deputy Premier chairs. On Monday the Deputy Premier was actually Acting Premier. It would be very alarming to see those opposite grace the cabinet table because from what we know—and let me say it very clearly—the Greens are doing more work in this House than those opposite with more private members' bills and raising more policy issues.

A government member: No ideas!

Ms PALASZCZUK: That is right: no new ideas. Today we are talking about the workforce strategy.

Mr Crisafulli interjected.

Ms PALASZCZUK: You checked out of Broadwater.

Mr SPEAKER: Order! Pause the clock. Premier, I ask that you direct your comments through the chair for the benefit of the House.

Ms PALASZCZUK: We on this side of the House understand how important jobs are, and that is why today we have released our workforce strategy, recognising that 280,000 jobs are needed for Queensland by 2024-25. Do members know what? We are prepared to work with the Albanese Labor government at the skills summit. I had the opportunity to speak with the Prime Minister yesterday. I mentioned that we were releasing our workforce strategy today because we are doing the groundwork because we are such a decentralised state to understand where those skills are needed for the future. I note that there are some young students in the gallery today. This workforce strategy will enable them to have the skills that they need for the good, decent jobs of tomorrow.

Train Manufacturing

Mr SAUNDERS: My question is of the Premier and Minister for the Olympics. Will the Premier update the House on how the Palaszczuk government's \$7.1 billion investment in train manufacturing is helping communities like the great city of Maryborough?

Ms PALASZCZUK: Another great decision of our cabinet meeting was to approve the multibillion-dollar investment of trains being manufactured in the great city of Maryborough. I remember going to Maryborough when I was in opposition and shops were closed and people were leaving the town. The current opposition back then under the Newman government had slashed services and that city had little hope for the future. I will tell the House what that great member over there has done. He has stood up for that city and he has turned that city into a thriving town. It has brought Maryborough back to life and we will now be manufacturing trains in Maryborough. We recognise that manufacturing is central to this government.

I had the great honour along with the Minister for Transport and the member for Maryborough to go to Torbanlea where we turned the first sod on the brand new train manufacturing facility that our Labor government is building for the city of Maryborough, and we were joined by students from Maryborough State High School. Why were those students there? Because that great high school is developing the skills and the training so that those students can choose to work in their town. That is about planning for the future. That is about saying to the young people of our state, 'We value you and we give you hope.' No longer do students have to think about packing their bags and moving to another city and not returning home, and this member for Maryborough has stood up and held himself accountable and proudly proclaimed that trains will be delivered from Maryborough. Not only that, this will create 800 jobs in a town that those opposite forgot and neglected.

A government member: Disability compliant.

Ms PALASZCZUK: That is right; I take the interjection. Of course, the new fleet will be manufactured for Cross River Rail in the lead-up to the 2032 Brisbane Olympic and Paralympic Games. It is where workers will build the new 65 six-car New Generation Rollingstock trains. That is what our government is planning for. We are planning for the future. We held our skills summit in preparation for the national skills summit and we have done the hard work. I look forward to talking about this workforce strategy at the skills summit later this week.

Cabinet

Mr BLEIJIE: My question is to the Deputy Premier. When was the Deputy Premier told he would be Acting Premier and when was he advised he would not fulfil his very serious obligations of chairing the full cabinet last week?

Dr MILES: One would think that if there was one topic the LNP would not go near it would be acting ministerial arrangements, because I can tell members one thing: when I am Acting Premier, the public knows about it, it is listed on a website, the media knows about it and there are no secrets while those opposite defend a former prime minister who took over half of his ministers' portfolios. He had his own cabinet subcommittee. He and Jenny could have a subcommittee meeting over dinner every night at the Lodge!

Those opposite have no credibility whatsoever when it comes to talking about acting arrangements and about disclosing those to the public. Those opposite also have no credibility whatsoever on cabinet meetings. So urgent was it for the Leader of the Opposition to race to a personal attack, he did not stop for one second to think, 'Hang on. Is this going to make me look silly? Will this make me look like a fool?' All he would have to do is look at his own published diaries to see that his own cabinet met just 10 times last year—just 10 times last year. Shadow ministers are paid \$62,000 a year. That means those plodders over there took home 6,000 bucks for every one of their 10 meetings last year. But it gets better, because have a guess how many times the Leader of the Opposition's diary says that shadow cabinet has met this year. More than 10 or less than 10? Is it eight? Is it six? No, it is zero!

The Leader of the Opposition's own diaries report that the shadow cabinet has not met once this year for the more than \$60,000 they take home. If there is one piece of advice for the chief hypocrite over there, it is stop for a second before you make low personal attacks and have a think about whether it is going to make you look like a fool or not.

Tabled paper: Extracts from the diary of the Leader of the Opposition, Mr David Crisafulli MP, for 2021 [\[1229\]](#).

Tabled paper: Extracts from the diary of the Leader of the Opposition, Mr David Crisafulli MP, for 2022 [\[1230\]](#).

Greater Springfield

Mrs MULLEN: My question is to the Premier and Minister for the Olympics. Will the Premier tell the House how Greater Springfield has contributed to jobs, skills, education and training over the last 30 years?

Ms PALASZCZUK: I thank the member for Jordan, a very strong advocate for Springfield. It was a great honour to attend with her the 30-year anniversary just last week. We know that our government, along with successive Labor governments, has continued to invest in the great city of Springfield. In fact, a decision of the Cabinet Budget Review Committee was to actually approve a new public hospital with Mater. That decision was made through the Cabinet Budget Review Committee.

Mr Hinchliffe: Sounds like a government at work!

Ms PALASZCZUK: That is right—cabinet governing. These different committees actually make a lot of decisions. It is not just the cabinet. For those opposite, when we have ministerial forums—guess what?—cabinet does not meet because the ministers are out talking to people. I just want to put on the record about these deliberative, decision-making bodies that are actually cabinet committees. I am happy to educate those opposite at any time.

A former government built the highway out to Springfield. We have also commenced the Springfield railway station. The member also advocated really strongly for the car parks and we are going to have a new AFL stadium there. Every time I go out there there seems to be more and more residential houses which means, of course, new schools. It is fantastic to see that the educational facilities are state of the art, delivering good, quality education to those communities.

I congratulate Maha, Bob and Raynuha and the entire Springfield City Group. They understand that it is an area where they can work, live and play. Their ideas about attracting businesses to the region—if you go back 30 years, no-one wanted that land—it was through their initiative and drive that they were able to see that there was a future for this area and now it is home to thousands of families.

We had the opportunity to hear the personal stories of people who are living there. I was particularly touched by Diane Miller's story. She actually goes out at night and collects the rubbish—she has been doing that for many years; and also to hear how people have recovered from that dreadful hailstorm that went through and how the community pulled together. Happy 30 years to Springfield and may there be a bright 30 years to follow.

Cabinet

Mr WATTS: My question is to the Premier. The Premier says the reason the Deputy Premier did not chair cabinet last week was because he was chairing the infrastructure subcommittee. How often does the subcommittee meet at the same time as cabinet?

Ms PALASZCZUK: I understand the member is the shadow cabinet secretary.

Dr Miles: Not a lot of minutes to take at those meetings!

Ms PALASZCZUK: Not many minutes have been taken at those meetings. No policies. Here we are releasing our workforce strategy for the skills summit. There are no skills over there. Think about this for a moment: the two Greens members are working harder than this mob. Honestly! The Greens members will take that. They are doing more work than this shadow cabinet. As the Deputy Premier said, how many meetings this year?

Dr Miles: Zero! None!

Ms PALASZCZUK: Zero shadow cabinet meetings this year.

Opposition members interjected.

Ms PALASZCZUK: Am I not telling the truth? Are you taking a point of order? Is there a point of order? How many times has the shadow cabinet met? There is no point of order. They are not asking me to withdraw.

Government members interjected.

Mr SPEAKER: Order! Members to my right.

Ms PALASZCZUK: I am happy to stand corrected, but the diaries are the record. I am prepared to discuss policy in this House every single day. On this side of the House we are absolutely backing the people of this state through jobs in our workforce strategy. Two hundred and eighty thousand jobs are needed.

Mr POWELL: Mr Speaker, I rise to a point of order on relevance, 118(b). For two minutes the Premier has been answering a question, but not the question, which was: how often does the cabinet meet at the same time as the subcommittee?

Mr SPEAKER: Premier, there are some specific elements of the question which do need to be addressed. I would ask you to come back to the question as asked.

Ms PALASZCZUK: Unlike those opposite—they probably did not have an infrastructure cabinet subcommittee.

Dr Miles: Because they did not build anything!

Ms PALASZCZUK: That is right. I take the interjection. They did not build anything. 1 William Street? Sorry, they did not build that either. But they did sell things. That must have been a doozy of a cabinet meeting. 'What are we going to do today? We are going to sell off some schools.' 'What are we going to do today? We are going to sack some Public Service workers.' 'What are we going to do today? Pick some fights with workers.' 'What are we going to do today? We are going to pick a fight with the lawyers.' 'What are we going to do today? The doctors.' 'What are we going to do today? Sack 4,000 nurses.'

Mr Powell interjected.

Mr Hinchliffe interjected.

Ms PALASZCZUK: Imagine being a fly on that wall. If those opposite cannot even have a shadow cabinet meeting, how can they—

(Time expired)

Mr SPEAKER: Member for Glass House and member for Sandgate, you are warned under the standing orders for quarrelling across the chamber.

Workforce Strategy

Mr HARPER: My question is to the Deputy Premier. Can the Deputy Premier outline to the House how the Palaszczuk government's workforce strategy will support jobs in Queensland?

Dr MILES: I thank the member for Thuringowa for his question. I know that he is a passionate advocate for more and better jobs in his region, making sure that people there have the skills that they will need to contribute to the economy of the future. This week the entire national debate—other than those opposite; everyone else—is about jobs and skills in the lead-up to the national Jobs and Skills Summit. The Palaszczuk government is contributing to that work on behalf of Queensland through our workforce strategy being released today. This workforce strategy will make sure that we have the skilled workforce we need to secure the jobs of the future here in Queensland to continue to deliver better services in Queensland and to protect our great Queensland lifestyle.

Over the next 10 years, as we deliver on the vision of the Olympic and Paralympic Games and centre Queensland as the renewable energy superpower for the world, this workforce strategy will make sure we have the people and the skills that we need, including in Townsville and Far North Queensland.

While we are absolutely focused on the jobs of Queenslanders, all those opposite have shown that they have is low personal attacks. The Leader of the Opposition had barely wiped all the egg off his face from the made-up laptop story when he went on to make a bigger fool of himself by focusing on when our cabinet meets. And now we know that their cabinet does not meet at all. Last year they met 10 times for a whopping \$6,000 extra pay for every meeting. My superior maths cannot even calculate a per-meeting cost for this year because you cannot divide \$62,000 by zero. Even a really good calculator will not do that.

It is time that we heard from the Leader of the Opposition. Is your team so bad that you will not even meet with them? It is no wonder that you have no policies, no ideas and no contribution to make because you cannot even have a meeting. They held no meetings while, on this side of the House, we are absolutely focussed on our workforce strategy, on creating the jobs of the future and on making sure that Queenslanders have the skills that the future economy needs. Those opposite cannot even do the job they have now as very well paid shadow ministers in this sham of a shadow government. I have never been in a shadow ministry but this one sounds pretty shadow.

Cabinet

Ms SIMPSON: My question is to the Premier. I refer to ministers admitting that cabinet does not meet if the Premier cannot attend and I ask: why won't the Premier delegate control of the cabinet while she is away?

Ms PALASZCZUK: I am more than happy for the Deputy Premier—

Government members interjected.

Mr SPEAKER: Pause the clock. Members to my right, I am having a difficult time hearing the Premier's response. Members to my left, you are adding to the noise. Hansard will not be able to hear the Premier's response if the level of interjection is too high. I ask you to please limit the amount of interjection.

Ms PALASZCZUK: I thank the member for Maroochydore for the question. It is public knowledge that the member for Maroochydore was not a cabinet member.

Ms Bates: Mean girl.

Ms PALASZCZUK: No, that is just a fact.

Mr SPEAKER: Pause the clock. Member for Mudgeeraba, that is actually unparliamentary. I ask you to withdraw your comment.

Government members interjected.

Mr SPEAKER: Thank you, members to my right. I do not need any assistance.

Ms BATES: I withdraw.

Ms PALASZCZUK: The government was busy last week. There were five cabinet subcommittee meetings—five. Not one, not two, not three and not four but five.

Dr Miles: That's nearly a year's worth.

Ms PALASZCZUK: That is right. They had 10 shadow cabinet meetings last year; we had five cabinet subcommittee meetings in one week. How many have they had this year? Zero, according to their published diary, which is where the facts are recorded. They have had zero. Ten last year—

Mr Janetzki interjected.

Ms Grace interjected.

Mr SPEAKER: Member for Toowoomba South and member for McConnel.

Ms PALASZCZUK: Being in opposition requires a lot of hard work. Every week when I was sitting in that chair opposite I was asked, 'What are your new policies?' We put out alternative policies and we talked about policy issues, which was a contest of ideas for the election. Today we have been asked no policy questions at all.

We have a skills summit coming up. The federal Leader of the Opposition is not attending the skills summit and the last I heard the National Party leader is going to attend. The right hand does not know what the left hand is doing. We know that good, decent jobs for Queenslanders are important and 280,000 are needed. Through this workforce strategy we are mapping the skills and jobs that are needed regionally so that every region knows what we are looking for into the future. This minister for skills has led the way in organising the workforce summit that the cabinet ministers attended ahead of the federal skills summit. We are ahead of the pack because we actually have a strategy to present at the skills summit this week. What matters to Queenslanders are good, decent jobs for their children into the future.

Electricity Industry, Apprentices

Ms LAUGA: My question is of the Treasurer and Minister for Trade and Investment. Will the Treasurer update the House on how Queensland's publicly owned electricity companies are creating career paths to good jobs for Queensland apprentices and is the Treasurer aware of any alternative approaches?

Mr DICK: I thank the member for Keppel for her question. The member for Keppel understands just how important it is, when providing better services and supporting our great lifestyle, to have reliable energy, whether it is preparing our power grid for rising rooftop solar or new wind and solar farms or getting the power back on after severe tropical cyclones such as Debbie and Marcia, which the member knows a lot about. Earlier this year, with the member for Keppel and the member for Rockhampton, I had the opportunity to meet with some of the 572 new apprentices who have begun their careers at Queensland's publicly owned power companies. They are learning to become communication technicians, distribution lines people, electrotechnology electricians, mechanical fitters and skilled fabricators.

It is important to be a skilled fabricator; otherwise you end up being an unskilled fabricator like the Leader of the Opposition with fabrications about missing laptops and fabrications about non-existent raids. I am pretty sure the Leader of the Opposition has completed his apprenticeship as an unskilled fabricator because he started it 10 years ago under his mentor, Campbell Newman. There he was, promising that public servants would have nothing to fear under a government that Campbell Newman-led and then they promptly sacked 14,000 of them. That was the most devastating unskilled fabrication of all and it included sacking 2,100 TAFE teachers and closing five TAFE campuses, with plans to close 11 more.

Now we know that the Leader of the Opposition has been fabricating shadow cabinet meetings. I saw the tweet he put up today in the alleged shadow cabinet meeting room which, in fact, is a dining room. It is the Speaker's Dining Room. Behind the Leader of the Opposition there was no-one. How appropriate to tweet a photo with no-one from the shadow cabinet behind him. I know this is the case because I went to his personal website and clicked on a link that took me to the shadow cabinet and what did I find? 'Sorry, this page cannot be found.'

Mr SPEAKER: Treasurer, put down the prop.

Mr DICK: Welcome back, Leader of the Opposition, because that is your shadow cabinet.

Mr SPEAKER: Please put it down, Treasurer.

Mr DICK: I table that for the benefit of all members of the House.

Tabled paper: Extract, undated, from the webpage of the Liberal National Party [\[1231\]](#).

Fabrications, making things up, dishonestly misleading Queensland: that is the Leader of the Opposition's job. Now he has been caught out in black and white. They had 10 meetings last year—they could not even go to a meeting a month—and they have held zero meetings in 2022. He could not even hold one meeting a month. That page about the shadow cabinet cannot be found because the idea that the LNP could ever govern Queensland is yet another fabrication from the most unskilled fabricator of them all, the member for Broadwater.

(Time expired)

Cabinet

Ms LEAHY: My question is to the Minister for Resources. When was the minister told that last week's cabinet meeting was cancelled?

Mr STEWART: I thank the member for that pressing question around resources and the impact that resources have in Queensland. These are the big hitting issues. When did I find out? To answer the question, I found out last Wednesday. I did attend two cabinet subcommittee meetings on Monday and I actively participated in those.

When it comes to cabinet, we sit around that cabinet table and have some really great discussions, particularly when it comes to my resources portfolio, about the importance of driving the economy and growing our resources industry. We are so focused on what the future looks like in the resources industry. That is reflected in the Resources Industry Development Plan. This is our 30-year plan; it is about where we are heading. I have my colleagues' endorsement of that particular plan. During our cabinet meetings we discussed the importance of creating these jobs which the minister for skills and training has backed in with her plan, which we are launching today.

Ministers take this job seriously. We also take seriously going out to regional forums, because it is about connecting with our communities. My job as a minister is to bring feedback from those forums to cabinet. We continue to discuss the importance of regional Queensland and the importance of creating jobs for our kids who are sitting in our classrooms—each and every day. We take that seriously. I take my role seriously. I know that I can say on behalf of every other minister that we take our roles seriously, whether it is sitting in cabinet meetings or subcommittee meetings. This is important work.

We will continue to do everything we can to create future resource industry jobs for Queenslanders—the kids who are sitting in our classrooms today in Mackay, Townsville, Hughenden and Mount Isa. This is about what we can do to create jobs. Our role is to ensure we progress those new economy minerals that will supercharge our economy and our resources industry. I will continue to fight hard not only for my community but also for our resources industry, because we know that it is our future.

Rockhampton

Mr O'ROURKE: My question is of the Minister for Education, Minister for Industrial Relations and Minister for Racing. Can the minister update the House on the new aquaculture facility being delivered at Rockhampton State High School, the Local Schools Local Jobs program and other initiatives, and is the minister aware of any alternative approaches?

Ms GRACE: I thank the member for the question. Some \$3.7 million has been invested in Rockhampton State High School to deliver aquaculture skills to those students. Ten thousand fish per year will be prepared by those students for the local Central Queensland aquaculture industry. We are repeating that story all over Queensland. At Glenala, in relation to heavy vehicle manufacturing, we are extending the industry trade centre. At Mabel Park I was joined by the federal Treasurer and the Attorney-General. It was amazing: we have automotive skills going into that school, building the skills and the infrastructure of the future. There is \$1.4 million for onsite medical training, Mr Speaker, in your electorate of Mulgrave, at Bentley Park College, giving those students skills in health. At Tara Shire State College in Warrego we are delivering skills in the mining and electrical industries. These investments are happening all over, chaired by the assistant minister and delivering for students.

I know that the member for Rockhampton asked me about alternative policies. Honestly, Premier, you really cannot write this stuff! Those opposite talked about the government grinding to a halt because we had five subcommittee meetings in one week, but there are no policies coming from those opposite. The opposition, if their analogy is right, has completely ground to a halt. There is not one policy. You cannot write this stuff. Those opposite have not met once this year. It is unbelievable that you would come out so strong—

Mr SPEAKER: Through the chair.

Ms GRACE:—about the need for cabinet when their own shadow cabinet has not met at all! I once again feel sorry for the Nationals opposite. The Leader of the Opposition will not even meet with them. In fact, he wanders around this place trying to find where the meeting room is. He stumbles into the Speaker's Dining Room and thinks that is the shadow cabinet meeting! It is embarrassing. They have not one policy position. They are too worried about playing the person and not playing the policy ball. The opposition backbench should be worried. When members opposite come out so strong about the need for a meeting when they met 10 times last year and zero times this year—can you imagine? None of them have met. It is incredible.

(Time expired)

Cabinet

Mr LANGBROEK: My question is to the Minister for Disability Services. Did the minister receive cabinet documents for the meeting set for last week?

Mr CRAWFORD: I thank the member for the question. The story just keeps unfolding, doesn't it? I can inform the opposition that I was advised at our previous cabinet meeting—the one we attended while they were not having a shadow cabinet meeting—that there would not be a cabinet meeting the following week and that instead there would be a series of cabinet subcommittee meetings. I attended one of those.

Opposition members interjected.

Mr SPEAKER: Sorry, Minister. Members to my left, the minister is being responsive to the question asked. I ask that you hear the answer.

Mr CRAWFORD: I was advised at one cabinet meeting that I was at, while they were not meeting at their shadow cabinet, that, instead of being at the cabinet meeting the next week—

Dr Miles: You don't need any papers if you never meet!

Mr CRAWFORD: That is exactly right. I would love to see their papers. They cannot even find where their shadow cabinet meeting room is! How much extra do shadow ministers get paid—\$62,000—to not turn up to a meeting? How many private members' bills have we seen from our shadow cabinet in this term of parliament? The Premier is right: the Greens are out-shadowing the shadows. Maybe the Greens need to have five or six shadow portfolios each. I think it is an absolute disgrace that members opposite would come forward with this line of questioning. If they want to go through our front bench and ask each minister about the meetings we attended, I say 'bring it on'. I will quit with a minute left on the clock, because I think members opposite need to ask more of these questions.

Metro North Hospital and Health Service

Ms KING: My question is to the Minister for Health and Ambulance Services. Will the minister outline for the House our government's commitment to the delivery of safe, world-class health services in the Metro North HHS region, and is the minister aware of any alternative approaches?

Mrs D'ATH: I thank the member for Pumicestone for her question. She knows that the Palaszczuk government is absolutely committed to continuously improving health services in the Metro North Hospital and Health Service and of course right across this great state. We have provided \$400 million for the Caboolture Hospital expansion and the new multistorey car park, supporting more than 1,100 construction jobs and delivering more than 130 extra beds. The expansion will include a bigger emergency department, new operating theatres and a new neonatal intensive care unit as well as expanded cardiac care, intensive care and palliative care services.

It was great to join Minister Ryan and the member for Pumicestone at the sod-turning for the Caboolture Satellite Hospital in April this year. Of course, we are also delivering six other satellite hospitals across South-East Queensland, including the one in the member's electorate at Bribie Island. It is great to see that early works have commenced on the Bribie Island Satellite Hospital. I know how passionate the member for Pumicestone is about this project and what a difference it will make for her local community. We also know that members of the LNP have been running around talking down this facility that will deliver more health services locally to the community on Bribie Island—more unskilled fabrication from the Leader of the Opposition.

What the local member also knows is that only the Palaszczuk Labor government will deliver health infrastructure for the people of Bribie and Caboolture. The LNP did not invest in an expansion at the Caboolture Hospital, they never committed to satellite hospitals—Caboolture, Bribie or anywhere else in the state—and if they had their way they would tear up these commitments. They would need to go around—which we know they would not—to each one of these communities and say, 'We are not going to put these health services closer to you in your community to make it more convenient so you do not need to go to a major hospital.' They do not support bringing health services more locally to the community.

They need to square up and stop making false claims to the people of Bribie Island like they did after the last sitting week when they sent out an email to those on the island stating, 'The government will not come clean on what these 12 investigations are about' when talking about the Caboolture Hospital. This is despite the numerous times I addressed this issue in question time during that sitting week. We have addressed this issue time and time again. For the Leader of the Opposition to be going out and making these falsehoods and creating fear is an absolute disgrace. The Leader of the Opposition should apologise to Queenslanders.

Residential Tenancies

Dr MacMAHON: My question is to the Minister for Housing. Will this government put a freeze on rents to help the hundreds of thousands of Queenslanders struggling with skyrocketing rents or will Labor continue to prioritise the real estate lobby?

Ms ENOCH: I understand from news reports that the member is going to bring in a private member's bill around this matter, but I am happy to answer this question. The member for South Brisbane needs to understand what the rest of us understand; which is that the housing market is under incredible stress right across the country and not just in Queensland. There are multiple compounding issues that have had unprecedented impacts on construction, on housing availability, on social housing and, of course, on the private rental market.

We passed legislation in this House around stage 1 of our rental law reforms. They come into effect on 1 October this year. We are progressing stage 2 of our rental reforms. Those reforms will be consulted on thoroughly with the community and the sector, as members would expect. We will always take a responsible and measured approach to this work. What we need to do is have a look at the whole sector and understand what the impacts will be and how we navigate our way through that. There is obviously a very fine balance in all of that and that balance needs to be struck.

What renters do not need right now is poorly thought through legislation from the Greens political party that could see a further reduction in housing supply in the private rental market. We do not want to see those impacts. We want to continue to see private rental products available to people. That is why we need those people there. We need those products there. We want mum-and-dad investors to have the confidence to retain their property in the private rental market and support ongoing private rentals for Queenslanders. We do not want them to potentially sell off their property as a result of

extremist Greens legislation. The member has claimed in the media that if people do not like her legislation or her view then they could sell their private rental property into the market and somehow that would solve issues. We are seeing the results of that right now.

The member for South Brisbane needs to take a much more sensible, reasonable approach to this. That is what this side of the House does. That is what we do every day. We consult. We work through the challenges and the complexities of the issue and find a way forward that is not going to have other impacts as in we see hundreds of private rental properties leave the market. We are already seeing some of those pressures now. We do not need to see any more.

That is why we have committed \$2.9 billion to ensure we build more social and affordable homes in this state. That is why we are providing all the other services to support people who are currently in the market.

(Time expired)

TAFE

Ms HOWARD: My question is of the Minister for Employment and Small Business and Minister for Training and Skills Development. Will the minister update the House on our government's support of TAFE Queensland and any other approaches?

Ms FARMER: With so much industry going on in Ipswich, I know the member is aware of how critical it is that we have workers with the skills to take up the jobs that are going and which is why TAFE is so important. It is why this government committed \$100 million to new and upgraded TAFE facilities—19 projects across 15 campuses. We have provided the Free TAFE for under 25s initiative which has meant an extra 56,000 people now have higher level qualifications and can contribute those skills to our workforce. I was pleased to announce with the Premier yesterday that we are going to extend that program until June next year with an additional \$21 million investment. That will mean more skilled workers for Queensland, which we so desperately need.

I will tell members a specific reason the member for Ipswich is passionate about TAFE. It is because her community was one of the places where the LNP closed a TAFE campus. They have been through the trauma of that. Their community has been deprived of that pipeline of skilled workers. We know that, even though those members opposite love getting their photographs taken at TAFE graduations, they hate TAFE. It was the LNP in government that closed the Ipswich campus, the Ridgeway campus, the Tewantin campus, the Maryborough campus and the Ithaca campus. They planned to close another 38 campuses, which would have meant another 38 communities were deprived of skilled workers. They sacked 2,100 TAFE teachers. They cut \$170 million from the TAFE budget and they forced TAFE out of their own facilities.

I am not talking about LNP members from the past who did this. I am talking about the opposition leader, the member for Broadwater, who was sitting beside Campbell Newman when they planned all of this. When they went to the last election they were going to have another go at it. The only thing they said about skills was that they were going to set up a skills task force, which was pretty much the body they set up previously and recommended the cutting, sacking and selling off of TAFE.

It is not really TAFE that they hate. It is actually just Queensland TAFE. I cannot stop thinking about my shadow travelling past three Gold Coast TAFE campuses during the COVID pandemic to stand with the member for Currumbin to complain about why we would not fund New South Wales TAFE. Who can forget the last estimates hearing when he hounded my director-general about why we were not funding people outside of Queensland to do training in Queensland.

The entire country is talking about skills and training and labour shortages except for the opposition. Labour shortages—what labour shortages? We have a workforce strategy. We are working with the Albanese government and we are going to address what is the most pressing issue in Queensland.

Mr Saunders interjected.

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

Cattle Management, National Parks

Mr KNUTH: My question without notice is to the Minister for the Environment. Cattle continue to be shot in Cape York national parks and left to rot, angering property and traditional owners. Will the minister halt all shoot-to-kill operations, work with property owners to return branded cattle and further develop with traditional owners the bush beef industry similar to the program at Normanby Station?

Ms SCANLON: Obviously the priority of the Department of Environment and Science is to protect national parks and the biodiversity within them. We need to protect them from pests and invasive species. I am pleased to report to the House that our annual pest and management budget has increased this financial year compared to last financial year to a total of \$9 million. We have a range of strategies that we put in place. One is the strategy the member is referring to and that I have commented on in this House previously. There was an issue earlier in the year whereby there was insufficient time provided to that landholder. We put a hold on the strategy being implemented at that point so that that neighbour was notified and given the correct amount of time.

In terms of the strategy though, to be clear, no branded cattle are shot. This is specifically targeting feral pigs and cattle. We also provide funding to put in place fencing. I know the member has spoken to me a number of times about ways in which we can implement things that make it easier for landholders. Ultimately our aim is to make sure that we protect the national parks. We are always open to ideas about how we can improve that system. We do need to make sure that we get the strategy right.

When it comes to traditional owners, when the land adjoins Aboriginal freehold land, of course we consult with traditional owners if they want to do the mustering. Often private landholders who adjoin the national park will decide that they want to muster their own cattle, and they are able to do that through the permitting system. As I said, we are always happy to take on board any ideas around how we can improve this strategy. This is a strategy that originally was established under the then Newman government. We will continue to put in place sensible measures to make sure that we protect our national parks.

Townsville, Industry

Mr WALKER: My question is of the Minister for Energy, Renewables and Hydrogen and Minister for Public Works and Procurement. Can the minister update the House on the efforts of Queenslanders to—

Mr SPEAKER: Member, your microphone has dropped out. You can restart your question, if need be.

Mr WALKER: My question is of the Minister for Energy, Renewables and Hydrogen and Minister for Public Works and Procurement. Can the minister update the House on the efforts of Queenslanders to drive new industries and economic growth in the Townsville region and is the minister aware of any alternative approaches?

Mr de BRENNI: That is a good question and it was worth hearing it twice because North Queenslanders are stepping up in the clean energy jobs revolution. You do not need to take it from me. You can take it from the member for Mundingburra, one of the most determined advocates of North Queensland. You can even take it from News Corp. The *Townsville Bulletin* published a terrific article yesterday. They reported—

Townsville residents overwhelmingly support the region becoming a hub for renewable-powered industry and manufacturing, a survey has found.

The member for Mundingburra and the other members for the Townsville region already knew that because they have been on the ground in North Queensland building a vision for a skilled renewable energy workforce for North Queensland. We have Origin Energy's proposed hydrogen liquefaction project. We have CopperString, the Edify Energy project and the Ark Energy project. We have clean energy powering a clean manufacturing resurgence—over 650 megawatts of new renewable energy operational or under approval. Those projects could collectively deliver tens of thousands of new industry jobs for the member for Mundingburra's community.

We know that we must also build the skills to build the industry because this government is about real jobs, a genuine industry. That is why we are investing in clean energy skills with our \$10.6 million investment in the hydrogen and renewable energy training facility at Bohle TAFE. That is why we have delivered the nation's first Hydrogen Industry Workforce Development Roadmap. That is why we have delivered today *Good people good jobs: Queensland Workforce Strategy 2022-2032*. As has been said today, we have been supported every step of the way over the last 100 days by the Albanese government.

Meanwhile, in what was a completely wasted decade, the coalition of the Liberals and Nationals turned their backs on those jobs in North Queensland. They turned their backs because they did not believe in a clean energy transition and so they did not plan for the workforce that this state or this

nation needs: nine years of no industry policy, nine years with no Australian energy workforce plan and nine years of opposing clean energy jobs in this nation. They cut Skilling Queenslanders for Work and slashed \$3 billion from the national TAFE budget.

On this side of the House, the members for North Queensland and the Palaszczuk government have rolled up their sleeves. They have been implementing our hydrogen industry development strategy to grow the jobs we need. It has been this Labor government that has brought those proponents together from around the world. It has been this Labor government that has invested in the projects. It has been this Labor government that is investing in workforce and skills. It has been this Labor government that is delivering a workforce plan for the jobs of tomorrow, because on this side of the House we understand that the global energy crisis is North Queensland's jobs opportunity.

Dangerous Driving Offences

Mr McDONALD: My question is to the Premier. On 29 August 2014 Sarah and Peter Milosevic were involved in a serious road crash where a drug driver killed their unborn child Sophie. Efforts to get the government to introduce legislation to include unborn children in dangerous driving offences have gone unanswered. Sophie would have been eight today. When will families like the Milosevics, the Leadbetters and the Fields see this legislation introduced?

Mr SPEAKER: Premier, you have one minute to respond.

Ms PALASZCZUK: This is a very serious issue and a very important issue, and I thank the member for raising it. It is one that would be very close to the parents involved and is unfortunately not uncommon. It has happened to many families over the course of many years.

My understanding is that the Attorney has met with the family and she is considering this issue. She will be doing consultation. I think it is something that both sides of the House can work cooperatively on. It is a very important issue and one that I think deserves the respect and the due consideration that our government will give to that issue.

Mr SPEAKER: The period for question time has expired.

MINISTERIAL STATEMENT

Further Answer to Question, Cabinet



Hon. SJ STEWART (Townsville—ALP) (Minister for Resources) (11.15 am): In my response to the member for Warrego I indicated that I had heard about the cabinet meeting being cancelled on the Wednesday. That was one of the many times I had been informed. It was in fact Monday of the previous cabinet meeting.

INSPECTOR OF DETENTION SERVICES BILL

Second Reading

Resumed from 18 August (see p. 2214), on motion of Ms Linard—

That the bill be now read a second time.



Ms PUGH (Mount Ommaney—ALP) (11.15 am), continuing: As I was so rudely interrupted two weeks ago for the adjournment debate, just last week I had the opportunity to attend another graduation ceremony for some corrections officers in my Wacol precinct that I was speaking about earlier in my contribution. All of those officers are now heading out to Woodford which is fantastic. I know that my colleague the member for Caloundra was watching because I referenced him in my speech on that day and I got a nice little text message. That is the kind of close and collegial relationship that many corrections officers continue to have with their colleagues even after they depart.

When it comes to being a corrections officer, I heard from some of the graduates and the training officers that the best days in the job are the days when nothing happens, when they do not make the news and everything is quiet. As I have said, I have had the honour of going to graduation ceremonies and also to sit in on some of the morning briefings for their custodial officers when they go through what their anticipated run of the day is. I have to say that I found the information shared in those briefings quite confronting and I was left in no doubt as to the gravity of what our officers deal with in their day-to-day job. They are never sure whether they are going to have a predictable day—that is what we all hope for for them—or they are going to have an unexpected or a difficult day.

In addition to parts of the job being unpredictable, the role can be difficult to oversight. That is why the inspectorate of detention is so important. As the member for Keppel commented, the experience of the prisoners is a key part of the many factors that determine whether a prisoner who has served their sentence will reoffend. For this reason, if for no other, each and every Queenslanders is indirectly and directly invested in the treatment of our prison population. I think that we are all starting to come around to understanding and realising that.


When I was at the ceremony last week, a great amount of the contribution from the presiding officers really spoke to the importance of the relationship between the custodial officers and the detainees because it is that relationship that will form a critical part of whether they reoffend, their rehabilitation prospects and how they go on to form their place in the community when they are allowed back out into the community. That is the ultimate goal of the rehabilitation work that our corrective services staff and facilities undertake.

As is ever the case, we give thanks to our secretariat staff, who time and time again do such excellent work in the formation of these reports. I recognise the committee members: Peter Russo, the member for Toohey; Jonty Bush, the member for Cooper; Sandy Bolton, the member for Noosa; Laura Gerber, the member for Currumbin; Mr Andrew Powell, the member for Glass House; and my very good friend Jason Hunt, the member for Caloundra.

The objective of the bill is to ensure that an independent inspectorate exists to promote and uphold the humane treatment and conditions of people detained in prisons and community correction centres, work camps, youth detention centres and police watch houses. There are hundreds of people in my community who work in these facilities. In fact, just last week I was privileged to meet the deputy principal of the youth detention centre school. It was fantastic to hear about the role she plays in the rehabilitation of these young people. It is really clear to me that as a sector the department of corrections really understands the importance of the rehabilitation role they play in the lives of young offenders in our communities. I know that custodial corrections officers in Queensland are well-trained. They are an enormously professional group of staff and they do a very difficult job in even more difficult conditions. It is a job that, simply put, many Queenslanders would not sign up for because the working conditions are really tough and really stressful.

All of the submissions the committee received were broadly supportive of the establishment of an inspector in Queensland. Two concerns were raised by some submitters around resourcing and whether the bill provides an avenue for staff concerns as well concerns of detainees. To that end, the inspectorate will not investigate specific incidents or complaints, but staff will be able to provide information to the inspector which may be relevant. I think that is really important.

In the brief time I have left I will reference something I said earlier in my speech; that is, the police who work so well and so hard in our community. The community has a really large amount of oversight over the work that police do because a large amount of their work is community-based and it is really clear to the community where they are spending a large amount of their time. Conversely, our custodial officers, who really work in partnership with our police, do not have the same level of oversight. Much of what they do is a mystery to the community. I know from the many custodial officers I speak to that it is something they would like to see improved. They would love for the community to know more about what it is they do, for example, the kitten program in the women's prison in Wacol. I think this is going to be a wonderful step forward to shed some light on what is happening in our Corrective Services facilities.

 **Mr BERKMAN** (Maiwar—Grn) (11.23 am): In my contribution on the Inspector of Detention Services Bill I want to begin by making it clear that the Greens will support this bill. I think there is no denying that we need greater transparency and accountability in places of detention in Queensland, and an Inspector of Detention Services to uphold human rights and ensure basic human dignity and justice in places of detention is well overdue. While the bill is a step forward, we need to be clear about the fact that it does not properly meet our obligations under OPCAT, the Optional Protocol to the Convention against Torture and other Cruel, Inhuman or Degrading Treatment or Punishment. I will first of all voice some concerns about the independence and resourcing of the inspectorate and then I will raise some issues about where, when and how it will operate.

To align with OPCAT's requirements, the inspectorate should be an independent statutory body. That is what this government said they supported in response to the 2018 report on Taskforce Flaxton. Under this bill the existing Queensland Ombudsman will act as the newly established Inspector of Detention Services. Although the Ombudsman has experience as an integrity body, the critical role of

Inspector of Detention Services requires total independence. In its submission the Queensland Council for Civil Liberties noted that the Sofronoff inquiry also intended that the inspectorate role would be separate from the Ombudsman. Establishing an integrity body to promote accountability and transparency in detention services is a significant improvement on the status quo even in the form proposed by the government, but it must not only be independent but also adequately resourced.

Based on lessons from Tasmania, Steve Carauna, coordinator of the Australia OPCAT Network, raised concerns about the dual appointment approach. In its 2018-19 and 2019-20 annual reports the Tasmanian inspector noted that they could 'only dedicate ten per cent of ... time to the inspectorate.' The submission from Australia OPCAT Network highlights how this occurs over time. It states—

... in his 2019-2020 Annual Report it was highlighted that 'It is overwhelmingly apparent that additional staff are required. The inadequacy of staffing is reflected by the long delays between onsite inspections and the publication of reports.' More recently in his *Lockdowns Review 2021*, the Inspector noted again '[r]esourcing constraints have prevented me from undertaking the review. It is only now possible because I was provided with temporary additional staff resources, and could therefore prioritise it.'

I support the suggestion from Sisters Inside and Queensland Advocacy Inc. that we adopt the Western Australian model of independent oversight and ensure a fully funded, resourced and robust standalone entity. If the Ombudsman is appointed in the IDS role it is imperative that the government ensures adequate additional funding, staffing and departmental support to ensure the functions of the inspector are fulfilled and that, importantly, places of detention are genuinely held accountable for the humane treatment of detainees. It is our job as elected representatives to ensure that the protection of human rights, dignity and safety is not dismissed or diminished in the name of cost savings.

The other concern that was most consistently raised in submissions on the bill was how unduly narrow the definition of a place of detention is. Sisters Inside, the Queensland Public Advocate, Change the Record, ATSILS, Human Rights Law Centre, QAI, Prisoners' Legal Service and the Law Society all recommended that the definition be expanded so it is consistent with OPCAT, which defines a place of detention as anywhere that a deprivation of liberty occurs—in effect, a place that a person cannot leave of their own free will. The definition in this bill only includes community correction centres, prisons, watch houses and work camps. It leaves psychiatric wards, forensic mental health facilities, immigration detention and compulsory care facilities without oversight from the inspectorate. The bill explicitly excludes people being transported or detained for treatment or care under the Mental Health Act 2016 and the journey to a watch house following arrest.

As Sisters Inside points out in their submission, people are routinely transferred between prisons and mental health institutions. The Prisoners' Legal Service emphasised that people detained under the Mental Health Act are serving sentences of imprisonment. This bill creates an artificial and concerning divide between them and people detained in prison. In their submission PLS states—

PLS holds significant concerns about the conditions experienced by classified patients detained in mental health institutions. It is our experience that some mental health institutions cannot provide certain classified patients with basic entitlements, such as family visits and confidential legal interviews.

Again I would urge the government to not do this process by halves either out of penny-pinching or laziness. This is an opportunity to get it right, and the definition should be expanded so that it is consistent with OPCAT.

I am also concerned that the bill appears to set a minimum five-year inspection cycle for high security prisons and places prescribed by regulation. As much as the government might emphasise that this is only the minimum and inspections may occur more often than that, we know that the minimum sets the expectation. Particularly if the Ombudsman is performing this dual role it risks being under-resourced. As Change the Record points out, the ACT, Tasmania and WA have inspection frequencies of three years. Inspections every three years strike a far more appropriate balance between the available resources of the inspectorate and the priority to protect and promote human rights.

The more frequent the inspections, the fewer opportunities for human rights infringements, for institutional abuse and for safety concerns to continue overlooked and uncorrected for long periods of time. The government should amend their bill to at least align with the standards set in other jurisdictions.


The frequency of inspections is particularly problematic when we consider young people in detention. Children have particular needs and rights and they are particularly vulnerable in detention. While we continue to lock up young children—children as young as 10—inspections should be more frequent in these facilities. Given the limited number of youth prisons in Queensland, this is entirely feasible. It is also completely reasonable that the inspectorate be required to have specialised

knowledge and expertise related to young people, yet this bill has no such requirement. The Queensland Family and Child Commission suggested that this should include expertise in child trauma and the identification and prevention of child sexual abuse.

The commission also recommends the inspectorate be notified whenever a child is to be kept in a police watch house overnight. It is well documented that putting children alongside adults—away from the youth specific procedures, training and resources of a detention centre—puts them at great risk of human rights violations. It is well known in this place and elsewhere that I do not believe children, especially young children, belong in prisons or watch houses at all, but if the government insists on putting them there it must take special care to ensure their rights are upheld.

Finally, I want to implore the government to create a clear mechanism for the inspectorate to receive, process and action complaints from individual detainees. A number of submissions pointed out that, although section 11 appears to permit the inspector to receive complaints, there is no specific provision in the bill to process and resolve these. The explanatory notes specifically say that the role will be preventive not responsive to individual complaints. It is not clear to me what the point is of a complaints process that essentially goes nowhere. There needs to be a process for dealing with these complaints within the inspectorate.

In conclusion, I reiterate that the Greens will support this bill because a new Inspector of Detention Services is certainly better than none at all. It is clear that, with ongoing overcrowding, under-resourced rehabilitation programs, human rights infringements, frequent and long lockdowns, and the ongoing overrepresentation of First Nations and disabled people in detention, this is well overdue. However, it will not work unless it is properly resourced, genuinely independent and broad enough to cover all places of detention in Queensland. It must include specialised oversight for children and young people and a process for people in detention to have their complaints heard and actioned. These underlying issues will not go away if we legislate a piecemeal, half-baked answer to the myriad calls for an inspectorate to meet our OPCAT obligations. This is our chance to get it right so we genuinely safeguard the rights of detainees in Queensland. I implore the government to take these suggestions on board and to create an Inspector of Detention Services that can perform this important role as well as Queenslanders expect and deserve.

 **Mr MADDEN** (Ipswich West—ALP) (11.32 am): I rise to speak in support of the Inspector of Detention Services Bill 2021. I begin by thanking the committee secretariat, the submitters, Hansard and the Legal Affairs and Safety Committee members, including the member for Toohey, the member for Cooper, the member for Noosa, the member for Caloundra, the member for Scenic Rim, the member for Currumbin as well as the member for Glass House who was still on the committee at the time the bill was reviewed.

The objective of the bill is to establish an independent inspectorate to promote and uphold the humane treatment and conditions of people detained in prisons, community corrections centres, work camps, youth detention centres and police watch houses. The bill will improve detention services with a focus on promoting and upholding the humane treatment of detainees, including the conditions of their detention, and preventing detainees from being subjected to harm, including torture and cruel, inhuman or degrading treatment.

The committee received 20 submissions. Of these, seven submitters presented at the public hearing held on 29 November 2021. They comprised: Together Queensland, the union representing prison officers; Change the Record; the Aboriginal and Torres Strait Islander Legal Service; Sisters Inside; Queensland Advocacy Inc.; the Queensland Human Rights Commission; knowmore Legal Service; and the Queensland Law Society.

The bill will establish the position of Inspector for Detention Services Centres that will cover the operations and management of facilities as well as the treatment and conditions of people detained in accordance with national and international rules that speak to best practice. These include the Nelson Mandela Rules for minimum standard, the Beijing Rules for the administration of juvenile justice and the Bangkok Rules for the treatment of women prisoners.

Most of the submissions received were supportive of the establishment of the inspector in Queensland. However, some submitters had concerns with regard to resourcing and whether the bill provides an avenue for staff to raise concerns regarding their positions. These concerns by staff were addressed in the bill. Firstly, although the inspector will not investigate specific incidents or complaints, staff will be able to provide information to the inspector that may be relevant to reviews or inspections. Secondly, if staff provide information to the inspector, they will be protected from reprisals under clause 40 of the bill. Thirdly, if relevant, the inspector may choose to use this information to inform reviews or inspections.

While the main purpose of the bill and the role of the inspector is to promote the improvement of detention services and places of detention, it is possible the inspector could look at staff related issues as part of an inspection or a review. For example, the inspector may choose to review the conditions and/or treatment of staff where the issue is linked to the detainees' wellbeing at a place of detention. Of course, it will be a matter for the independent inspector to decide the focus of reviews and inspections.


In so far as resourcing goes, concerns were raised about the resourcing of the inspectorate. The Queensland Human Rights Commission reinforced its desire that the inspectorate be adequately resourced so as not to impede the Ombudsman's preventive work. The Queensland Human Rights Commission was, however, pleased to see the commitment in the explanatory notes of the bill that indicated the inspector will have its own resourcing dedicated to the performance of its function.

The bill establishes the inspector as a separate and functionally independent statutory appointment with distinct functions and powers. Further, the government has set aside funding to ensure the inspector can fulfil its functions set out in the bill. In consultation with the Queensland Ombudsman, the Department of Justice and Attorney-General is working to finalise resourcing requirements and allocation for the inspector. Pending passage of the bill and once established, the financial and performance reporting of the inspector will be reported separately as part of the Queensland Ombudsman's annual report.

I have previously spoken in this House of the great work done at the Borallon Training and Correctional Centre, which is located in my electorate of Ipswich West. The staged recommissioning of the Borallon Training and Correctional Centre began in April 2016 and is another example of the government delivering on its commitment to ease prisoner capacity. The Inspector of Detention Services can review practices at Borallon prison. Borallon is a partnership between TAFE Queensland and private enterprise. TAFE Queensland operates an onsite campus with high levels of training, consistent with the Palaszczuk government's vision, and an accelerated learning environment.

If there are any concerns about the training offered at the Borallon Training and Correctional Centre, they can be reported to the inspector. There is training in: horticulture; engineering; welding skills; language, literacy and numeracy; kitchen operations; automotive; and construction. Educational facilities are also provided to inmates at Borallon for literacy and numeracy programs, vocational education and training, basic education that includes primary and secondary courses, as well as distance tertiary education courses. Inmates can also participate in university level studies offered by the University of Southern Queensland.

The Palaszczuk government knows that addressing offender behaviour, while providing meaningful opportunities for prisoners to improve themselves, increases their chances of getting a job when they leave their facility, and this is one of the best ways to improve community safety. Any bill that brings greater scrutiny to the operation of places of detention is a step forward in the right direction because it directly and indirectly highlights the work of the facility. I commend the Inspector of Detention Services Bill to the House.

 **Mr DAMETTO** (Hinchinbrook—KAP) (11.39 am): I rise to give my contribution on the Inspector of Detention Services Bill 2021. The bill establishes an independent inspectorate to promote and uphold the humane treatment and conditions of people detained in prisons, community correction centres, work camps, youth detention centres, police watch houses—places of detention. The position of inspector would be held by the Queensland Ombudsman who would be supported in the role by the Office of the Ombudsman. This essentially means that this is an extension of the roles and responsibilities of the Ombudsman and their office.

The Sofronoff Report, which was conducted in 2017 and recommended the appointment of an independent inspector, clearly intended that the inspectorate would be separate from the Ombudsman. Concerns were raised, though, during the committee process, about the Queensland Ombudsman being appointed the inspector. There was an understanding that the Ombudsman and the inspector should be separate, but it seems like they are going to be an extension of the Ombudsman's current workings.

The inspector will also conduct mandatory annual inspections of the youth detention centres and undertake inspections at least once every five years of high-security sections of prisons and major watch houses as prescribed under the regulation. The intent of the inspector will be to consider the operation and management of these facilities, as well as the treatment and conditions of people detained in accordance with national and international materials that establish best practice. These materials include the United Nations Standard Minimum Rules for the Treatment of Prisoners, the

United Nations Body of Principles for the Protection of All Persons under Any Form of Detention or Imprisonment, and the United Nations Standard Minimum Rules for the Administration of Juvenile Justice.

Firstly, I must say the KAP welcomes transparency when it comes to the running of our detention centres, but this seems to be more about complying with Australia's international obligations under the UN and very little to do with meeting the needs of Queenslanders. Unfortunately, the people who are not represented through the inspectorate's work will be the people who work in these detention centres. There should be a concurrent, or at least run in parallel, program which focuses on the rights of the workers in these centres.

I cannot stand on the floor of parliament today without bringing up some of the things that have been brought to me by past and present workers at the Cleveland Bay detention centre. Unfortunately, these workers are subjected to everything from verbal abuse through to assault and some of the most heinous things and attacks sustained from juveniles in detention. Unfortunately, we have seen over the years that more and more the shift seems to be focused on the welfare and wellbeing of the inmate or the juvenile detained and not those who are in there to either be a social worker or manager or even teach some of these children in detention centres. The language that is being used time and time again when whistleblowers have contacted the media or my office has been that these children have a very acute understanding of the laws, the regulations, the legislation and their current rights, and they weaponise these things against those trying to create and set boundaries within the detention centres.

As I said, it is worrying to think that we will have an inspectorate there to make sure that the further welfare of these children or inmates is looked after, but unfortunately when the workers put their hand up, whether they are talking to their supervisors or whether they are reporting back to the unions, it seems to fall on deaf ears.

As I said, although we would like to see more transparency, we would also like to see further transparency on how these detention centres are run from the perspective of those actually tasked with the job of running them. I did write to the Community Support and Services Committee seeking an inquiry to really lift the lid on what is going on in our detention centres so that every worker has the right to stand in front of a committee and tell their story, to really give Queenslanders and Queensland parliament an idea of how these detention centres are operating, or not operating in the best interests of some of our detainees in Queensland. Unfortunately, that request and opportunity was turned down.

I will reaffirm, while I am on my feet today, that I believe if we really want to fix problems within our detention centres, we have to tell both sides of the story. I do commend the idea of introducing the inspector for detention services across the board, but more needs to be done to protect those workers who work in our detention centres across Queensland.



Ms BOYD (Pine Rivers—ALP) (11.45 am): I am pleased to rise and support this important legislation which will establish the Inspector of Detention Services, a legal framework allowing for independent oversight of places of detention and detention services through a system of regular inspection and reviews. This is legislative reform that demonstrates this government's commitment to protecting the human rights and upholding humane treatment and conditions of people in prisons, community correctional centres, work camps, youth detention centres and police watch houses.


This bill proposes to achieve its policy objectives by establishing the role of the inspector to be held by the Queensland Ombudsman and set out its function and powers with a focus on prevention of harm, providing a framework for inspections and reviews of places of detention and detention services, and providing a framework for independent and transparent reporting. I acknowledge the stakeholders that appeared before and submitted to the committee and also note that all of the submissions received indicated support for the establishment of an inspector in Queensland.

This bill also addresses recommendations from a number of reviews into the Queensland criminal justice system including: the independent review of youth detention; the Queensland Parole System Review; Taskforce Flaxton, an examination of corruption risks and corruption in Queensland prisons; and the Queensland Productivity Commission's report titled *Inquiry into imprisonment and recidivism*.

I take this opportunity to congratulate the relevant government ministers for ensuring that all of our Queensland prisons are publicly owned and run. This is an issue which I campaigned for, and I am so pleased to see our government deliver on. I campaigned on this issue because, through working with custodial officers in privatised centres of detention in my capacity as a union organiser, I saw firsthand the perverse prioritisation of saving money. That prioritisation was ahead of custodial officers' interests, ahead of all of the interests of those detained, and ahead of any investment to assist in diversion from recidivism. I saw firsthand the overcrowding of these centres of detention. I represented

custodial officers who had been attacked in the most heinous ways. I sat across the table from these multinational corporations and argued against their motivations and bizarre incentives. No-one wins through a privatised detention system, and I am so proud to be part of a government that has eradicated them.

In closing, I especially acknowledge the tremendous job that our custodial officers do in really tough circumstances and thank them for that work. This reform will bring them greater security while performing this tough job, and it is for these reasons that I commend the bill to the House.

 **Mr SULLIVAN** (Stafford—ALP) (11.48 am): I rise in support of the Inspector of Detention Services Bill 2021. I commend the Attorney-General and the Department of Justice and Attorney-General for progressing this reform. With this bill, I draw particular note to the fact that it is in fact the Attorney-General who is bringing the bill, not the Minister for Corrective Services or indeed the Minister for Youth Justice, a subtle but important recognition of the independent oversight at the core of this reform.

This bill stems from a wide range of investigations and reports over many years. That includes the several reviews into various elements of Queensland's criminal justice system, including the Sofronoff review, instigated by the Premier in her first term, now known as the QPSR or the Queensland Parole System Review. This bill also brings learnings from the independent review into youth detention that recommended the establishment of an independent inspector over adult corrective services, youth detention and police watch houses, and that is what this government is delivering today.

This reform seeks to simplify or perhaps clarify oversight mechanisms and accountability measures of places of detention. There currently exist several layers and agencies who perform various oversight and complaint roles in Queensland when it comes to places of detention. However, reviews have pointed to the fact that while there are many avenues of oversight, appeal or complaint there is no single body whose primary function is the independent oversight of places of detention through a system of regular inspections. This bill, therefore, delivers on the government's commitment to establish such an independent inspector for Queensland.

What does this mean practically? The purpose of the bill is to proactively try to prevent harm. This can be a difficult area of policy both in terms of legislative reform and on-the-ground operations. By establishing a framework for the review of detention services and inspection of places of detention and independent and transparent reporting, we can achieve better standards of operations and, quite frankly, safer environments for detainees and staff alike.

This bill delivers a model that is generally consistent with other Australian jurisdictions that have tackled this issue such as Western Australia and New South Wales. The bill establishes the Inspector of Detention Services and the inspector's functions will not duplicate, interfere with or delay the statutory functions of existing oversight mechanisms, which are already strong and transparent. Similarly, this bill will not alter their existing mandates. The inspector's focus is on preventing harm through the review and inspection of places of detention within its scope, but it will not investigate individual complaints or incidents such as riots, deaths or escapes. There are other mechanisms for that.

The inspector will sit as part of the functions of the Queensland Ombudsman, and staff from the Office of the Queensland Ombudsman will support the exercise of the inspector's functions. Accordingly, the inspector will be functionally and operationally independent from executive government. What this means in practice is it will sit within an established and well-respected oversight body whose role is, at its core, to analyse and scrutinise government action.

I give credit to the Queensland Ombudsman, currently Anthony Reilly, who is a well-respected senior public servant and long-term manager of independent units within government including of course his long leadership of Legal Aid Queensland. It seems to me to be a pretty good fit. I again thank the AG and the department for a good outcome going forward.

In terms of the scope of the role, the inspector's scope includes prisons, community correction centres, work camps, youth detention centres and watch houses. The inspector will also have oversight of detention services provided at these places of detention and the transportation of detainees between these various places.

This bill also takes a very realistic view of what we are dealing with here. These are by nature very difficult places. In exercising its powers, the bill will require the inspector to have regard to the good order and security of places of detention and the safety of those people who work at places of detention. The inspector will prepare and publish inspection standards that will articulate best practice and

contribute to consistency and transparency across the various places of detention. This government believes that safety and protection of our staff is absolutely part of the puzzle for looking after the safety and care of those in detention.

I started this contribution by pointing out that this reform provides more streamlined, direct oversight and accountability through the inspector. Importantly, though, the inspector can still work cooperatively with other oversight bodies, for example, the Crime and Corruption Commission and the Public Guardian, to name a couple. Appropriately, the bill also attaches sensible requirements to protect privacy when information is gathered through those other agencies.

I am also pleased that this legislation includes explicit requirements to recognise cultural diversity. We know of the terrible overrepresentation of First Nations people in the criminal justice system more broadly and in places of detention specifically. This bill includes requirements for issues of cultural justice to be taken into account in any intervention by the inspector. In terms of time frames, I am also pleased that subject to passage, the bill will commence by proclamation following an approximate eight-month establishment period to enable a smooth transition, a sensible transition, to this new mechanism.

In summary, I again would like to thank the Attorney-General and her department, the drafters as well as the committee for recommending the bill to be passed. Thanks to the committee chair and all those who submitted and participated as witnesses throughout the process. I commend the bill to the House.



Mr KELLY (Greenslopes—ALP) (11.54 am): I rise to speak in support of the Inspector of Detention Services Bill 2021. It represents another good reform by the Palaszczuk Labor government. Labor has always led the way on reforms to our criminal justice system, including the sad but necessary function of government to at times detain people. This is not done because we are soft on crime, which is a barb that is often thrown our way by those opposite. No, we do it because we understand the basic fundamental human rights of all people. We know the burden of imprisonment often falls on the most disadvantaged in our society, and on this side of the House we seek to represent all Queenslanders.

Our government has taken great strides to address areas of disadvantage and removing those areas of disadvantage will always be our first goal. We do this by creating employment—and we saw some good numbers just two weeks ago. Giving people meaningful jobs and employment means they have capacity to care for themselves and their families. We do it by investing in schools. We have done it by investing in youth justice programs—over half a billion dollars since we were elected—reintroducing court diversion programs cut by previous governments; investing in sporting and cultural activities; investing in improved mental health services; committing to the 140 recommendations from the *Not now, not ever* report; and continuing to roll out the Skilling Queenslanders for Work program. I see that program in my electorate taking people who are affected by domestic violence, long-term unemployment, mental health issues. People who perhaps might eventually end up in the criminal justice system instead end up as a barista or a tradesperson. That is a much better path I think we would all agree.

We know that, sadly, there will always be a need for places of detention. In my role as a nurse at times I participated in interfering with people's liberty, more on the mental health side of things. I have also had the opportunity to care for prisoners who have been shackled to hospital beds while I have been caring for them. Therefore I know how important it is that when we interfere with people's liberty and when we detain people, we put in place the maximum number of safeguards for these people. This bill delivers on our commitment to ensuring these places of detention are run humanely.

By establishing the Inspector of Detention Services we are going to facilitate greater transparency and accountability. From my perspective the most powerful aspect of this role will be the capacity to have an ongoing discussion about opportunities to improve various aspects of detention. It is a real systems approach, which I think in the long term yields much more proactive and much more positive outcomes for our society.


I would like to thank the many people and organisations who took time to make submissions. I read and noted with great interest the submissions that were made by the Aboriginal and Torres Strait Islander Legal Service, Sisters Inside and several other groups that made submissions in relation to the role of the inspector in interacting with vulnerable people including First Nations people, people with a disability and children.

It is absolutely undeniable that there are far too many First Nations people in prison. I know from my time as the chair of SPELD, an organisation committed to helping young people and adults with learning differences, that the number of people in prison who are illiterate or who have intellectual

disabilities is very high. It is important that we ensure that these groups are properly supported. I note the department's response about the inspector's capacity to engage specialist staff when interacting with people from these vulnerable groups.

Like many Australians, I have been shocked and sickened at times by the revelations about problems in our correctional facilities. These problems are problems that seem to have existed in every single state and territory of our fine Commonwealth. It is good that Queensland is now moving into line with other jurisdictions to establish this role. I think it is a real sign of good governance that the Attorney-General is the minister responsible for this bill, giving it independence from police and corrections.

I think we all in this place hope that this bill leads to greater transparency, accountability, systems improvement and, most importantly, humane treatment. I reiterate: our first goal as a Labor government is always to remove areas of disadvantage and to empower people so that we can avoid having to detain people or interfere with their liberty. I commend the bill to the House.

 **Mr BROWN** (Capalaba—ALP) (12.00 pm): I rise to speak in support of the Inspector of Detention Services Bill 2021. This bill establishes the new role of Inspector of Detention Services to provide independent oversight of places of detention across a range of correctional facilities including prisons, youth detention centres and police watch houses. Our government is taking this step in response to a number of reviews into elements of the Queensland criminal justice system. While there are currently multiple layers of accountability and oversight, there is no one single body whose primary function is to review the oversight of these places of detention. This bill will deliver on our government's commitment to establish a single body of external oversight.

A series of regular inspections and reviews will be conducted by the inspector and there will be transparent reporting, ensuring accountability and transparency in the way places of detention, and the people in them, are managed. Importantly, there will be a focus on harm prevention in line with national and international best practice.

Under the bill, the Queensland Ombudsman will be the inspector and staff from the office of the Queensland Ombudsman will support the exercise of the inspector's functions. The inspector will operate independent of government, reporting directly to parliament on the performance of its functions.

The Queensland inspectorate model is broadly consistent with similar models in other jurisdictions across the country. This bill provides for mandatory inspections of particular places of detention and allows the inspector to inspect places of detention within its scope at any time, either unannounced or announced. The inspector will also be able to review detention services at any time, including the transport of detainees between places. The inspector may refer serious security and safety concerns to the minister responsible for the facility if the inspector suspects on reasonable grounds that there is a serious risk to the security, control, safety, care or welfare of a detainee or that a detainee is being subjected to torture or inhumane or degrading treatment at a place of detention.


In carrying out reviews and inspections, the inspector must consider the cultural background and the vulnerability of detainees and, if appropriate, engage suitable persons to assist. This is mandatory where a review or inspection relates to a detainee who identifies as Aboriginal and Torres Strait Islander, in which case the inspector must use a representative who identifies as an Aboriginal person or a Torres Strait Islander.

The inspector may consult or engage consultants with professional skills or expertise—for example, a legal or medical person or those who have experience in working with vulnerable persons such as children—as well as any other person with the appropriate skills or experience such as a former detainee or a family member or a close friend of a former detainee.

To assist the inspector in effectively performing its functions and to encourage cooperation with the inspector, the bill contains some offences. It will be an offence to, without reasonable excuse: provide false and misleading statements or documents; fail to comply with a lawful requirement of the inspector; or to obstruct, hinder, resist or threaten the inspector in the performance of their duties. We recognise that there will be sensitive information obtained in a lot of these cases, so it is also an offence for the inspector to disclose information obtained under the act except in specified circumstances.

This bill demonstrates the Palaszczuk government's dedication to human rights. It will ensure oversight, accountability and transparency in our places of detention. The treatment of detainees is also strengthened under this bill.

I touch upon the remarks of the member for Pine Rivers, who spoke about the important reform of bringing all of our prisons into public hands. It was a great reform—one which I know many people have campaigned for over a number of years—to ensure that people, particularly prison officers, are put first and not the profits. I commend the bill to the House.

 **Hon. SM FENTIMAN** (Waterford—ALP) (Attorney-General and Minister for Justice, Minister for Women and Minister for the Prevention of Domestic and Family Violence) (12.05 pm), in reply: I thank honourable members for their contributions to the debate on the Inspector of Detention Services Bill 2021. As I have previously indicated, the Palaszczuk government is committed to making sure that places of detention and detention services in Queensland are managed well and support detainees' general care, treatment and wellbeing.

We care about the human rights of all people, including those in detention. That is why the bill establishes an Inspector of Detention Services: to promote the improvement of detention services and places of detention; to uphold the humane treatment and conditions of people who are detained; and to prevent harm to detainees.

The inspector's independent oversight will be over prisons, community correction centres, youth detention centres and police watch houses. This oversight will occur through a system of regular inspections and reviews of places of detention and detention services as well as through independent, transparent reporting. The bill provides the inspector with powers to carry out their role including the power to enter a place of detention at any time, whether announced or unannounced; to carry out a review or inspection; and to access any part or place of detention or any vehicle or equipment used at a place of detention or detention services.

The inspector's reports on a review or mandatory inspection must include recommendations to promote improvements through changes in law or administrative action or by changes in infrastructure at a particular place of detention. Reports may also explore systemic themes drawn from the experiences of detainees. Annual reports of the inspector will track the progress of the inspector's recommendations, and all reports by the inspector must be provided to the Speaker for tabling.

Important safeguards and protections are provided to enable people to speak freely to the inspector, to protect confidential information and to facilitate information sharing. I am proud to say that the bill brings to fruition the recommendations of a number of Queensland criminal justice system reviews to establish an independent inspector over adult correctional services or youth detention centres, with this government extending the inspector's remit to include police watch houses.

I would now like to address comments made by honourable members during the course of the debate. The member for Clayfield gave us an illustrious historical recap of the prison system and noted his concerns in relation to the impact of this bill on the Ombudsman. His concerns lay in the Ombudsman being appointed as the Inspector of Detention Services. Although the Ombudsman will hold a dual appointment, the inspector will be a separate and functionally independent statutory appointment with its own staff and its own operating budget.

The government has approved initial and ongoing funding to ensure the inspector is adequately resourced to perform its functions without impeding on the functions of the Ombudsman. I know that the Minister for Children and Youth Justice and Minister for Multicultural Affairs outlined the funding made available to the Ombudsman as a result of this appointment but, just to confirm, the government will provide the inspector with \$9.388 million over four years from 2021-22 and \$2.974 million per annum ongoing from 2024-25. The funding provides for the inspector to engage up to 16 FTEs to assist in performing its functions. The funding will allow the inspector to fulfil the functions set out in the bill efficiently and effectively.

The inspector has distinct functions and powers separate to those of the Ombudsman. The inspector will report separately to parliament on its operation and in relation to inspections and reviews. When performing functions of the inspector, a staff member will not be able to perform functions of the Ombudsman. The inspector will also control the Ombudsman's office to the extent that officers of the Queensland Ombudsman are involved.

The government identified the Queensland Ombudsman to hold the position of the Inspector of Detention Services due to the synergies between the roles, including that the Queensland Ombudsman is independent, reporting directly to parliament, and already oversees many of the places of detention included in the inspector's scope.

As an established office, the Ombudsman has existing relationships with places of detention and no other Queensland body is functionally independent with sufficiently similar breadth and scope of powers. There is also alignment between the current functions and powers of the Queensland Ombudsman and those of the inspector, including own motion powers to investigate systemic issues, powers to enter a place, power to make recommendations to authorities, ability to monitor implementation of recommendations, as well as reporting to parliament on matters. The Office of the Queensland Ombudsman also possesses similar privileges, immunities and protections when exercising its functions. Further, there are opportunities to monitor funding and resourcing for the inspector, for example, through the inspector's public annual reports in clause 21. There is also a portfolio parliamentary committee responsible for oversight of the inspector.

On 9 May, as part of the public hearing of the Queensland Ombudsman with the Legal Affairs and Safety Committee, the Ombudsman indicated that the additional funding envelope for the inspector is sufficient. The transcript shows that the member for Scenic Rim asked—

The new role the Ombudsman is picking up in another short while is the Inspector of Detention Services. I would like to ask if a commitment of funding has been made in relation to that role or if you are going to have to get out the begging bowl to government?

The Ombudsman responded—

Thank you for that question. I know it was quite a topical issue in the hearings conducted by the committee. A commitment of funding has been made, and I have advised the department of justice that I consider it to be sufficient to perform those functions. I think there is a strategic review in the bill after four or five years. We will know by then if more resources are needed. That review will be a good opportunity to check in on that. I am pretty confident that the allocation of funding is sufficient—or the promised allocation.

While I note some concern in relation to the transportation of detainees, the inspector's scope covers the transport of a detainee while in the custody of Queensland Corrective Services, Queensland police or youth justice in particular circumstances, being transport from any place of detention, or transport to a place of detention other than a watch house, or transport to a watch house from a court where the detainee has appeared, or to another watch house or place of detention.

The inspector's scope includes transport of a detainee to and/or from an authorised mental health service if the detainee is transported by the QCS, the QPS or youth justice. For example, the transport of an adult prisoner by QCS from a prison to the Park, an authorised mental health service, will be within scope. However, the inspector's scope does not include people who are transported or detained for treatment or care under the Mental Health Act 2016 because these detainees are patients in the custody of the Chief Psychiatrist. Prisoners transported to or from the PAH Secure Unit who are held on remand or serving a sentence of imprisonment in detention will come within the inspector's scope because the Princess Alexandra Hospital Secure Unit is declared a prison as per schedule 1 to the Corrective Services Regulation 2017.

The member for Currumbin raised concerns in relation to the number of inspections required under the act. The inspector is required to carry out mandatory inspections of particular places of detention, consistent with its preventive focus. However, the inspector will have flexibility to inspect other places of detention within its scope at any time as it sees fit or as systemic issues are identified.

The inspector is required to conduct annual inspections of the three youth detention centres in Queensland, being the Youth Detention Centre, West Moreton Youth Detention Centre and the Cleveland Youth Detention Centre; inspections at least once every five years for each prison that is a secure facility; and inspections at least every five years of all or part of a place of detention prescribed by regulation.

In relation to the frequency of mandatory inspections, relevant recommendations from the independent review of youth detention, *Queensland parole system review*, did not specify frequency of inspections. Further, there are other opportunities to look at this issue. For example, the relevant portfolio parliamentary committee responsible for the oversight of the inspector can look at this issue under clause 96 and, as part of the act's review, the act must be reviewed as soon as practicable five years after commencement.

The bill aims to balance transparency and accountability with providing flexibility for the independent inspector. The inspector can choose to inspect any place of detention within its scope at any time, including facilities that require mandatory inspections. It will be up to the independent inspector to determine when and how these inspections will occur. In addition to this, the inspector may inspect all watch houses at any time and can consider watch houses in the exercise of its review functions.

The bill allows a regulation to be made prescribing particular places of detention that the inspector must inspect at least once every five years. The provisions in the bill around inspection and mandatory inspections are intended to balance transparency and accountability by mandating inspections in relation to particular places of detention with giving the inspector flexibility to plan when and how to inspect other places depending on identified issues or risks.

We also heard from the member for Currumbin about how this bill does not sufficiently support OPCAT. The Queensland government supports the principles of OPCAT. However, Queensland will make no formal commitment to implement OPCAT until ongoing funding for NPMs is resolved with the Commonwealth government—an issue that may be resolved a lot more easily now that we have a new federal government—and this is consistent with every other jurisdiction. Although the purpose of the inspector bill is not to give effect to OPCAT, the inspectorate has been designed to encompass key features of an NPM as outlined in OPCAT. These features include: a preventive visiting mandate; financial and functional independence; unrestricted access to places of detention, persons and information; the ability to make public reports and recommendations; and privileges, immunities and protections from reprisals.

The Queensland government will work with the Commonwealth and other states and territories to determine how best to implement OPCAT in Australia. We understand that Commonwealth funding for OPCAT remains an outstanding issue with all other jurisdictions.

I note that the member for Surfers Paradise raised concerns, as did a number of members in fact, about the over-representation of First Nations people in custodial settings. Under the bill, staff appointments must take into account desirability of delegates having a range of knowledge, experience or skills relevant to the performance of the functions of the inspector. In addition, the inspector, under clause 66, must consider appointing staff who reflect the social and cultural diversity of, and vulnerabilities within, the population of detainees in Queensland.

The inspector will also be able to consult with or engage professionals and other people to assist in the performance of the inspector's functions and may arrange for a suitable person to help carry out a review or inspection. This may include subject matter experts, people suitable to the cultural background or vulnerability of any detained person, or people with lived experience of incarceration or disability. Suitable persons may include, for an inspection involving a detainee who is unable to speak with reasonable fluency in English, engaging an interpreter to translate an interview. It may also involve consideration of specific requests by LGBTIQ+ detainees.

It is well known that Aboriginal adults and juveniles and Torres Strait Islander adults and juveniles are over-represented in Queensland's justice system. It is important that the inspector and staff are culturally competent when engaging with people who identify as an Aboriginal person or a Torres Strait Islander person. If a review or inspection relates to a detainee who identifies as an Aboriginal or Torres Strait Islander person, the inspector must arrange for an appropriate representative for the detainee to assist the inspector. Such a representative is a person who identifies as an Aboriginal or Torres Strait Islander person or has appropriate authority to speak about Aboriginal tradition or island custom in relation to the detainee.

In response to the member for Maiwar's concerns, consistent with other inspectorate bodies the inspectorate is not a complaint body; it is an independent body established to look at systemic issues in places of detention. Complaints will continue to be managed by existing bodies, but this bill allows bodies that perform complaints based functions to share and for the inspector to access that information and inform the inspector's reviews, inspections and reports. As part of its general functions to review detention services, the inspector may also conduct systemic reviews following incidents or complaints.

I thank the member for Caloundra for his contribution to the debate and his tireless advocacy for corrective services officers across this state.

While the main purpose of this bill is to promote the improvement of detention services and places of detention, this includes a review of detention services associated with places of detention. These are defined broadly to include, for example, the operation and management of a place of detention and the safety, care and wellbeing of a detainee at a place of detention. It is therefore open to the inspector to consider overcrowding as part of an inspection or review and to report to the Legislative Assembly on the issue, including any advice or recommendations.

While the inspector's focus is on the treatment of detainees, detention services is also broadly defined to include the operation, management, direction, control or security of a place of detention. It is therefore open to the inspector to review staffing arrangements at a place of detention, including the safety and treatment of staff, and make recommendations for improvements. Ultimately it is a matter for the independent inspector as to what a review or inspection will focus on.

In conclusion, I once again thank all honourable members for their contributions during the debate and specifically wish to thank members of the Legal Affairs and Safety Committee for their thorough consideration of the bill. I would also like to take this opportunity to thank those stakeholders, organisations and individuals who made submissions to the committee and participated in the public hearing.

This bill will deliver significant benefits to Queenslanders through independent oversight for places of detention and detention services and recommended improvements in custodial environments in Queensland. It is an important piece of legislation that brings Queensland broadly into line with other jurisdictions across Australia that have independent inspectorates. The bill brings greater transparency and public confidence into how places of detention are managed. 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

Clauses 1 to 107 and schedule, as read, agreed to.

Third Reading

 **Hon. SM FENTIMAN** (Waterford—ALP) (Attorney-General and Minister for Justice, Minister for Women and Minister for the Prevention of Domestic and Family Violence) (12.22 pm): I move—


That the bill be now read a third time.

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

Motion agreed to.

Bill read a third time.

Long Title

 **Hon. SM FENTIMAN** (Waterford—ALP) (Attorney-General and Minister for Justice, Minister for Women and Minister for the Prevention of Domestic and Family Violence) (12.22 pm): I move—

That the long title of the bill be agreed to.

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

Motion agreed to.

TRANSPORT LEGISLATION (ROAD SAFETY AND OTHER MATTERS) AMENDMENT BILL

Resumed from 26 May (see p. 1429).

Second Reading

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (12.22 pm): I move—

That the bill be now read a second time.

I am pleased to speak again on the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. Firstly, I would like to thank the members of the Transport and Resources Committee for their consideration of the bill. I am pleased that the committee has recommended that the bill be passed. I would like to thank the RACQ, Caravan Trade and Industries Association of Queensland, Australian Medical Association Queensland, Spinal Life Australia and Queenslanders with Disability Network for their submissions about the bill. Their support for the amendments in the bill is appreciated and is indicative of the ways in which this bill will deliver positive outcomes for Queenslanders. I am always encouraged to see organisations advocating on behalf of their members for improvements to road safety and accessibility, as these are issues that require commitment from us all.

In relation to the use of camera detected offence penalties, when the bill was introduced I provided some background about the impact of road trauma on Queenslanders and how the Camera Detected Offence Program, or CDOP as we call it, already supports road safety education and

awareness programs, rehabilitation for those injured in road crashes and improving the safety on state controlled roads where crashes most frequently happen. I would like to recap on some of my comments made during the introduction of this important bill.

Road safety is an issue that affects us all. The impacts of lives lost and lives forever changed by serious injuries are devastating for individuals, families and communities across our state. For the past 25 years, section 117 of the Transport Operations (Road Use Management) Act 1995 has ensured that penalties collected from camera detected offences in excess of the costs of administering the program are dedicated to improving road safety for Queenslanders. This very clear policy intent has not changed. Camera detected offence penalties are not about revenue raising; they are about saving lives and making Queensland roads safer for everyone. The cameras encourage safer on-road behaviours and the program funds essential road safety programs and initiatives.

It is important to remember the cost of road trauma to our communities. In addition to the unacceptable human costs, there are also significant economic consequences. In 2020 alone road trauma cost Queenslanders an estimated \$6 billion and over the last two years we have seen an increase in lives lost, a trend that is sadly continuing this year. With the human and economic costs of road trauma being so high, it is vital that our investment in road safety provides the people of Queensland with targeted, innovative and effective road safety solutions.

This government is committed to reducing road trauma in Queensland. In fact, the Queensland Road Safety Strategy, which was released earlier this year, commits to the very ambitious targets of a 50 per cent reduction in the number of lives lost and a 30 per cent reduction in the number of people seriously injured on our roads by 2031. These targets align with national road safety commitments and represent an important milestone towards our vision of zero road trauma by 2050. These are ambitious targets, especially with the very concerning increase in road trauma over the last two years. However, we do not accept serious road trauma as the price for mobility. As we continue our strong partnership with the Queensland Police Service, our shared vision of zero deaths and serious injuries by 2050 must drive everything we do.

To be effective in tackling complex road safety issues and reducing the deaths and serious injuries that we are seeing on our roads, we as the government need to expand our road safety response. We need to become more innovative and proactive in our approach to the existing and emerging issues we are seeing on Queensland roads. We need to support research and development, trials and the delivery of new solutions where trials are successful. We also need to be guided by data and tailor road safety initiatives to the needs of different regions and types of road users throughout the state. This is at the heart of the new Road Safety Strategy and is one of the key objectives of this bill.

The focus of CDOP remains firmly fixed on improving road safety and reducing road trauma. By modernising and clarifying how CDOP funds can be applied to road safety initiatives we make sure that these funds can be invested proactively and in targeted, innovative and effective new ways to influence safer use of our roads and drive cultural change. One example of how these amendments will improve road safety outcomes in Queensland is by enabling CDOP funds to be used to support the development and trial of emerging road safety technology. This will allow us to test and evaluate innovative new ideas in the Queensland context and consider broader implementation where a road safety benefit is demonstrated. Such initiatives may include: increased drug-driving deterrence by trialling and evaluating new approaches to enforcement, roadside testing and education; anti-hooning technology; and expanding the reach of the automatic numberplate recognition technology program across the enforcement network.

Mr Ryan: Hear, hear!

Mr BAILEY: I take the support from the Minister for Police. They may also be applied to support working with road users, employers and community groups to motivate and influence safe road user behaviour. This may be through incentivisation, enabling participation, collaborating and sharing expertise, partnerships or undertaking proactive research.

Funding under this provision will also continue to be available for improving infrastructure. However, the amendments in this bill mean we will not have to wait for a crash to happen before CDOP funds may be used to improve a site on a state controlled road that has been assessed as having a serious crash risk. These amendments also confirm that funding may be applied for a limited term or on an ongoing basis where the initiative has been proven effective through an evidence based assessment by road safety experts. However, CDOP does not provide a limitless source of funding for

road safety, which is why it is so important that this bill gives us the scope to target funding to prioritised initiatives that will have a real and lasting impact on saving lives and reducing the serious injuries that result from road crashes.

In relation to medical practitioner protection from liability, a further road safety initiative in the bill relates to protection from liability for health professionals. The amendment will protect a health professional who, in good faith, advises the Department of Transport and Main Roads if their patient is no longer fit to drive regardless of where their patient's licence is issued.

To explain why this amendment is needed I will use an example. Mary and Stephen both have medical conditions that impact their ability to drive safely. Mary has a Queensland driver's licence, but Stephen is driving in Queensland on his Victorian driver's licence. If Mary's doctor, in good faith, reported to the department about Mary's fitness to drive, the GP would not be liable for breach of confidentiality. However, if Stephen's GP reported to the department, in good faith, about Stephen's medical fitness to drive, under the current legislation Stephen's doctor could be held liable for a breach of confidentiality. This amendment will provide certainty and confidence to health professionals when reporting fitness-to-drive concerns to the department. In so doing, the amendment potentially protects the patient who puts themselves at risk by continuing to drive and also protects other road users who could be harmed if the person continues driving.

In relation to motorised mobility devices, the bill will rightly make amendments relating to those devices following the National Transport Commission's review of the regulation of these devices. These amendments permit the use of motorised wheelchairs of any weight and mobility scooters up to 170 kilograms, aligning to Australian standards. The amendments also increase the speed capability for motorised mobility devices to 15 kilometres per hour, aligning with European standards. Importantly, however, the existing 10 kilometres per hour speed limit when travelling on a public path will be maintained to ensure the safety of MMD users and other path users. If an MMD user exceeds 10 kilometres per hour, then they are committing an offence and may be issued with a penalty infringement notice of \$57.

In practice, these changes have the potential to make a real difference to those who need mobility assistance. Whether they use a motorised wheelchair or a mobility scooter, the amendments will mean they will have a wider range of permitted options relating to the speed and weight of the device, making it easier to choose the device that best suits their needs.

In relation to evidentiary provisions for vehicle standards offences, noncompliant vehicles are a safety issue and where vehicles have been modified so they do not comply with exhaust noise requirements they are also an issue for community amenity and comfort. The bill includes some amendments to make prosecutions of vehicle standards offences more efficient by reducing the need to call witnesses about technical matters relating to the vehicle's original specifications or Commonwealth government approval. Instead, particular documents or evidence of plates or labels attached to a vehicle as a result of Commonwealth government vehicle approvals will be directly admissible.

Calling witnesses about objective and uncontested matters can be inconvenient for the witnesses, especially as vehicle manufacturers are often based overseas. Requiring witness testimony for these technical matters is also inefficient for the court process and, of course, can be more costly for a defendant as witnesses may be entitled to expenses and a defendant found guilty may be required to pay those costs.

Why this amendment is needed is best explained through the following example. A few years ago, the department prosecuted a motorcycle owner for excessive vehicle noise. In that matter there was a Commonwealth government approved plate attached to the motorbike showing the approved noise level. The intercepting officer took a photo of that plate. However, due to the rules of evidence, prosecutors could not simply use the photo in court to prove the approved noise level. Instead, TMR prosecutors were required to contact the manufacturer of the motorbike in the United States of America to try to locate the person who originally conducted the noise testing for the vehicle several years previously so that that person could then give evidence at the hearing.

As the person was no longer locatable, other documentary evidence from the manufacturer and Commonwealth government records had to be sourced to prove the same information that was in the photo of the approved plate. On the day of the hearing, the defendant did not contest the approved noise level, again highlighting how inefficient the current evidentiary process is. The amendment will mean that, if the same scenario arose, a photo of the plate can be used as evidence of the noise level for the vehicle. Importantly, the amendments also ensure a defendant can still advise of their intention to contest document related evidence so that witnesses can be called if needed.

The bill includes an amendment about the shelf life of digital photos taken of people when they are under 15 years of age. As the Department of Transport and Main Roads issues driver's licences and transport authorities, it has developed sophisticated card production capabilities. Other agencies also use the department's capabilities to issue cards. For example, the department produces the working with children or blue card and the disability worker screening card, which includes taking the necessary digital photos for the cards. However, the current legislation means that a digital photo may be reused on other prescribed authorities for up to 10 years. This could mean a photo taken when a person was 12, when they applied for their disability worker screening card, is then used on identity products such as Queensland driver's licences until that person is aged 22.

As I am sure we would all appreciate, a person's physical appearance and biometric features can change significantly until they are approximately 15 years of age. Relying on a photo of someone taken when they are 12 for their driver's licence could mean the photo is not a true likeness. If the digital photo is not a true likeness, it could compromise confidence in identity products. However, the amendments in this bill will reduce the shelf life of a digital photo taken when a person is under 15 years old to five years instead of 10 years. This is in line with the validity of children's passports.

In relation to rail infrastructure amendments, the bill contains amendments to the Transport Infrastructure Act 1994. These amendments clarify that transport incidental works, known as accommodation works, can be carried out on land impacted by a rail project. These are minor project works necessary to restore land to its former condition and safe use. They can include the replacement or upgrade of driveways and the restoration of footpaths and gardens. For example, a train station park-and-ride expansion project may result in the surrounding roads requiring upgrading and may impact a footpath or a person's driveway. The amendments will provide a clear notification and consultation process for affected landowners and occupiers to protect their interests.


Current provisions do not capture accommodation works for properties that are not directly impacted by railway works but are impacted by other necessary works required as a result of a rail project; for example, road widening, realignment and driveway reconfigurations that have occurred only because of the rail project. TMR is required to repair and restore any damage as a result of project works and usually to a better standard than the original. Project teams have identified that the lack of a clear statutory power to enter land to undertake accommodation works has caused confusion for landowners and led to projects having to negotiate access rights with individual landowners to perform the necessary works.

Currently, project teams negotiate individual agreements with property owners and occupiers, who may engage legal services to help clarify issues. This can lead to delays in reaching agreements, potentially delaying works for neighbouring properties whose owners may continue to suffer inconvenience and can also impact on the delivery time lines for project works. With the department's increasing investment in rail within the urban environment, projects have identified that access negotiations with individual landowners and occupiers can create uncertainty for landowners and can add considerably to the timing and cost of projects. These amendments will provide certainty and ensure equity and consistency of process for all landowners and occupiers impacted by a transport project, regardless of the mode of transport. Importantly, the amendments include a seven-day notice period to the landowners or occupiers, allowing submissions from landowners or occupiers to be considered. There is no impact on a landowner's or occupier's existing rights of review and compensation. The amendments bring rail into line with other transport modes that have successfully used similar provisions for many years.

Finally, in relation to the definition of gross vehicle mass, the bill also makes other minor improvements to transport legislation including updating the definition of gross vehicle mass that will apply to light vehicles. Gross vehicle mass, GVM, is the maximum loaded mass of a vehicle that is allowed. Currently, the definition of GVM is the maximum loaded mass for the vehicle either stated on the vehicle's compliance plate or stated in a way prescribed under a regulation. It has been identified that there are instances where it is not clear which should take precedence—for example, if a vehicle has an approved modification allowing it to have an increased GVM but the vehicle still has its original compliance plate. In practical terms, for most vehicles currently on our roads the amendment will have little effect. The GVM will still be stated on the compliance plate or, for newer vehicles, the GVM will be recorded on the Commonwealth government's new Register of Approved Vehicles. However, where there is a perceived discrepancy about the GVM of a vehicle, the amendments in this bill will provide certainty.

In conclusion, this bill includes a range of improvements for Queenslanders. It promotes road safety by supporting investment in road safety initiatives and proactive treatments of state controlled roads where a serious crash risk exists. The bill increases the range of allowable motorised mobility

devices for those in need. The bill also promotes efficient court processes which benefit the courts and avoids the need for witnesses to unnecessarily devote their time to provide technical and uncontested information during court proceedings. The bill makes some necessary updates and adjustments to transport and housing legislation. The bill also provides for equity and consistency across transport modes when accommodation works are delivered by amending the Transport Infrastructure Act 1994. This bill will bring very positive outcomes for Queenslanders. I commend the bill to the House.

 **Mr MINNIKIN** (Chatsworth—LNP) (12.41 pm): It gives me great pleasure to rise as the shadow transport minister to speak on the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. As is customary, at the outset I congratulate the Transport and Resources Committee for its report. The LNP will not be opposing this bill. On first glance, this makes for probably some of the more interesting reading that members in this august chamber would have the privilege of doing. Some of the issues are very important and need to be considered in a bit more detail. The Transport and Resources Committee has done a good job in examining the issues. In some ways this is a bit like an omnibus bill, tidying various things up. I will also speak about the amendments to the housing legislation.

In a transport minister or shadow transport minister role, one of the things that tends to come up with the fourth estate pretty regularly is in relation to the whole notion of speed detection gear being used for revenue raising. Members of the LNP have been very clear to state that we do not deem it to be revenue raising for the very fact that all transport ministers, both current and previous, know that revenue is to be quarantined to be used for road safety measures. It is also true that, since the introduction of mobile phone detection equipment, the amount of revenue flowing into the coffers of the government will continue with a fair degree of regularity. While I vehemently disagree with the Minister for Transport and Main Roads on so many issues, whether it be a backlog in maintenance of \$5.7 billion or \$3 billion in project blow-outs, I believe that he is very fair dinkum when it comes to the issue of road safety and road trauma.

I will go through the provisions of the bill. In terms of the use of penalties for camera detected offences for road safety, I have said already that this obviously needs to be put in play. The LNP has supported the introduction of this detection gear. The problem, though—I will outline this a little later in my contribution—concerns not only the money being raised to this point in time but, moreover, the bountiful amount that will be collected in the future. The efficacy of road safety programs is something the minister needs to review. As I will outline with a very sorrowful heart, very sadly the road fatality 'score' in this state is going the wrong way. It is going up; it is not levelling out. On a per capita basis, it is certainly not levelling out or reducing to the carefully considered point of being eliminated completely.

Currently all revenue from camera detected offences must be used for road safety education, road accident rehabilitation and safety improvements on state controlled roads where accidents most frequently happen. That is the current position and it will stay that way in the future. However, this bill proposes to broaden the areas in which revenue can be spent. It includes areas such as: collaborating with organisations and local communities to develop and implement safer traffic management practices; enabling vulnerable road users to participate in programs to improve their safety on the roads, such as bicycle user groups; and proactively researching innovative solutions to existing or emerging problems.

Changes are also proposed to where funding can be used for infrastructure safety improvements. This is a very important point about the intent of this particular bill. Currently the legislation limits this to state controlled roads where accidents most frequently happen. This bill will broaden this to fund any safety improvements on state controlled roads prioritised to maximise the reduction in the frequency and severity of road crashes.

Other parts of the bill that are picked up include legal protections for health professionals who report on medical fitness to drive for non-Queensland driver's licence holders. Medical professionals are protected from defamation or breach of confidence processes when providing the Department of Transport and Main Roads with information about the medical fitness of a Queensland driver's licence holder. The amendments in this bill will extend these protections when reporting on non-Queensland driver's licence holders. This makes eminent sense.

There are further evidentiary provisions for vehicle standards related prosecutions. This change will assist in enforcement of safety requirements for vehicles and standards for vehicle noise. Currently, providing the standards approved for the vehicle is complex—I have met with stakeholders in this particular area and I can say that it is very complex at the moment—as it may require interstate and international witnesses on some occasions to testify on non-contentious technical and administrative matters. The bill will allow certain documents to be admissible without requiring witness testimony.

Further parts of this bill that tidy up various provisions include increasing the range of allowable motorised mobility devices, MMDs. The bill reflects changes to national model legislation to remove regulatory restrictions for MMDs, mobility scooters and motorised wheelchairs. The key changes—these have been highlighted but I reiterate—increase the maximum unladen mass for mobility scooters from 150 kilograms to 170 kilograms; ensure MMD operators are consistently classed as pedestrians under Queensland Road Rules; and introduce a maximum speed capacity of 15 kilometres per hour for MMDs to match standards in international markets but maintain the existing 10 kilometres per hour speed limit when travelling on a public path.

I turn to the all-important, much anticipated updates to the definition of GVM, gross vehicle mass—the maximum loaded mass allowed for a vehicle. The bill will update the ways in which GVM may be stated and will clarify the order of precedence should the GVM be stated in more than one way; for example, if the GVM is listed on a vehicle's original compliance plate and on a modification compliance plate. In fact, it might not seem like that big of a deal but—again I reference the consultations over several years with key stakeholders in the compliance area—it has been a cause of consternation for many years. This bill will go a long way to making things a lot clearer for all stakeholders and industry in general.

The minister talked about the shelf life of digital photos when a person is less than 15 years of age. The photos taken by TMR for driver's licences and proof-of-age cards, which are issued to people over 15, can currently be used, as was said, similarly to a passport, for up to 10 years. However, TMR is now using the digital image library for blue cards and for disability worker screening, which can be issued to people as young as 10 years of age. As biometric features are often not stable until individuals are approximately 15 years of age, the bill will apply a five-year shelf life to digital photos taken of persons when they are less than the 15 years of age.

Other parts of the bill clarify that accommodation works may be undertaken as a result of a rail project providing certainty and consistency for landowners and occupiers and all transport infrastructure projects. Currently, a property owner can be issued with a notice to allow entry to build transport infrastructure for busways, light rail, road work and heavy rail. Accommodation works are transport-incidental works carried out where necessary to remedy the impact to land caused by the establishment of transport infrastructure. Currently, a notice to enter to undertake accommodation works can only be issued for busway, light rail and road projects. The bill will extend this to heavy rail works, which is currently and unbelievably not included, so this is not before time.

I will also talk about the amendment of the Housing Legislation Amendment Act 2021. The bill will also correct a numerical drafting error in the Housing Legislation Amendment Act 2021. This needs to be corrected before section 83A commences on 1 October 2022.

I did say at the outset that the LNP will not oppose the bill. I have repeatedly said that there are many differences that this side of the chamber has with the member for Miller, the Minister for Transport and Main Roads, on many areas but a prudent opposition I believe is duty bound to not just say no for the sake of saying no. It is on that basis and on examination of this bill—and particularly with reference to the committee's report—that it makes sense that these amendments that tidy things up are put through this bill.

I would like to talk about the fact that, when we break down the many components of the bill, the key area the bill is trying to target is road safety. The other things are important, particularly to key stakeholders, but of importance to every Queenslanders is the whole notion of road safety. I would like to examine that in a little more detail in my contribution.

Things look pretty good at times with the government's plans, some of the programs they roll out and some of the social media opportunities, but, if we are quite blunt, many of the previous, not all but many, road safety action plans have failed and the road toll sadly—I repeat that; sadly—continues to rise. I would be flabbergasted if there was not one member in this 93-person chamber who sadly had not had some connection to somebody in their life who has had the misery of the knock on the door from the men and women of the Queensland Police Service giving them terrible news.

It was mentioned by the minister—and I think this is worth reflecting on—that as a society we sadly concentrate on the road toll, the fatalities. There is the long curve in relation to what it costs the economy—that figure of \$6 billion. There are many men, women, boys, girls whose lives have been effectively curtailed for the rest of their days as the result of a traumatic injury, particularly brain injury, and will never fulfil the destiny that was hoped for them when they were born.

The road toll in 2016 was 251 fatalities. In 2021 it was 275—almost 10 per cent higher. When I knew that this bill would be before the House this week and was writing notes for my contribution, I found that as of Sunday, which I believe was 29 August, the figure is 198. Very sadly, I have just seen

a social media post by the Queensland Police Service revealing that that figure has now hit 200. That is too tragic for words. This figure is about 17 higher than for the same time last year. It is 37 higher than the five-year average. That is the key point.

We all know that the population of Queensland is increasing every single month, but the fact of the matter is that when we look at the road toll in this state more needs to be done. The opposition applauds measures to fund programs that will try to not only stabilise that statistic but arrest it and try to take it backwards. It is a lofty ideal to try to make it zero, but it is something that we have to aim for.

There will be streams of revenue, particularly from mobile phone detected offences. We keep making it clear that there is no drama with that. It is absolutely the correct thing to do. I can recall as a young tyke, in my case many years ago, that there was the notion in society that if you drink-drive you are—and I hope this is not unparliamentary; I will withdraw if I have to—a bloody idiot. I think that same moniker—

Mr DEPUTY SPEAKER (Mr Hart): Member, I will ask you to withdraw for the sake of it.

Mr MINNIKIN: I withdraw. I think the essence and spirit of that statement, which I obviously will not repeat, can now be very much applied to the use of these particular devices—mobile phones, which I am not going to table. On my drive in to parliament this morning I literally had to take evasive action because a young male who was on his mobile phone would have caused an accident if it were not for the action of myself and two other drivers.

There will be a huge amount of revenue coming into government coffers from this. I would urge the minister to have a look at the efficacy of the road safety programs that have been in place, in some cases, for many years. They need to be looked at in relation to their effectiveness because the fact of the matter is that we have a road toll which is sadly going in the wrong direction. It is not stabilising. I would also urge the minister—this is a separate topic but it is within his remit as the Minister for Transport and Main Roads—to urgently address the \$5.7 billion in backlog maintenance.

As I conclude my contribution, I cannot help but talk about the Housing Legislation Amendment Act. This act was passed on 14 October 2021. The LNP did not oppose the bill but we moved amendments on two key issues: with the proposed changes, periodic agreements can no longer be reasonably ended by a lessor, as is the case under current tenancy laws; and ensure that lessors are given the ultimate authority to refuse the right for a tenant to keep a pet, without reason, as is the case under current tenancy laws. This bill is one of 11 in the 57th Parliament that has had to have drafting errors corrected or clarifications made. There is another one I saw just before I got up to make my contribution that relates to the Transport Legislation (Road Safety and Other Matters) Amendment Bill. Our source is the Queensland Parliamentary Library.

We have a minister present today who knows full well about having to come in here and correct the numerical sequencing of bills before they become acts. We would urge all ministers to work closely with the parliamentary drafting service to make sure that after every third bill we do not have to come in here and correct the tidy work and homework of what is sloppy drafting.


The LNP will not oppose this bill. On the surface, some of the parts of it appear to be fairly dry. The reason it is being discussed today and will be discussed by subsequent speakers is that in different ways different stakeholders have had concerns with several areas contained in the bill. My closing statement is this. The amount of money that the Queensland Labor government is collecting in relation to camera detected offences, in particular speed camera detected offences, is rivers of gold. I urge the minister to have a good look, if this bill passes and becomes an act, at the effectiveness of those things where this money is being spent.

Debate, on motion of Mr Minnikin, adjourned.

Sitting suspended from 1.00 pm to 2.00 pm.

MATTERS OF PUBLIC INTEREST

Cabinet

 **Mr CRISAFULLI** (Broadwater—LNP) (Leader of the Opposition) (2.00 pm): Cabinet is the core decision-making body of government and without it the work of government grinds to a halt. It is so crucial that when a premier is away the deputy has the duty to sit in the chair to ensure the work of government does not stop. Neither the former LNP government nor the Beattie government nor the Borbidge government ever cancelled a cabinet meeting because the premier was away. The deputy of those governments stepped up.

We have never heard of the importance of subcommittees until this week, when all of a sudden they became such an important vehicle of government that a minister would not show up to a briefing that he was due to speak at because of the important subcommittee that was called on that day. How did we find out? Was it because of the *Government Gazette*? No, that happened later. Was it because of a media release heading that read 'Acting Premier'? No, that did not happen. We found out because of a leak!

Dr Miles interjected.

Mr DEPUTY SPEAKER (Mr Kelly): Order, Deputy Premier! You are next on the speaking list.

Mr CRISAFULLI: Somebody in that body took it upon themselves to go to the *Australian* to say, 'The boss has checked out.' That is what happened.

This is a government without an agenda driven by factionalism and riddled with distrust. Everybody is entitled to a holiday. Let me be very clear about this: everybody is entitled to a holiday but, if the Premier does not trust her deputy to run things while she is on a superyacht, I fear for the future of this state.

Let me tell you why this matters. Right now in Queensland 45 per cent of people who turn up at the end of an ambulance ramp wait longer than clinically recommended. That is the worst in the nation. The government put forward a solution, yet in the forwards only one per cent of money is this year and barely half of it is in the next four. We went to Yeppoon and what the shadow health minister and I heard was horrendous. We heard about people waiting for surgery that was cancelled on the morning of their surgery because of a hospital system in crisis—and this government cancels the cabinet!

Tens of thousands of people are on a waiting list for housing. The only solution for the government is to change the metrics. Growth in stock is increasing less than one per cent at a time when need has skyrocketed and our population has increased. Land supply has not kept up with growth because of poor planning—and this government cancels cabinet!

Crime is out of control. In North Queensland, the council's suggestion is to put rocks around the field to stop young thugs in stolen cars from churning up the field while kids play on it. In Cairns, insurance premiums are so biting at the moment that when you pick up the *Cairns Post* you read stories of young tradies who cannot get a replacement vehicle to go to work because of a youth justice system out of control. In Hervey Bay, businesses are not even replacing their front windows. They have just boarded them up because it is easier than having to replace them five times in six weeks—and this government cancels cabinet!

There have been crime, health and infrastructure blowouts under this government. The cost of living is impacting Queenslanders every day. People are having to choose to put food on the table or pay a bill. Every infrastructure project has blown out when it comes to time and budget and Queenslanders pay—and, rather than get together and talk about solutions, this government cancels cabinet!

The desperation and the pressure that they are feeling came to bear. First, the transport minister had to say that it was not the storming of a building but merely a gathering of like-minded gentlemen coming together. The education minister somehow wants to tell the public that the room that we have been having shadow cabinet in for the entire term is not the room that shadow cabinet is held in. The Deputy Premier, the man who cannot be trusted to chair a meeting, now wants to count our meetings. The only person who did not say a word was an ashen-faced Treasurer, who sat there saying, 'Give me a crack, please? Let me at 'em! Premier, let me at 'em! I know he is not up to it, but pick me, please, Premier. Pick me, please!'

Let me explain to the Deputy Premier a little fact. Every time this parliament has met, shadow cabinet has met—every single time. Four times a year this shadow cabinet has gone out on the road throughout the state. Let me tell you what we have seen. We went to the people of Redlands first. They told us about a hospital system where they feared for the future and the blowouts in ambulance ramping shows they were right. They spoke about a lack of road infrastructure. We went to Bundaberg where they said to us, 'They promised us a level 5 hospital and have walked away. Water security is a big deal and they pulled down a dam.'

We went to Moreton Bay where we heard from the proud region about the growing pains they are experiencing—the need for land supply and the need for infrastructure to keep up with that. We went to Mackay where we were told about the skills shortage and how it is impacting the mighty mining industry that is under attack by a government now desperate for money. We went to Ipswich—the forgotten city for those opposite who will take their votes every day of the week—where they told us

about the lack of spending in that city and they told us about the opportunities for defence. Later this year we will be going to Longreach. We will not need to buy a fake Akubra and we will not need to get fake RMs because we have members who know that place, who live there and who believe in it. We will be a government that invests in the bush.

I am not one who wants to dwell on the past when the Palaszczuk government was in opposition. I always look to the future but today the government opened the door, so I thought I would take a look through it. In less than two years the LNP shadow cabinet has met 31 times. In two full years of the Palaszczuk opposition they met just 10 times.

Opposition members interjected.

Mr SPEAKER: Pause the clock. Members to my left, your interjections are drowning out the speech that your own leader is trying to give, so I suggest you moderate your interjections and allow your leader to be heard.

Mr CRISAFULLI: In less than two years the LNP shadow cabinet has met 31 times. In two full years of the Palaszczuk opposition they met just 10 times. What a desperate rewrite of history from a Premier all at sea and a backbench who says she has checked out. That is what we are facing.

This is an opposition with a focus on holding the government to account. We have been disciplined in talking about the things that matter to Queenslanders: an economy where people can invest in this state and know that the rules of engagement will not change on a political whim; service delivery where an ambo will turn up when you pick up the phone, and if a blue uniform is needed because your home has been robbed there will be a uniformed officer and the law to help in your hour of need; where the misfortunate are able to have a home over their head; an economy that is built for everyone with a government that believes in integrity; where independent officers will be able to do their job; where state archivists will not be forced to change reports to cover for dodgy ministers; where independent integrity commissioners will not be heaved; where people will be proud to look at a government that stands up for them and their needs.

Let me put on the record that this is an opposition that will continue to hold a tired third-term government to account. This opposition will continue to work. For the record, no scheduled cabinet meeting has ever been cancelled because a checked-out leader was on a superyacht.

Mr DEPUTY SPEAKER (Mr Kelly): Leader of the Opposition, you used some unparliamentary language. I would ask you to withdraw.

Mr CRISAFULLI: I withdraw.

Shadow Cabinet



Hon. SJ MILES (Murrumba—ALP) (Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympics Infrastructure) (2.10 pm): Do you know what? Keep it up, I say!

Opposition members interjected.

Dr MILES: Keep it up! Every day the Leader of the Opposition outsources the LNP's strategy to the member for Kawana is a good day for us. In fact, he has left the member for Kawana to do so much that I am not sure what the Leader of the Opposition does anymore apart from those social media videos sometimes viewed by up to a dozen people. He has not proposed any real policies. They have not introduced any private member's bills: they are leaving that to the Katters and the Greens. The 'Emperor's Only Clothes' was a made-up story about a laptop which is now thoroughly discredited.

They are clearly not discussing anything at their shadow cabinet meetings because now we know their shadow cabinet does not really meet at all. The shadow cabinet only met 10 times last year. That is a massive \$6,200 for every one of those plodders to go to each meeting. There is not a single one this year declared in his official parliamentary diary. Now he stands up here and says, 'No, we did meet. I just didn't put it in the diary.' 'You didn't put it in the diary?' 'I did last year but I didn't this year.' What other meetings are you hiding?

Opposition members interjected.

Dr MILES: Meetings with developers? Meetings with donors?

Mr DEPUTY SPEAKER (Mr Kelly): Comments will come through the chair.

Dr MILES: Or just the meetings with your own shadow cabinet 10 times last year?

Honourable members interjected.

Mr DEPUTY SPEAKER: Order! Pause the clock. The level of interjection is extremely high. Comments will all come through the chair. I will start to warn people.

Dr MILES: He now claims there were 31 meetings in total. We met 41 times last year alone while those opposite could only meet 10 times, and every single meeting is in the Premier's diary, my diary, the Treasurer's diary, the Minister for Transport's diary, the Minister for Energy's diary, the Minister for Housing's diary—all of our diaries include every single cabinet meeting.

The Leader of the Opposition has egg on his face and should explain why he has misled this parliament in his tabled diaries. I guess he was too busy meeting with himself to check his diary entries when his office prepared them. Maybe, just like the former prime minister, he thinks he is too good for a team. He thinks he can do it all by himself.


While the Leader of the Opposition continues to meet with himself, on this side of the House we are working hard to deliver jobs and skills. The Premier just launched our government's workforce strategy, focused on making sure Queenslanders have the skills our future economy needs. Those opposite cannot even do the job they have now. In a major achievement the Leader of the Opposition has achieved something today: they fixed their website. Until question time when you clicked on the shadow cabinet button it said, 'Sorry, this page cannot be found.' Now they have fixed it. I hope they did not have to have a meeting to do so. They may not meet together very often as a shadow cabinet, but they do meet. I have seen them. I am sure you have all seen them. They meet in small groups in corridors, at the cafe, in corners—

Honourable members interjected.

Mr DEPUTY SPEAKER: Order, members! It is not Halloween yet. Control yourselves.

Dr MILES:—in chosen little bars around town after the House rises. It is always the same: heads down, shaking, hushed tones and serious voices. 'It's just not working out,' you hear them say to each other. 'He's not one of us. He's not cutting through.' They know. Look at them up there: they know. The Leader of the Opposition has his little subcommittee of Nats and his subcommittee of Gold Coast MPs. He does not have a subcommittee of regional MPs; they do not have any of those. We will continue governing for Queenslanders. We will continue to deliver on our agenda to provide the skills and workforce our state needs for the future. We will not be distracted by this little sideshow.

Cabinet

 **Mr BLEIJIE** (Kawana—LNP) (Deputy Leader of the Opposition) (2.16 pm): One would be forgiven for looking across the chamber and seeing the Minister for Transport staring in awe at the Deputy Premier, but all he is thinking is, 'Mate, the longer you speak, the more chance I've got to be in the big job—the more chance I've got to be leading the factional left-wing allies,' who are sitting over there who came in to support the big 'Deputy Dawg' when he does his big take-down! What a joke!

This has gone from the Friday gossip column in the Oz, 'Feeding the Chooks', to another full-blown crisis of the government. It exposes how the Palaszczuk government runs their government and their offices—from a superyacht in the Whitsundays, it appears. Their story has changed so much in the last three days it has more holes than a block of Swiss cheese. One minute it was a holiday; the next minute the Premier was working. One minute the minister found out on Wednesday and that minister found out on Monday, but by the end of question time that minister actually found out on Monday, not Wednesday. For goodness sake! If you are going to keep the cover-up going, at least get together. This is the Labor Party! They caucus together and sort their stories out because it is not the issue that will get them unstuck: it is the cover-up. It is always the cover-up.

As the Leader of the Opposition said, we do not care if the Premier likes hanging out each weekend on superyachts with the rich and famous. Good luck to her! Go for it every weekend: I do not care. What I do care about is when the Premier does not trust her deputy to chair cabinet meetings. The cabinet meeting should have been held to deal with issues such as health, youth crime, homelessness and the rental crisis. All of those issues could have been dealt with at a cabinet meeting on Monday, but the fact is that the Premier does not trust her deputy. Who could blame her? The last time he was in charge he signed off on Jackie Trad's legal indemnity. That is why she does not trust him. She cannot trust him to lead because who knows what the left wing of the Labor Party will do when the boss is away on a superyacht!

Speaking of superyachts, on the news last night the Minister for Small Business said, 'The Premier worked hard during the pandemic.' Save me the dramatics of working hard! Politicians were lucky to have a job during the pandemic when many in our community lost their jobs, so I am not going

to bite when ministers opposite say they all worked hard during the pandemic. Every Queenslander worked hard! They worked extremely hard, particularly when they did not have a job and they could not put food on the table. Save us the dramatics of a Premier doing what she gets paid to do! That is the reality.


If the Premier wants to talk about what she does and how busy she is, one only has to look at her diary from June. She was a very busy Premier. On the first weekend in June, on 4 June, she attended the Baz Luhrmann *Elvis* premiere—oh, poor Premier, working hard! Just to continue the theme of the small business minister of this Premier working hard, for goodness sake, on the next weekend she had to attend the Stradbroke race day. Oh, Mr Deputy Speaker! The weekend after the Stradbroke race day—my goodness, I feel sorry for the Premier—she had to attend the Logies and the red carpet. Oh! My despair is too much, because the next weekend in June the Premier did not do anything. This Premier works so hard! Save us the dramatics! Everyone in this parliament works hard for our communities. She is doing what she gets paid to do.

The reality is that the Premier cannot trust the Deputy Premier to lead the cabinet. The reality is that Beattie, Bligh, Borbidge and Newman all had their deputy lead the cabinet meeting, chair the cabinet meeting, when they could not show up. Even Joh trusted his deputy, Bill Gunn, to chair a cabinet meeting. Who could forget that when Bill Gunn chaired the cabinet meeting we had the Fitzgerald inquiry. If Joh can trust his deputy, why is it that the Premier cannot trust this Deputy Premier? We all know, as well as the backbench on that side, that the Deputy Premier is a joke.

Mr DEPUTY SPEAKER (Mr Kelly): Member for Kawana, I ask you to withdraw that unparliamentary language.

Mr BLEIJIE: I withdraw.

Workforce Strategy

 **Hon. DE FARMER** (Bulimba—ALP) (Minister for Employment and Small Business and Minister for Training and Skills Development) (2.21 pm): I was almost going to move an extension of time on the member for Kawana's speech.

Opposition members interjected.

Mr Bleijie: I accept the extension of time, Mr Deputy Speaker.

Ms FARMER: I decided not to. I do not think we have had this much fun on this side of the House for ages. Today has been such a great day. We had those opposite going on. They had the same lines. They got caught out by the Deputy Premier. Their backbenchers were thinking, 'Oh, my God. We don't even have the website up. Did they get all that extra money and not actually meet this year? Quick! Quick! No, we'll just keep asking the same questions over and over again.'

Then they came in here and had to admit this afternoon that they forgot to enter anything in the diaries. We are all wondering how many developers they met with that they did not put in the diaries. Did they meet all those times? Who else did they meet with that we do not know about? They just keep on coming, and those backbenchers are sinking lower and lower into their seats wondering what they can do with this crew. They are just the same old lot from last time and they are as bad as ever.

Mr Mickelberg interjected.

Mr DEPUTY SPEAKER (Mr Kelly): Member for Buderim, I warn you under the standing orders.

Ms FARMER: Today we did something that Queenslanders really care about. We launched the Queensland Workforce Strategy. It was fantastic. We had over 100 stakeholders there who were all working together with us to address this issue. We had Nick Lindsay from Gilmour Space Technologies. We had the Mulberry Project from Toowoomba. We had Michael Herbert, a young neurodiverse man who is working in an office now.

We are looking at amazing economic growth in Queensland. Our unemployment rate is the lowest in over a decade. We have economic growth of 7.8 per cent. We are going to produce 280,000 more jobs in the next three years. That is why we called a summit earlier this year and it is why we have produced a Workforce Strategy that the Premier can take down to Canberra at the national jobs summit.

This is a problem that every single person is talking about. You cannot read the media, listen to the radio or look at social media without seeing this issue being raised. There would not be one member on this side of the House who does not have employers saying to them that they have workforce shortages or that their workers are burnt out because they have to work extra hours. We have all visited

a coffee shop where we cannot get a cup of coffee because there are not enough staff. We have all heard about people dropping their kids off at child care where there are not enough workers. We have all heard stories of people with parents in a nursing home where there are not enough workers.

There is not one MP who has not heard those stories, yet this has never been raised by the Leader of the Opposition or the LNP—not once. He has never raised skills and training. He has never mentioned labour shortages, literally ever. It is beyond belief. If I told any person, any small business, any community organisation, any large corporation or anyone at all in my electorate that what they talked about today was whether the Premier should have three days off—and that is all they talked about today—they would be absolutely gobsmacked. This Premier worked every single day through COVID—I do not even know when she slept—but what the opposition talked about today was whether the Premier should have had those three days off.


I do not like to mislead parliament so I got my staff to trawl through the social media of the Leader of the Opposition, as well as his speeches and his reply. I apologised to them for asking them to do that because it probably was a bit traumatic. I know it could not have been fun. If truth be told, there were a couple of times when the Leader of the Opposition did actually talk about employment. Well, he kind of talked about it. It was actually in his budget reply speech when he talked about plumbers. I like plumbers, I love the Plumbers Union and I love the Master Plumbers' Association, but did he talk about the lack of plumbers or plumbing training? Did he talk about introducing students in school to plumbing? No. He talked about traffic congestion and that is why you cannot get a decent plumber these days.

In an absolute cracker, the only other thing he has talked about is female participation and that is what he is going to do if he gets into government. There are six women over there and his priority is to get women into those jobs. Quick as a flash, when the preselection for Callide came up, who got the job? A bloke. So he is not talking about LNP Queensland women, just other Queensland women. He is going to fix it for them, but he cannot actually fix it for women in the LNP.

Mr Bailey: He knifed a woman.

Ms FARMER: He knifed a woman to get there, so there could have been one extra there.

Dangerous Driving Offences

 **Mr McDONALD** (Lockyer—LNP) (2.26 pm): Today would have been Sophie Milosevic's eighth birthday. Today Sarah and Peter Milosevic have baked a chocolate mud cake and Sophie's family will blow out the candles in her absence. On 29 August 2014, Peter and Sarah Milosevic were involved in a tragic crash in which their 39-week unborn child, Sophie, was killed. Since that time, Sarah and Peter—the brave and tenacious couple that they are—have fought to see a legacy for Sophie. They cannot get additional punishment, they cannot make that day right, but they fight and they continue to fight to see justice for Sophie.

It has been a privilege to help Peter and Sarah along their journey. It has been a privilege because they are so compassionate towards other people. As you could imagine, every time another one of these tragic incidents occur, it really hits home to Peter and Sarah. When Matt Field and Kate Leadbetter's lives were taken on Australia Day 2021 along with their unborn child Miles, it really hit home to them. Even though Sarah and Peter suffered terrible injuries—including a broken back, internal injuries and a broken neck—they survived and they have been able to fight for babies like Sophie, Miles, Nathan and many others.

On 17 February 2021 I was pleased to get an appointment with the Attorney-General to continue the fight to see justice served for Sophie. It was a great opportunity to have that meeting, but when 136,000 signatures were presented to the then attorney-general back in 2016, nothing was done. In 2017, the LNP state conference moved a motion that was unanimously supported that would see a future LNP government put in place legislation that would protect those unborn children.


We continue the fight but, whilst we continue the fight to see legislative change occur, the strength and tenacity that Sarah and Peter show by reaching out and helping other people who have come to be in such a predicament is inspiring. Unless you have walked in their shoes, you would not know how they could cope. However, for their other four surviving children, they find a way, and they find a way to be involved in our community in the Lockyer, not just their own, and Sarah finds wonderful inspiration for being a home-care mum.

I have to say that every time a piece of legislation comes through this House, I am really disappointed that some of them have been prioritised over what could be Sophie's Law and protecting unborn children. In Queensland, if a person is killed as a result of dangerous driving, then charges will

be preferred, but not if an unborn child is killed. These are wanted children, children who mum and dad have decided to have, or a mother has decided to have, to live a life and be cherished. Each week that passes through gestation, one grows more and more attached to those children, as any parent would know. However, if a tragedy occurs and that life is lost, and the law does not allow for justice to be served—that is wrong.

I am heartened to hear the Premier's answer today, subtle as it may be that, 'We will listen and we will work to solutions,' and I understand the Attorney-General has signed off a brief to go to cabinet. I appreciate our leader saying on Saturday that legislation cannot be so complex that it takes seven years and that there must be a way. I look forward to continuing to work with Sarah and Peter, to see justice put in place for babies like Sophie, Miles and Nathan and any others who come along. We have to get this right. Every family, every baby, deserves it.

Workforce Strategy

 **Mrs MULLEN** (Jordan—ALP) (2.31 pm): The focus of the entire nation is on jobs and skills as we face Australia-wide workforce challenges, unless, of course, you are the Queensland opposition. They are very busy talking down our state, painting a false and negative economic narrative, denigrating our public servants and attacking our Premier in an impressively vile and sexist manner. They do not have time to talk about jobs or skills or attend shadow cabinet meetings, it would seem. Perhaps the opposition could do with their own workforce strategy. Action 1: turn up!

Leader of the Opposition, please keep sending out the member for Kawana to attack a woman Premier. Keep doing it because we know just how much that works with women voters, how much they love that. Ask the member for Nanango and her front page of the *Courier-Mail* when she attacked the Premier's clothing.

An opposition member interjected.

Mrs MULLEN: Oh, hello! Yes, absolutely. I want to congratulate the Minister for Employment and Small Business and Minister for Training and Skills Development on the release of today's Workforce Strategy. I was really privileged to attend our workforce summit earlier this year and to be in a room with over 350 industry and economic experts, thought leaders and change makers, as well as all levels of government working together to cooperatively address how we face current and future workforce challenges and plan for the future of working Queensland. That is what good governments do.

We know that from the summit we identified some core guiding principles for the development of the strategy which was released today. One of the most important was that it needed to be community centred, industry-led and government enabled. The Skilling Queenslanders for Work program is a terrific example of what government enabled support looks like. Since it was reinstated by the Palaszczuk government in July 2015, more than 44,600 people across the state have found work, thanks to Skilling Queenslanders for Work. Unlike the member for Broadwater who, as a member of the Newman government, slashed \$288 million from programs like Skilling Queenslanders for Work, the Palaszczuk government has made this program a permanent one with an annual budget of \$80 million to support thousands of people in our state. The success of programs like Skilling Queenslanders for Work is built on the knowledge, connections and support that local organisations can provide.

A month ago, I was honoured to attend the graduation ceremony for a group of young people in Flagstone, Jimboomba and Mount Tamborine region who completed our Get Set for Work program with yourtown, earning a Certificate II in Retail Services with trainers from the National Retail Association, as well as completing responsible service of alcohol and gambling, training and barista skills. What I saw at the graduation ceremony was incredible. I saw a confidence in those young people that I guarantee was not there when they started. I saw young people motivated to pursue career goals and ready to overcome any challenges or setbacks that came their way. Importantly, I saw hope.

Nearly all of the young people graduating had either gained ongoing employment or were pursuing further study. I saw pride and, frankly, relief in their families' faces. I saw pride in the yourtown team who had worked so closely with these young people. That early guidance and encouragement can lead to long-term positive results that will reach beyond the individuals I met that day. Finding a good job and contributing to that work benefits employers and their customers or clients. It builds people's social connections and it provides greater financial security, unlocking greater opportunities. Only our government is committed to working with industry, communities and training and education sectors to develop those effective solutions for local communities.

We recently launched a Growing Workforce Participation Fund pilot in target areas, with funding for programs that allow industry to help employers to hire more diversely. I was fortunate to see one of those programs in my electorate. Energy Skills Queensland have received \$148,000 to run their The Future is Cyber project in Carole Park. That project will support connection and mentoring to young people with anxiety and ASD, and long-term unemployed people with ASD, to provide skills development and employment pathways into the cybersecurity industry.

Yesterday's announcement of extension of free TAFE and free apprenticeships for those aged under 25 has been incredibly well received in all of our electorates. Our free TAFE initiative has seen an incredible increase of 85.5 per cent in new apprenticeships and trainee commencements over the last two financial years. This additional \$21 million is an incredible investment, but it is also part of a record investment that we have put into training and skills in our state budget—\$1.2 billion for Queenslanders—unlike those opposite who slashed funding from TAFE and cut more than 2,100 TAFE jobs. This is pretty personal for me because they actually sacked my husband, who was an engineering lecturer at TAFE at the time, and also sacked me. Every dollar that we invest in skills and training for Queenslanders pays dual dividends: it enriches the lives and employment prospects of students, and it fuels the state's economy through a highly trained workforce. Congratulations, Minister.

Mining Industry, Deaths



Mr LAST (Burdekin—LNP) (2.36 pm): I quote—

I can see a time when the fact that a person has been seriously injured or killed will be regarded as purely the trigger for an investigation designed to prove that the management systems failed and therefore the mine officials or some other poor soul must be prosecuted or clearly made to pay the price.

Those are the words of Mr John Brady, a well-respected Queensland mining industry identity, which were read on his behalf by his son, Michael, on 1 March 2001 at the Warden's Court of Queensland. Sadly, many in our mining industry would agree that the time John Brady referred to has arrived.

Last November I attended the Moranbah Miners' Memorial annual service, just as I have done since the first event in 2019. It is a moving ceremony and an event that the president of the committee, Scott Leggett, and his team should be immensely proud of. During Scott's speech, he said—

We don't want this to be a work in progress, we want it to be completed, and the only way to truly say we have achieved this is when we don't add another name to the sandstone blocks before us.

Scott went on to ask that people of influence contribute to making the miners' memorial a finished project and, as the member for Burdekin, the electorate that is home to the lion's share of Queensland's coalmines, today I make my contribution.

Legislation passed through this House in 2020 created a new body of investigation and cleared the way for people to be, in the words of John Brady, 'made to pay the price'. While no-one would say that a person who is directly responsible for injury or death should not be held to account, we must again remember the words Michael Brady spoke on his father's behalf—

In our zeal to attach blame or to demonstrate that someone has been made to pay we tend to forget the families, the rescuers, first aiders, workmates, friends, supervisors and managers all of which are victims to varying degrees in an event that should not have occurred.

The response to the outcomes of the inquiry into the incident at the Grosvenor Mine on 6 May 2020 calls into question the effectiveness of that new body established that very same year. Many have said we have not learnt from history, but it is history itself which may offer the solution.


Today I will be writing to the chair of the Transport and Resources Committee requesting that that committee consider conducting an inquiry into the reintroduction of the warden's inquiry system, and my reasons for that request are simple. We must ensure impartial investigations of incidents that result in the death or serious injury of coalmine workers. Instead of directives with powers enshrined in legislation, the current system gives non-binding recommendations and we have a system where a public interest test leads to delay and inaction.

This government has overlooked the fact that the Coal Mining Board of Inquiry requested action from the former minister for natural resources to ensure witnesses would be compelled to give evidence, a request included in the board of inquiry's report tabled in this House on 14 June 2021. Because a warden's inquiry is effectively a court and can, therefore, compel witnesses to answer questions under oath, that issue is addressed. As a court, the outcome of a warden's inquiry and its recommendations

are made public, providing transparency and, due to the involvement of reviewers or panellists with industry expertise, the recommendations are enforceable and are sensible recommendations to prevent similar incidents from occurring.

When introducing the legislation that abolished the warden's inquiry, former Labor member for Mount Isa, Hon. Tony McGrady, said the legislation would provide 'a clear role for government'. As elected members, we all have a role to play and a contribution we can make to keeping miners safe. This is an opportunity to identify deficiencies in current legislation, an opportunity to prioritise the health and safety of our mineworkers and, more importantly, an opportunity to show our support to the resource sector. It is for that reason that people like Scott Leggett, Dr Ray Parkin and John Brady should be acknowledged for their efforts in bringing this to the fore and for their continued fight to ensure that the health and safety of all our workers in the resource sector are paramount.

Cook Electorate, Health Services

 **Ms LUI** (Cook—ALP) (2.41 pm): I rise today to speak about health investment in the Cook electorate. In doing so, I would like to commend the Premier and her cabinet for all the amazing work they are doing to deliver for health in Cook. What was most disappointing for me today was coming in here and listening to those opposite go on and on about our Premier and what she is not doing. I think I have learned more about the Premier's whereabouts in this one day of sitting than I have ever been privileged to know. I want to thank those opposite for—

Ms Richards: Showing how hard she works.

Ms LUI:—yes, showing how hard she works. I can certainly see the impact this government is having on my communities through record health investments.

There is no doubt that this government cares about the health and wellbeing of Queenslanders right across the state no matter where they live. That is no different for the communities that I look after from the Torres Strait to Cape York to Mareeba and to the Douglas shire. I want to talk about some of the investments we have seen pour into my electorate and to also take the opportunity to school those opposite about what is actually happening and what real hard work looks like.

This government invested \$46 million into the refurbishment of the TI hospital and primary healthcare centre. TI hospital looks after the 15 outer islands. It is a huge investment for the region and I know that it is going to improve health outcomes for the region.

We have also invested \$17.4 million into the refurbishment of four primary healthcare centres on the outer islands of the Torres Strait: Dauan, Ugar, Masig and Pormpuraaw. I had the opportunity last week while I was on Masig to look at the infrastructure and I was amazed. Being someone who has worked in health for a long time prior to coming into this place, I know that this investment is going to go a long way. It is especially going to support the workers at this primary healthcare centre to deliver quality health care.

We invested \$25 million into the birthing suite at Weipa Hospital. This is going to bring this service closer to home for mums or mums-to-be in Cape York. I am very excited about this new service. There is also \$8.86 million for refurbishment for medical imaging, including Weipa's first CT scanner. We are actually looking into the future at what other services we could offer for the western cape communities. There was also \$10.1 million for the Mossman Hospital which went into the refurbishment of the emergency department. I had the Minister for Health with me for the opening. It was a very monumental occasion for a heritage building. We are taking time to really listen to the needs of communities. I am very blessed and I feel very honoured to be in this position where we are actually doing a lot of good work in the health space.


We are investing in staff accommodation in Bamaga in the NPA, the furthestmost north we can get. Tourists visit Bamaga all the time, but it is critical we also have the right people working in our health services to deliver quality health care. I look at this investment and I know the impact it is going to have on my communities. We are not only planning for the future around service delivery but also looking at ways we can bring people with the right skills and expertise into the region to work.

What I am most excited about are the commitments we have made for the future. This is the \$7 million we have committed to the Mer Island Primary Health Care Centre in the Torres Strait, a brand new clinic. The old one has been around for a long time, so I cannot wait to see this project up and running. Since I came into this position there has also been \$13.7 million for the Cow Bay Primary

Health Centre. It is going to go a long way because I know how long the community of Cow Bay or the Daintree has been asking for a new primary healthcare centre there. I know it is going to go a long way in improving health outcomes for a community that is so isolated and tucked away in the Daintree.

We are doing amazing work in the electorate. I am very proud to represent this government. I will always stand up for the Premier, who delivers.

Gender Equality

 **Ms CAMM** (Whitsunday—LNP) (2.46 pm): We have heard a lot in the chamber today about who works hard, who works on weekends and who has amazing experiences as part of our role as MPs. One thing I would like to draw the House's attention to is the fact that yesterday was Equal Pay Day in Australia. Across our nation there are 60 extra days on average—as at the end of last financial year—that every Australian woman must work to earn the same as men. Workplace Gender Equality Agency's director Mary Wooldridge stated—

As a result of the gender pay gap, many Australian women have to work harder to make ends meet with very little room for discretionary spending or saving once they've covered the cost of daily essentials.

I am sure there are many people in this House who potentially do not fully understand the impact that has on women's lives across our state. With the cost of living continuing to blow out, the increased pressure of inflation and a housing crisis where we see more women, in particular women over the age of 50, at risk of homelessness, this is a real issue.

In Queensland we will recognise Equal Pay Day next week. It is important to highlight that Queensland women have to work an extra seven days—that is on top of the 60 days, so they have to work 67 days longer than men—compared to their counterparts around our nation. While we saw ministers and the Premier come in here this morning with a flashy brochure and talk about skills and going off to a summit for more talkfests, that translates to an out-of-touch approach when it comes to recognising what the reality is for women in this state.

An opposition member interjected.

Ms CAMM: I will take that interjection from my colleague; it is lip-service. Once again we see—

An honourable member interjected.

Mr DEPUTY SPEAKER (Mr Kelly): Pause the clock. If you want to interject you will need to be in your own seat.


Ms CAMM: Once again we see from those opposite glossy brochures discussing how things look, not dealing with the reality of how things are. During budget week I stated that the economic statement that was put forward by the government was seriously lacking. That has been validated by KPMG this week in its *Budgeting for gender equity*. That report highlights that all Australian governments at all levels that have not done so yet should be taking a leaf out of the book of New South Wales and Victoria and consider improvements based on those leading practices of the likes of Canada and Sweden.

We certainly do not see any new ideas out of this Treasurer when it comes to women's economic security, and we have a Minister for Women who delegates every element of the portfolio to other ministers who do not want to step up and take responsibility or accountability when it comes to women's economic security either. Right now, Queensland is not even mentioned. A tiny Women's Budget Statement lists some general steps that this government has taken, but it does not cut it—and it does not cut it with women across our state. There are no new policy ideas. There are no new ideas coming forward when it comes to looking at how the gender pay gap—we are behind the other states—is going to be addressed.

I would like to draw the attention of the House to the fact that this Thursday the Red Rose Foundation will be holding a rally outside of Parliament House. In the last few weeks we have seen, more than ever before, a number of lives lost in horrific and devastating circumstances of alleged domestic and family violence. Potentially another five people—a number of women and one man—have died as a result of alleged domestic and family violence. It is incumbent upon all of us in this House to recognise that these individuals are people with families; they are people from our community.

I encourage all members, from both sides of the House and the crossbench, to stand as one on Thursday in support and recognition to ensure we are doing everything we can to call out domestic and family violence. We say over and over again that one life is one too many, yet every day another death is reported.

TAFE

 **Mr WALKER** (Mundingburra—ALP) (2.51 pm): I rise to speak about TAFE Queensland. I have a TAFE college at Pimlico in my electorate of Mundingburra. It is a very modern facility. The Townsville (Pimlico) campus has undergone a \$35 million redevelopment in recent years. To enhance the learning experience of our students, a state-of-the-art training kitchen, restaurant and simulated nursing wards, as well as hairdressing and beauty salons, just to name a few, are featured in the new campus. This facility is very impressive, especially the nurse training facility. It is like walking into a hospital. It is world-class, and so are the trainers.

I publicly thank the whole team at the Pimlico and Bohle campuses for the excellent work they do each day in skilling Queenslanders for the future. They are training our young people for the future challenges that lie ahead and training those who want to improve their skills. As a government, we know that we have new, emerging technologies and industries and that there are new and exciting jobs in the renewable energy sector in areas like solar and hydrogen. We must have a ready workforce that is highly skilled and ready to meet the needs of the future. There are emerging jobs in hydrogen production and storage. That is why this government will be investing \$10.6 million to build a hydrogen and renewable energy training facility for training in renewable energy such as hydrogen, solar and wind at the Bohle trade training TAFE college in Townsville.

It is only when you invest in training facilities like the TAFE colleges at Pimlico and Bohle and provide free training opportunities through these facilities that you achieve a ready workforce that is highly skilled and can meet the demand of ever-changing work environments. We get a far better outcome in many areas when we invest in further training and upskilling our young people and provide advanced training to those who wish to excel in their field of expertise. As a government, it is only with a plan and through providing these opportunities that we can make our workforce more flexible and productive and help to improve their employment opportunities and confidence.

The importance of providing apprenticeships and training and upskilling our young people is to give these Queenslanders the opportunity to gain experience and enhance their opportunity not only to advance their skill set but also to earn better pay and experience career growth. Training is fundamental in improving one's confidence and creative skills. It also helps our young people grow as productive individuals. The Palaszczuk Labor government knows that it is only with a plan to invest in people that you invest in Queensland's future.

Not long after I left school I went to TAFE to learn new skills to improve my opportunities to gain employment. After working for a brief time I was successful in gaining a plumbing apprenticeship and I went back to TAFE for block training. I have had several jobs that required me to attend TAFE to upskill. As a prison officer, I wanted to improve my skills and obtain advanced training so I went back to TAFE—yet again—and completed police law modules. This continual training helped to improve my skills and confidence moving forward. It allowed me to apply for more challenging jobs and a career at Cleveland Youth Detention Centre.

The reason I tell the story of my adult learning through Queensland TAFE colleges is to show that I can relate to the importance of training and the importance of TAFE colleges around the state. It is important to invest in staff, in new training facilities, in our young people and in the future of Queensland. Those LNP members opposite do not care one bit about training our youth; nor do they have a workforce plan or policy. Why? They have not asked one question of this side of the House about workforce strategies or spoken about training young people for the future—nothing, zero. They just do not care.

It is only the Palaszczuk Labor government that has a plan to skill more Queenslanders for good, secure jobs. The new federal Albanese Labor government is working cooperatively with Queensland on the national issue of jobs and skills. As a member of the Newman LNP government, Campbell Newman's apprentice—David Crisafulli, the member for Broadwater—attacked TAFE in Queensland and tried to kill off the TAFE system by slashing funding by \$170 million and cutting more than 2,000 TAFE jobs. He attempted to sell off TAFE campuses and cut \$280 million from the Skilling Queenslanders for Work employment program. It is only this side of the House that cares about our youth and moving Queensland forward for the future.

Mr DEPUTY SPEAKER (Mr Kelly): Before I call the next speaker, I acknowledge that the former member for Mansfield is in the gallery.

Residential Tenancies



Dr MacMAHON (South Brisbane—Grn) (2.56 pm): In every crisis, someone is making money. During COVID, billionaires doubled their wealth and pharmaceutical companies have seen huge profits. In this housing crisis, it is the banks and wealthy property investors and developers who are getting richer while everyday people get screwed.

Mr DEPUTY SPEAKER (Mr Kelly): Pause the clock. I would ask you to withdraw that unparliamentary language.

Dr MacMAHON: I withdraw. This government does not want to talk about the housing crisis. In estimates I asked the Premier what measures her government was considering to deal with the housing crisis. I suggested rent caps and Airbnb regulation, but it was clear that this government has barely given the issue a thought. The government is so deeply disconnected from what everyday people are going through. Brisbane has seen some of the steepest annual rent rises on record. Every week in my office we hear about families who are struggling; we see news stories about people moving into tents and seniors sleeping in their cars. Every member in this place would be hearing the same kinds of stories. It is worth asking: who is benefiting from this crisis?

For a start, the big banks are making a ludicrous amount of money. As Australians have taken out bigger mortgages for pricier housing in recent years, the big four banks have made huge profits. They now hold \$1.87 trillion in home loans. The combined cash profit for the 2022 half-year results was \$14.4 billion—up \$700 million from the previous year. The current interest rate rise that is causing immense pain to first home buyers and owner-occupiers has given the Commonwealth Bank an 11 per cent spike in profits. The Commonwealth Bank is doing so well that it paid its CEO an eye-watering \$7 million this year.

What about wealthy investors? Years of record low interest rates and tax concessions like negative gearing and capital gains tax discounts have driven record hoarding of properties by investors, pushing up house prices to unprecedented levels. While investors gather their millions in negative gearing, ordinary people ultimately pay. With land tax and stamp duty peaking with extraordinarily high house prices and the real estate lobby rubbing their hands together with glee, this government has no interest in curbing the housing crisis while the revenue streams are flowing. As long as we have a housing system backed by this Labor government that prioritises the profits of landlords at the expense of mum-and-dad renters, we will continue to see a housing crisis, families evicted into homelessness and kids growing up in caravan parks.

First home buyers and owner occupiers will continue to struggle to break into the housing market or struggle with rising levels of housing stress. Tenants will continue to struggle with skyrocketing rents. This Labor government says that it cannot do anything about the rental crisis. It says that it is purely an issue of supply and it does not want to disrupt property investors and their profits, but this is not about the Labor government not being able to do anything; it is a case of the Labor government not wanting to do anything. There is plenty this Labor government could do. It could look to parts of Canada or here in Victoria where rent caps and rent freezes were implemented during the pandemic. In New York, San Francisco, Berlin, Paris, Barcelona—right across the world—governments are implementing rent freezes and rent caps because they see, unlike this government, that tenants are struggling and the rent spiral needs to stop.

We can even look at the history of this country for an example of a Labor government that successfully implemented rent controls. When the Curtin Labor government intervened in the housing market during the Second World War by fixing rents, it drastically helped with rampant wartime inflation, gave security to tenants during an unprecedented crisis and allowed the government to fix long-term solutions that created the social housing boom that remains one of the high points of the postwar era. Sadly, since then with the Labor Party's turn to the right and neoliberalism under Hawke and Keating, this country has not seen any other examples of a government treating housing like a human right. It has been treated as a commodity for investors, and the current rental crisis is a direct result of that.

This government needs to take action on this housing crisis, stand up to the banks, the wealthy investors and the real estate industry that profits when renters and first home buyers are squeezed out of housing. As stage 2 rental reforms come back on to the agenda, this government has a chance to intervene in skyrocketing rent prices with a rent freeze. This government will be given a second chance to genuinely improve the lives of renters and, without transformational reform, the investors and the government who profit from tenant suffering will continue to do so.

Bundaberg Electorate

Mr SMITH (Bundaberg—ALP) (3.01 pm): We follow the Greens sometimes and we wonder how they got here, but anyway they are here and it is fun to have a giggle every now and then. While they are talking about the past, I want to talk about the future—the future of future jobs in Bundaberg because we are delivering for regional Queensland, a place that the Greens do not even know exists.

Last week I attended the Bundaberg agtech immersion day which was an absolutely fantastic event, member for Bundamba, where our young people learned about the future of agtech. Agtech is very important to the Bundaberg community because without our growers and without our agriculture and our horticulture industry Bundaberg simply would not exist. We would not have the roads, the hospitals, the schools and that fantastic way of life that we do have, and we have those things because of our growers.

We need to ensure that as a government we are meeting the needs of future industries. We need to ensure that our young people have the opportunity to embrace and enjoy the new technologies that they use every single day in school through learning about drones and computer technology and know that that can take them into the field of agriculture and horticulture. It does not mean that they have to move to Brisbane to study at a Brisbane university and then get a job in Brisbane. It means that they can grow up in Bundaberg, go to our local university, go to our local TAFE, connect with our fantastic local growers who are doing an outstanding job every single day, and work and have a family in Bundaberg. That is why it is so important that this government is investing into our agtech futures and also into our young people.

While talking about our young people, it was great to be at the Central Queensland University for a barbecue the other day to meet with the future nurses, the future OTs and the future doctors, because Central Queensland University in Bundaberg now has the medical degree and is training homegrown doctors. How amazing is that? Young children can attend Walkervale State School and Kepnock State High and then they can move on to CQU and then they will be able to work in our brand new Bundaberg Hospital—a \$1.2 billion investment and one of the largest builds in the history of the Wide Bay, rivalled only by the restoration of Paradise Dam. They are two billion-dollar projects in the Bundaberg region for the people of Bundaberg and for our young people. Those future nurses are so keen to go through their degree and know that they will be in a brand new Bundaberg Hospital. However, it is not just the health staff in terms of the nurses and the doctors; it also means admin staff, hospitality staff, cleaners, wardies. It creates a brand new community of employment on that 60-hectare site out past the ring-road in Bundaberg.


While talking about future jobs and the future of future jobs in Bundaberg, I have to talk about Gidarjil. Gidarjil is an incredible organisation with strong connections to our First Nations Gurang and Gooreng Gooreng mobs and of course embraces all of the four mobs in the Bundaberg region. It had its Skilling Queenslanders for Work graduation only a couple of weeks ago, and it was outstanding to be there as young people take their first steps into the world of employment. I said to those young people that every time they take a step in their lives they are leaving an impression, and I asked them what impression they want to leave on the world with every single step they take. It was incredibly important because those graduates are First Nations people. They are community people from the Bundaberg region and from the north. I spoke to them about the importance of recognising that, as Gidarjil is an Indigenous corporation, they should think about all of the steps of all of those who came before them and all of their elders and how they fought so hard post the occupation of British settlement to get to where they are today. It is important that as they take their steps forward they leave an impression, just like all of the elders who fought for their opportunities did before them. I want to thank Dr Kerry Blackman, who is a fierce advocate and agitator—they are words that he loves to use—for all of the work that he does.

Finally, I want to talk about TAFE. I was going to say lots of good things about our Bundaberg TAFE because there are lots of good things at the Bundaberg TAFE, but with 10 seconds left I have not spoken about the LNP. It cuts, it sacks, it sells. That is all it does when it comes to TAFE—cuts, sacks, sells.

**TRANSPORT LEGISLATION (ROAD SAFETY AND OTHER MATTERS)
AMENDMENT BILL****Second Reading**

Resumed from p. 2261, on motion of Mr Bailey—

That the bill be now read a second time.

 **Mr KING** (Kurwongbah—ALP) (3.06 pm): Today I rise to contribute to the debate on the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. The Transport and Resources Committee inquired into this legislation. Our single recommendation was that the bill be passed, so it is no surprise that I am supporting it today. I start by once again thanking the mighty Transport and Resources Committee, particularly the deputy chair—a stand-out deputy chair—those who made submissions to the inquiry, the Department of Transport and Main Roads and of course our parliamentary secretariat staff who do an amazing job as well as Hansard.

This bill makes some pretty uncontroversial changes to legislation in a number of areas. Firstly, it amends the Transport Operations (Road Use Management) Act 1995, or TO(RUM) as it is known, to modernise the language used to describe road safety initiatives that can be funded by the Camera Detected Offence Program, and I will come back to that objective later. Secondly, the bill enhances the evidentiary provisions for prosecutions of vehicle standards offences—for example, if a car has deteriorated or been modified so it no longer meets Australian Standards. I am sure I am not the only one who gets complaints as a motoring enthusiast about noise from modified cars and other issues, so this legislation can help that considerably. Just for the record, all of my cars are legal.

We need to prosecute these offences to deter others from offending and to ensure safe vehicles are on our roads. However, in order to prosecute, there has often been a reliance on expert witness testimony about vehicle standards. Organising these expert witnesses can be difficult and costly. This bill enables the court to accept objective and non-contentious technical and administrative evidence without witness testimony. Further, the bill enables the court to accept that evidence showing or describing labels, stickers, VINs and modification plates is proof of the contents of said label, sticker, VIN or modification plate as pertaining to the vehicle they were found on.

Another important objective of this bill is to support changes to the Australian Road Rules relating to motorised mobility devices, or MMDs, such as mobility scooters and motorised wheelchairs. These changes include: ensuring that people operating MMDs are classed as pedestrians in all the relevant transport legislation; introduction of a 15-kilometre-an-hour maximum speed capability for MMDs while retaining the same speed limits; removing the mass limits for motorised wheelchairs; and increasing the maximum unladen mass for mobility scooters from 150 kilograms to 170 kilograms. In Queensland we are also extending our free registration and compulsory third-party insurance to all MMDs which are captured under the amended definitions. For anyone listening, please remember that if you are using your MMD on the footpath it needs to be registered.


I will touch briefly on the last five changes this bill will make before I return to the first objective I mentioned earlier: one, we are extending the legal protections for health professionals to report when a driver becomes medically unfit to drive—currently protections exist around reporting on Queensland licence holders but not drivers with out-of-state licences, so we are bringing that in; two, we are updating the methods used to state the gross vehicle mass, GVM, of a light vehicle and establishing an order of precedence when a GVM is stated in multiple ways; three, bringing in a five-year shelf life for digital photos used by the Department of Transport and Main Roads for persons under 15 years of age in recognition that biometric features are still changing at those young ages; four, we are clarifying that accommodation works needed as a result of a rail project can be carried out by enabling entry onto land by the chief executive or authorised person—I could do a whole speech about how that would have made life easier as the member for Kallangur when the peninsula rail line went through, and I thank the minister for that change; finally, the bill corrects a numerical drafting error in the Housing Legislation Amendment Act 2021 which implements stage 1 of our rental law reforms.

I will conclude by going back to the modernisation of language describing road safety initiatives that can be funded by the Camera Detected Offence Program. I note this bill does not change our policy on investing Camera Detected Offence Program revenue back into benefiting the community, but it updates the range of ways we can conduct and fund safety programs and research and expands our ability to work in partnership with other organisations and road user groups to achieve our aims. The bill also legislates using the term ‘crash’ instead of ‘accident’ to describe road incidents that should be preventable and clarifies that road safety funding can be proactive in using new technologies, in taking steps to address identified road safety risks, not just reacting to crash statistics, and in making improvements to areas near our roads not just on the roads.

Any revenue that we raise using camera detection technology—that is, speed cameras, red light cameras, mobile phone cameras, seatbelt cameras and cameras that detect unregistered cars and uninsured vehicles as well as some vehicle load restrictions—in excess of administration costs goes back into road safety education and awareness programs, road accident injury rehabilitation programs and road funding.

In my electorate alone funding from road safety programs such as community road safety grants, the Flashing School Zone Signs program and the School Crossing Supervisor Scheme, has benefited or is set to benefit Burpengary State School, Burpengary State Secondary College, Genesis Christian College Jinibara State School, Kurwongbah State School, Lawton State School, Mt Maria College, Narangba State School, Narangba Valley State High School, Our Lady of the Way School at Petrie and Petrie State School. One can see the good it is doing. In addition, through the Learner Driver Mentor and Road Safety Education programs, students and high schools across the Brisbane North region are serviced by the Salvation Army's learner driver program, RACQ's school road safety education programs and the RYDA Program delivered by local Rotary clubs in conjunction with Road Safety Education Limited.

Already this year 200 lives have been lost on our roads. Sadly, as we have heard, it is constantly increasing. That is an increase from 2021 and there are still a few months of this year to go. Research tells us that road safety cameras and penalties help prevent thousands of crashes and billions of dollars. We know road safety education programs work. The more drivers do the right thing the less people are likely to die, and die senselessly, on our roads. Our government is about saving lives. I commend the bill to the House.

 **Mr MILLAR** (Gregory—LNP) (3.13 pm): I would like to make a contribution to the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. Firstly I would like to thank the committee and its chair. I also pay tribute to our former secretary Deb Jeffrey, who has left the parliament after decades of service to this place. I welcome Dr Jodhi Rutherford as our new secretariat and I wish her all the best and look forward to working closely with her. I also want to give a shout-out to Dr Amanda Beem, who is on our islands inquiry and doing a fantastic job.

The bill makes the following changes relevant to transport legislation: currently all revenue from camera detected offences must be used for road safety education, road accident rehabilitation and safety improvements on state controlled roads where actions most frequently happen. It is proposed to broaden where the revenue can be spent to include: collaborating with organisations and local communities to develop and implement safer practices; enabling vulnerable road users to participate in programs to improve their safety on the road; and proactively researching innovative solutions to existing or emerging problems. Changes are also proposed as to where funding can be used for infrastructure safety improvements. Currently the legislation limits this to state controlled roads where accidents most frequently happen. This bill will broaden this to fund any safety improvements on state controlled roads prioritised to maximise the reduction in the frequency and severity of road crashes.

Road safety is paramount right across Queensland. There would not be a person in this chamber who does not want to make it even safer. One road death on our roads is one too many. It is an absolute heartbreaking tragedy for the parents of a young person to get a knock on their door to be told that something terrible has happened and that their child has passed away, or for children to get a knock on the door to find out that a parent or a grandparent has passed away. With the current road toll around 200, that is 200 families that have been affected. That is 200 funerals that have to be organised. That is 200 families that have a massive hole in their heart and nothing—no words, no actions—can undo what has happened. It is so important that we get people home safely. Whether it is in mining, on the road or at a job, a person has to come home and go through that door. It is paramount that we get road safety right.

The LNP will not oppose the bill. We do, however, have to look at the lack of road maintenance funding for regional state controlled roads across this state, which I have continued to advocate for. Over \$5 billion—

Mr Minnikin: \$5.7 billion.

Mr MILLAR: I will take the interjection from the shadow minister: \$5.7 billion. As the member for Gregory, I cover 460,000 square kilometres of this great state. I have to travel along those roads, which I enjoy. I love getting out on the road and visiting the different communities. I get to see firsthand the state of those roads. I will give credit where credit is due. Thank you for completing the Blackall-Jericho Road. That will play a significant role in getting our organic beef out of the Channel Country into the abattoirs. We need it to be in Rocky or Townsville. The Torrens Creek Road has been finished. That gives us another access point to get beef down from the Diamantina, through Longreach, up through Hughenden and into Townsville to an important market.

We are starting to see a live cattle trade out of Townsville. The condition of the roads affects the condition of the cattle. I continue to get complaints through my office from either graziers or processors that cattle have lost condition in the time from being loaded on property to being unloaded at the abattoir.

When I talk to companies like Blenners, a major refrigeration operation out of Tully, one of the major problems they have at the moment is the massive rub on avocados or mangoes such that when it gets to the Sydney Markets—

Mr DEPUTY SPEAKER (Mr Kelly): Member for Gregory, you are straying a long way from the long title of the bill. I have given some leeway to see if you would come back. I would ask you to come back to the long title of the bill.


Mr MILLAR: I will come back to the title of the bill. I am saying that the condition of our roads is having an impact on not only road safety but also produce. Let us get back to road safety, as the Deputy Speaker has requested. I will always follow the Deputy Speaker's rulings.

Road safety is important. I believe that previous road safety action plans are failing. In 2016 the road toll was 251 fatalities. In 2021 it was 275 fatalities, which is almost 10 per cent higher despite improvements in vehicle safety. So far, as we heard this morning, around 200 people have died on Queensland roads. That is 15 per cent higher than at the same time last year and 35 per cent higher than the five-year average. Just to bring it home, for my seat of Gregory and the seats of Keppel, Rockhampton and Callide, in the Central Queensland police region we have seen an increase of 84 per cent. Tragically, in 2021, 22 people died in Central Queensland and so far in 2022—I have in front of me the fatality figures by police region—we are looking at 39 fatalities. That is devastating.

We have to put more effort into education. As a parent, I believe we need to encourage our children to drive responsibly and we absolutely need to look at defensive driving education programs. In my electorate I know young people who think they are six foot seven and bulletproof. They do not realise the power of the car they are driving, whether it is a four-cylinder Hilux or a six-cylinder diesel Toyota trayback—especially the young blokes who are all care and no responsibility. I was one of those. I would drive along dirt roads at unacceptable speeds not knowing, if a kangaroo came out from the side or something like that, how to be evasive. Naturally you turn the wheel to try to avoid the kangaroo, but that puts pressure on one side of the car and it spins out, and there will be a gum tree waiting there.

We have to have a campaign for young country male drivers who think they are six foot seven and bulletproof, as I thought I was. I am lucky. I was in an incident. When I was a young bloke, we were travelling to Brisbane late at night and the car spun out. Both my brothers were in the car as well as my older brother's fiancée. The car spun out just past Blackwater. I was in the back seat. We went round and round and down an embankment. Can you imagine what that would have done to my parents, my father? We were travelling to Brisbane for a family reunion when we spun out. I have never forgotten that. It has made me very careful about driving. In fact, believe it or not, I stick to cruise control in the Toyota because in this job it is important that I retain my licence and I cannot afford a chauffeur—not that I need one.

I support the bill. Yes, it is important that we put money towards other educational programs, but let us get to the crux of the matter: if I can make only one contribution it would be to say that we need a digital media campaign for young male country drivers. While I do not think it would cost much at all, if we saved one life it would be worth every cent. I cannot afford to lose young families and young people from my region. This is important. We have a mental health issue at the moment that is affecting people right across Queensland. This is something that we can actively participate in. We can start doing something so that more people stay alive and more people get home safely.

 **Mr WALKER** (Mundingburra—ALP) (3.24 pm): I rise to speak to the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. I thank the Transport and Resources Committee chair, the member for Kurwongbah, for his leadership and guidance and also my fellow committee members. A huge thankyou goes to Ms Deb Jeffrey, the former committee secretary, for her assistance and guidance to me since I started in parliament. A big welcome goes to our new committee secretary, Dr Jodhi Rutherford.

This bill is all about making our roads safer, increasing the range of motorised mobility devices to meet the needs of those with a disability, improving the court process and more. Road safety is an issue that affects all of us. So far this year, tragically we have lost 198 people on Queensland roads. That is 15 more fatalities than in the same period in the previous year and 35 fatalities more than the previous five-year average. The Palaszczuk government is absolutely committed to reducing the number of serious accidents on our roads with an ultimate goal of zero deaths in Queensland. Unfortunately, all too often we continue to see the fatal five. Speeding, driving fatigued, drink and drug driving, driving distracted and driving without a seatbelt are major contributors to deaths on our roads. Often, multiples of those occur at the same time. That is why it is important to roll out an Australian first in terms of seatbelt and mobile phone detection cameras.

This is about saving lives. Wear your seatbelt and do not use a mobile phone while driving: it is that simple. I cannot believe that people are still driving without wearing a seatbelt. It is quite a simple thing that will potentially save your life. I found it of interest that using your mobile phone while driving is the equivalent of driving with a blood alcohol level of .07 to .1. Independent road safety research is very clear that using a mobile phone while driving could kill you and/or others. If you need to use your mobile phone when on the road, pull over. It is that simple.

The types of cameras currently used by the Camera Detected Offence Program include the following: speed cameras, red light cameras, combined red light and speed cameras, point-to-point speed cameras, automatic numberplate recognition cameras for unregistered and uninsured vehicles and vehicles transporting dangerous goods in tunnels, and the new mobile phone and seatbelt detection cameras that were introduced last year.

Over the past 25 years, the Transport Operations (Road Use Management) Act 1995 has ensured that revenue raised from penalties above the cost of administering the program is dedicated to road safety education and awareness programs, road safety, accident and injury rehabilitation, and improving the safety of state controlled roads where accidents most frequently happen. In 1997, Queensland became the first jurisdiction in Australia to legislate to invest the revenue from camera detected penalties into key road safety priorities. That was a smart move and a very important initiative.

Under the amendments to the Transport Operations (Road Use Management) Act 1995 contained in this bill, the fines from camera detected offences will continue to be available for road safety education and awareness programs, such as the StreetSmarts campaign, flashing signs in school zones, safer road infrastructure, enhanced active transport corridors, rehabilitation programs for people injured in road crashes and more. I know this is the right thing to do.

The people of Queensland expect us to invest in improving road safety. This can include, for example, supporting and working with road users, employers and community groups to motivate and influence safe road user behaviour through incentivisation, enabling participation through collaboration and sharing expertise, partnerships and undertaking proactive research. It may also include new and emerging targeted programs for work designed to reduce road trauma such as but not limited to the trial and evaluation of distinct and increased, education and driver awareness programs, anti-hooning technology and expanding the reach of the automated numberplate recognition technology program across the enforcement network.

I am a big supporter of targeting those who hoon on our roads at all hours of the day, annoying our local neighbourhoods and communities. Funding allocations will not be limited to where crashes have already happened; they will be allocated proactively to sections of state controlled roads where crashes have not yet happened but where analysis shows that a risk of serious crashes potentially exists. I see this as a great move forward, being proactive to prevent serious injury or deaths on our state roads. As I said, 198 deaths on our roads this year is 198 deaths too many.

In terms of mobility reforms, this bill includes positive changes for members of our community who rely heavily on mobility scooters or motorised wheelchairs. That is a smart and important improvement and helps those with a disability to have more mobility and connectivity with their local community.

This bill will provide legal protections for health professionals who in good faith report on non-Queensland driver's licence holders' medical fitness to drive. This is especially important. Road safety is everyone's business and responsibility. I urge everybody in this place to do their part to promote road safety. It is a message that we need to share across our social media platforms. It is the right thing to do.

I also note in the bill that digital photos for authorisations, driver's licences and photo identification cards must be a true likeness of the person. This will be achieved by reducing the shelf-life period during which the photos can be re-used from 10 years to five years if the photo was taken when the person was under 15 years of age.

The Palaszczuk Labor government has invested heavily not only in improving our state road network but also in opportunities for improved driver training. For example, in Townsville the Palaszczuk Labor government has invested in the motorsport facility at Lansdowne, a facility that will be managed by Drive It NQ. This is a facility that will be for driver training and motorsport, for both cars and motorbikes. This facility is currently being used by the Queensland Police Service to train our new police recruits. It is also being used by many other government agencies to enhance driver skills and to

improve safety on the road. This is a brilliant investment in road safety moving forward and allows other industries to use it in developing new transport products for both domestic and defence markets. This facility will also allow for testing and certification of modified vehicles that will be used on Queensland roads.

It is only through investing in new road networks and being proactive in making our roads much safer that we will save lives on Queensland roads. I commend the bill to the House.



Mr WATTS (Toowoomba North—LNP) (3.32 pm): I rise to make my contribution to the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. I start by promoting a particular program in my electorate which is related to road safety and is always looking for funding. I encourage the minister and others to look at that.

My PCYC runs a program called Braking the Cycle. During Road Safety Week I met Paul, an 80-year-old man in my electorate who has volunteered 9,000 hours of his time to sit next to someone whilst they are trying to get their hours up while learning to drive. One hundred and thirty eight different drivers have gained their licence. These are usually people from low socio-economic backgrounds and/or immigrants who have come to Toowoomba for a safe haven but who do not have their driver's licence. Paul, we thank you.

Certainly some of the revenue that is raised through camera detection can be used for such programs—to create awareness and opportunity to ensure that people on our roads have the practical experience to operate vehicles safely and know and understand the rules completely. The Braking the Cycle program is run at my PCYC. Paul, thank you very much for what you do.

As we broaden the scope of how this revenue can be spent, it is very important to ensure that that revenue remains focused on safety on our roads. We never want the revenue from our cameras to leak out to other things. With that in mind, I think the broadening of this bill is perfectly acceptable. We want to make sure that it is targeted. Enabling vulnerable road users to participate in programs to improve their safety on the road is clearly a good intent in terms of the spend of this money.

In terms of proactively researching innovative solutions to existing or emerging problems, there is no doubt that as technology in vehicles changes into the future we need to make sure that Queensland is leading the way. If this is a source of revenue that can be used for looking at those innovative solutions, I encourage that. That is why we are not opposing this bill. We think it is a measured and sensible way forward for this additional revenue.

People should be aware that, in line with the increase of technology in the vehicle, there is increased technology that monitors what is going on in the vehicle. I think everybody in Queensland is now well and truly aware that we have cameras detecting mobile phone use and/or seatbelt wearing. Revenue raised from offences should be put to good use. As I say, I think this is a sensible way forward when it comes to road safety, but there are some other things that I think we should look at.

A lot of state government roads traverse my region. If we look further west, we see state government controlled roads in poor repair. There is a backlog of maintenance that should come from general revenue. When people are losing their lives, we who live west of Ipswich will take any revenue source to improve our roads. Too many times as my children were going through school I would hear of a young person, perhaps a boarder in Toowoomba—I have a lot of boarding schools—whose father, mother or brother—or themselves—lost their life getting to or from school, coming to pick them up or getting home from work. Our roads are not great. The standard of road network that we have west of the divide is far below what I see east of the divide, whether it be because it is traversing black soil or because it is not getting maintained due to the backlog. Sometimes it is because it is difficult to do. A life in the country is worth just as much as a life in the city. If we look at the rate of people who die on our roads to the south and the west of me as a percentage of population, it is much worse than in other parts of the state.

Whilst we are looking at road safety education, Rotary and others deliver some great education programs to year 12 students. I know that the Rotary Club of Toowoomba East, in conjunction with other Rotary clubs, has been delivering that program for a long time. Increasing funding for such programs to make them more widely available to every year 12 student, so that they not just read about stopping distance but actually watch a car and see what happens to an item inside the stopping distance when it is hit, ensures they understand what it means to not follow the road rules and therefore not drive as deemed safe by the state.

There are a couple of other things in the bill that I want to mention briefly. One is increasing the range of allowable motorised mobility devices. These are very important for members of our community as they age and start to become immobile. Having the ability to get a little mobility scooter is just fantastic. There is somebody in my electorate who for years has driven his scooter thousands of kilometres all over Toowoomba. Without it, his life would be ruined.

To change the rules so that we have a bigger range available is sensible. I think maintaining the speed limit whilst travelling on a public path is also important. Every once in a while I see someone nipping past me who is going well and truly above the 10-kilometre-an-hour limit. Whilst the new vehicles might have the capacity to go faster, people should not misunderstand the reason we have limits in place. The reason the capacity of these vehicles has been increased is so that we fall into line with manufacturers to bigger markets. Therefore, there will be more mobility scooters available, and hopefully that will help drive down the price for pensioners and others who are trying to buy one. That is the reason for the change in weight and change in speed, but make no mistake: it is not about zipping along faster on our pathways. Let's keep the speed down.


Another change—and I know that time is going to beat me—relates to recommendations for licences. Some people may rely on doctors' reports or the reports of others outside the state. Medical practitioners outside the state deserve the same protections as those within the state. Again, that is a sensible change.

Overall, the bill is pretty sensible. This piece of legislation tidies up a few things. I will touch on tidying up. There have been a few sloppy practices that have come through with this government. We have seen the guillotine drop and legislation rushed through. We are not getting as much of an opportunity to debate legislation as we would like. Ultimately, what that has caused is drafting errors to slip through into legislation. For another time now we have to come back and tidy up legislation that was drafted badly.

An opposition member: Eleven times.

Mr WATTS: Eleven times in the 56th Parliament we have had to do that. That is not good enough. The ministers have plenty of staff. Maybe they should redirect some of their media staff into helping check the drafting of bills to ensure we do not have these problems. Maybe we should allow a little more time for the bills to be debated to ensure we do not have these errors repeatedly needing to be fixed up by this incompetent government.

(Time expired)

 **Mr MARTIN** (Stretton—ALP) (3.42 pm): I rise to speak in support of the Transport Legislation (Road Safety and Other Matters) Amendment Bill. Road safety is an issue that affects all Queenslanders. So far this year we have lost almost 200 people on Queensland roads. These are not just numbers; they are mums, dads, children, husbands, wives and grandparents. These deaths have far-reaching and profound impacts on families and loved ones, with direct and indirect impacts including loss of life, loss of quality of life after a serious injury, economic loss for families who have lost breadwinners or carers, medical costs, legal costs, property damage and more. The non-monetary ripple effects of road crashes must also be considered such as the psychological effects on communities when, for instance, a young person or a number of young people die or are seriously injured. As we know, these tragedies affect whole communities.

This bill puts forward amendments that will improve road safety. I support these amendments and my community does too. In particular, it will increase the range of allowable motorised mobility devices, make improvements to court and other processes, bring equity and consistency to landowners and occupiers whose land is affected by transport project works and make minor enhancements to transport and housing legislation.

I am proud to be part of the Palaszczuk government which is committed to reducing the number of deaths on Queensland roads, with the ultimate goal of zero deaths, as we heard from the minister earlier. The major causes of people dying on our roads are well known. Our first responders and the emergency services—police, ambulance and the fire department—know these well. I take this opportunity to thank the hardworking frontline emergency service workers in my community for the work they do keeping us safe on our roads. They see firsthand the impacts of speeding, driving fatigued, drink and drug driving, driving distracted and driving without a seatbelt. These are known as the fatal five and are the major contributing causes to deaths on our roads.

Seatbelt and mobile phone detection cameras are a key way of targeting individuals driving distracted or driving without a seatbelt. We know that driving distracted is dangerous and that driving whilst trying to text message or, even worse, check social media is equivalent to being over the legal limit. This important technological advancement is an Australian first and will drive change in behaviour, reducing dangerous driving and making roads safer for all Queenslanders.

Ultimately, the aim of all road safety legislation is clear. Dangerous behaviour must stop! With this in mind, the Camera Detected Offence Program enables the use of new technology to reduce road trauma by deterring unsafe and illegal behaviour. Importantly, as we heard, penalties raised by these cameras in excess of administering the program go back into dedicated road safety, education and awareness programs, road accident and injury rehabilitation and improving the safety of state controlled roads where accidents most frequently happen.

Queensland became the first jurisdiction in Australia to legislate this—directing the investment of revenue from camera detected penalties into key road safety priorities. This has served the people of Queensland well by providing dedicated funding to road safety initiatives, including: the Targeted Road Safety Program; the community road safety grants program; the flashing school zone signs, which I am sure members in this place know very well; StreetSmarts road safety campaign; and blood products for road crash injuries.

This clear policy intent has not changed but has been expanded under this bill to include safety initiatives that use new approaches, innovation, proactive measures and support research and development, trials and the delivery of new solutions where the trials are successful. This includes the department working with community groups and employers to influence and encourage safe behaviour on our roads. I think this particular part of the bill is very important. It expands legislation so that the department can work with community groups that already have great ideas and are very close to their communities and also employers, especially with large workforces. I commend the minister for this forward thinking.

This will also include new and emerging targeted programs of work designed to reduce road trauma, including the use and application of anti-hooning technology—something that I am also looking forward to. This supports the principle that when it comes to road safety we all need to be guided by data and tailor road safety initiatives to the needs of different regions and types of road users throughout the state.

This bill also includes positive changes for people who rely on motorised wheelchair and mobility scooters. Currently, the rules around the use of mobility scooters and motorised wheelchairs apply mass and speed capability limits. When these rules were first applied they reflected the range of devices available for purchase at that time and aimed to stop inappropriate devices being used. Technology has changed and things have moved on some way. This legislation will implement changes to reflect and allow wheelchairs of any weight and mobility scooters of up to 170 kilograms, aligning with new Australian standards. These changes will assist people who require heavier and more powerful devices such as when a user requires special equipment to attach to the device to choose the device that best fits their needs.

As all members in this place know, road safety is everyone's responsibility. It is on all of us, along with community leaders and business leaders—everyone—from all parts of Queensland, to do their bit to promote road safety. As a community, all Queenslanders need to work together to make our roads safer. It is for everyone because the truth is that no matter how good we think we are at using the roads we can always get better at it. This includes all drivers, cyclists, pedestrians, motorcyclists, young drivers and their parents.

Education programs like StreetSmarts are an important part of this road safety plan. Tools we can use to help ourselves or others drive smarter are helpful—for instance, by removing distractions; by enabling 'do not disturb' functions on mobile phones; by encouraging people to look for safer cars when they are out shopping for new or used cars; by being a lift legend when you or your friends are going to out to celebrate, making sure there is someone there who has not had a drink who can drive home; by taking care of walking when you are near a road; by avoiding tailgating and giving others enough room on the road; and, very importantly, by wearing a seatbelt and ensuring that other people in your vehicle are wearing a seatbelt when you are the driver.

It is a message that we need to keep pushing. We can always do more. I look forward to the day when we have zero deaths on our roads. I know that is an ambitious goal, but it is our stated goal—and it is something that this government is working towards. I hope that advancements in technology—and good public policy like this—can get us closer to that goal of zero deaths, zero lives lost and zero families devastated. I commend the bill to the House.



Mr WEIR (Condamine—LNP) (3.50 pm): I rise to make a contribution to the debate on the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. I served briefly on that committee during the absence of the then member for Callide in the lead-up to the by-election. Then I was replaced by the current member for Callide.

On 1 June 2022, the committee invited stakeholders and subscribers to make written submissions on the bill. The committee received five submissions. The purpose of the bill, as outlined in the explanatory notes, is to improve road safety, increase the range of allowable motorised mobility devices, make improvements to court and other processes, and make minor enhancements to transport and other legislation.

The bill proposes to achieve the policy objectives by amending the Transport Operations (Road Use Management) Act 1995 and making consequential amendments to various regulations: to modernise and clarify how financial penalties collected for camera detected offences can be spent on road safety initiatives; to implement the national MMD changes in Queensland and apply gratuitous registration and compulsory third-party arrangements to a greater range of MMDs; to ensure a health professional who provides information about a non-Queensland driver's licence holder's fitness to drive has the same legal protection as would apply if they provided information about a Queensland driver's licence holder; to allow for documentary related evidence to be provided to courts for certain objective and non-contentious information relevant to vehicle standards related offences; and to update the definition of gross vehicle mass.

In addition, the bill will amend: the Transport Planning and Coordination Act 1994 to provide that a digital photo taken when a person is less than 15 years old will have a shelf life of five years instead of 10 years; the Transport Infrastructure Act 1994 to clarify accommodation works may be undertaken as a result of a rail project to provide certainty and consistency for landowners and occupiers and all transport infrastructure projects; and the Housing Legislation Amendment Act 2021 to correct the numerical drafting error in section 83A by renumbering the affected provisions. Clause 15 proposes to replace section 117(1) and insert in section 117(2) as follows—

- (1) All money collected for penalties imposed for camera-detected offences in excess of the administrative costs of collection must be used for the following purposes—
 - (a) to fund the development or delivery of programs or initiatives for any of the following—
 - (i) road safety education and awareness;
 - (ii) enabling practices and behaviours that improve road safety;
 - (iii) rehabilitation of persons who have been injured in a road crash;
 - (b) to fund infrastructure and related technologies to improve the safety of State-controlled roads, with funding to be prioritised using a risk assessment methodology to maximise the reduction in the frequency and severity of road crashes.
- (2) In this section—

State-controlled road means a road or route or part of a road or route declared to be a State-controlled road under the Transport Infrastructure Act 1994.

Road crash means a collision or incident—

 - (a) on or adjacent to a road; and
 - (b) involving a moving vehicle; and
 - (c) in which a person is killed or injured or property is damaged.

The department advised that over the past two years we have seen an increase in the number of lives lost on Queensland roads. The types of cameras currently in use in Queensland detect speeding, running a red light, unregistered and uninsured motor vehicles, transporting particular dangerous goods in tunnels and, more recently, mobile phone and seatbelt offences. The department provided examples of the range of road safety initiatives which the CDOP funds. These initiatives include: the Targeted Road Safety Program, which funds improvements to state controlled roads where crashes frequently occur; community road safety grants program; flashing school zone signs; StreetSmarts road safety campaigns; and blood products for road crash injuries.

Road safety is paramount for all road users, and some of our roads are definitely not in the best condition they could be in to ensure accidents do not occur. In the electorate of Condamine an enormous number of heavy transport vehicles traverse these roads on a daily basis carrying grain, cotton, livestock, freight and other goods heading either to port, within the electorate or further west. This means a great deal of pressure on the construction of the road itself, let alone the sheer volume of traffic.

There are almost 40 schools in the Condamine electorate. Each of these schools has bus runs transporting children to and from school, some on single-lane bitumen roads in disrepair, having to navigate past fully loaded heavy transport vehicles. Their safety is at the forefront of every parent and bus driver's mind. Regrettably, during the flooding in late 2021 and early 2022, there were several drowning deaths at causeways within the electorate. This was devastating for families and for those emergency service officers who attended the scene. Anything that can increase the safety of road users is welcomed.

This government does not have a good track record when it comes to road safety. It is more interested in how things look rather than how things actually are. All other road safety action plans implemented by this government have failed—and the road toll continues to rise. There has been a rise in the road toll from 2016 with 251 fatalities. In 2021 it was 275—almost 10 per cent higher despite improvements in vehicle safety. This year, as of 29 August, 198 people have died on Queensland roads, with several of these in the Condamine electorate. This is 15 times higher than the same time last year. Every one of those fatalities has a family who is left grieving.

Clause 35 proposes to amend the Transport Operations (Road Use Management—Road Rules) Regulation 2009 by inserting a new section 239A. The explanatory notes state—

In effect, section 239A removes the unladen mass limit that previously applied to motorised wheelchairs under section 288(3) but retains the speeding offence so that it will continue to be an offence for an MMD to travel more than 10km/h on a path (a bicycle path, footpath or shared path). It will also continue to be an offence for a person to operate an MMD on a path unless, because of their physical condition, the person has a reasonable need to use an MMD.

The explanatory notes identify that there is no requirement under the existing legislation for health professionals to notify the department if they become aware that a driver's licence holder, including a person who holds a driver's licence issued in another jurisdiction, is not medically fit to drive.

Existing section 142 of the TORUM provides protections against civil liability under an administrative process for defamation or breach of confidence if a health professional provides information to the department's chief executive in relation to a Queensland licence. However, the same protections do not apply to non-Queensland licence holders. Clause 23 proposes to amend section 142 so health professionals who report on medical fitness for a non-Queensland driver's licence holder have the same legal protection as would apply if they reported on medical fitness for a Queensland driver's licence holder.

RACQ stated that we have also previously advocated for mandatory medical condition reporting by health professionals. The department responded by saying that that could result in some unfavourable outcomes and failure to report some health problems by the actual patients.

We all know someone who perhaps should have had their driver's licence removed or restricted due to ailing health or old age. Many of these people do not necessarily voluntarily relinquish their licence for a number of reasons. One of the reasons in rural and regional Queensland is the lack of public transportation or taxi services available.

There are many parts of the Condamine electorate that do not have a bus service to the next town, let alone to the other side of town. Taxi services are also limited and very expensive. This means that maintaining a driver's licence is critical to allow for everyday activities like shopping, attending medical appointments, church meetings and social gatherings. It is always a very sensitive issue when a licence is cancelled, and as members of parliament I think we have all had those cases before us. At times, medical professionals are under a great deal of pressure to allow the extension of an individual's driver's licence to ensure patients can stay active in the community, but the lives and welfare of all road users must be taken into account. There are other amendments in this legislation but they are not contentious and we will not be opposing the bill.



Hon. MT RYAN (Morayfield—ALP) (Minister for Police and Corrective Services and Minister for Fire and Emergency Services) (4.00 pm): I rise to contribute to the debate on the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. As many speakers have already addressed, there have been too many road traffic crashes this year, too many road traffic fatalities, too many road traffic hazards—

Opposition members interjected.

Madam DEPUTY SPEAKER (Ms Bush): Members to my left, if you do not mind keeping it down a bit, that would be great.

Mr RYAN: Just in the last few days a lady lost her life on the D'Aguilar Highway just outside of Caboolture, and our thoughts are with her family and friends and her eight-year-old daughter, who was in the car with her and is currently in hospital.

Too many lives are being lost on our roads. It is the resolve of everyone in our community, whether it is this parliament, government agencies like the Department of Transport and Main Roads and the Queensland Police Service, to not only make our roads as safe as possible but also ensure that those people who are operating vehicles on our roads are doing so responsibly and as safely as possible so we can reduce the number of fatalities, the number of casualties and the amount of road traffic trauma.

I have a very keen interest in the amendment bill before the House, particularly those matters which go to road safety. Queensland's more than 12,000 police take road safety very seriously. It is a vital part of their jobs to ensure that our roads are as safe as possible and that those on our roads are acting lawfully and consistent with road traffic legislation. Along with the Department of Transport and Main Roads, the Queensland Police Service has a common goal; that is, to ensure all road users are confident and safe road users. One way they are able to ensure that is through the Camera Detected Offence Program, which was introduced in Queensland to enable the use of camera technology to reduce road trauma by deterring unsafe and illegal driving behaviour.

It is interesting when you look at the history of this, because there was a clear reduction in road trauma following the introduction of speed cameras and red-light cameras almost 25 years ago. They were introduced under the Borbidge government. One of the interesting debates at the time was around the use of the revenue generated. When the bill was first introduced by a good bloke, Vaughan Johnson, who was the transport minister at the time, it had all of the revenue going into the Consolidated Fund. It was up to Jim Elder, the deputy leader of the Labor Party at the time, to move an amendment to have those funds hypothecated into road safety purposes. It is an interesting debate and I was going to refer to the page in *Hansard*. On 27 November 1996, at page 4510 of *Hansard* Jim Elder said—

A number of members have raised this issue already, so I will not spend a lot of time going over the point again. One of the Opposition's major concerns about this Bill has been revenue collection and the fact that the introduction of speed cameras will be seen as a straight revenue generator for consolidated revenue—that the significant amounts of money that will be generated as a result of the introduction of speed cameras will go straight into Treasury coffers.

Jim Elder moved an amendment, to his credit Vaughan Johnson accepted it, and that is a legacy of the introduction of speed cameras. Two good things came of that: those detection devices have led to the reduction of road trauma; and the hypothecation of that money has gone into initiatives and programs to reduce road trauma and increase road safety. It is a credit to both of those people that they were able to support that legislation and the amendment at the time.

Like police on the roads, those camera detected offence devices are a deterrent for poor behaviour. The fixed and mobile cameras detect offences such as speeding, failing to stop at red lights, using mobile phones and not wearing your seatbelt. The types of cameras currently used include: portable speed cameras, red-light cameras, fixed red-light and speed cameras, point-to-point speed cameras, automatic numberplate recognition cameras for unregistered and uninsured vehicles, and new cameras for mobile phones and seatbelt detection. Because of those amendments in 1996 the Transport Operations (Road Use Management) Act ensures that funds raised through penalties above and beyond the cost of administering the program go towards road safety education and awareness programs, road safety accident and injury rehabilitation, and improving the safety of state controlled roads in particular blackspots.

In the late 1990s this state became the first jurisdiction in Australia to legislate the investment of revenue from those penalties into those road safety priorities, as I have already explained. The intent has not changed, but the release in April this year of the Queensland Road Safety Strategy 2022-2031 is the result of the review of the strategy and how we need to modernise our legislation to ensure it remains relevant not only to the safety initiatives that require investment but also to the evolution of technology around road safety initiatives.


This bill will enable the funds raised through the Camera Detected Offence Program to continue to be invested in road safety initiatives in targeted initiatives to help Queensland achieve road safety targets and reduce road trauma. Our target in the Road Safety Strategy is to achieve a 50 per cent reduction in lives lost and a 30 per cent reduction in serious injuries on Queensland roads by 2031. It is the hope of all members of this House and every member of our community that we achieve those reductions sooner and that we exceed those reductions, because of course every life lost is a tragedy. As my colleague the Minister for Transport and Main Roads has already said, these are ambitious targets, but they are targets worth striving for.

Under the amendments to the Transport Operations (Road Use Management) Act 1995 in this bill the fines from camera detected offences continue to be available for road safety education and awareness programs such as the StreetSmarts campaign, flashing signs in school zones, safer road infrastructure and rehabilitation programs for people injured in road crashes. The amendments will continue to ensure that all excess revenue from camera detected offences is invested into these priority road safety initiatives; however, the amendments also modernise these provisions and clarify that funds will be allowed for expanded road safety responses beyond existing operations, including through monitoring and identifying trends, research, trials, implementation and evaluation. This will support the development and implementation of road safety programs and initiatives that use new approaches such as new technologies, new innovations and proactive measures. For example, funding may be applied for—but not limited to—supporting work with road users, employers and community groups to motivate and influence safe road user behaviour.

This could occur through incentivisation, enabling participation through subsidisation, collaboration and sharing expertise partnerships, and undertaking proactive research or other initiatives; it could be used for new and emerging targeted programs of work designed to reduce road trauma, such as the trial and evaluation of distinct and increased drug-driving deterrence or anti-hooring technology and expanding the reach of the existing Automatic Number Plate Recognition program right across the road network; or it could be used for infrastructure and related technologies to prevent crashes on roads where serious crashes have not yet occurred but where analysis shows a serious crash risk exists.

As I have already said, the amendments make it clear that Camera Detected Offence Program funds in excess of administration costs will continue to be directed to activities and initiatives that enable improved road safety behaviours or practices. This may now include adopting new approaches, new technologies and more proactive measures. Educating drivers is a key factor to ensure our roads are safer.

As put forward in the bill, to reflect contemporary thinking, road trauma is the result of ‘crashes’ not ‘accidents’, and they are tragedies. Punitive measures on their own are not enough. What we must remember is that, even with legislation in place, it is ultimately up to drivers and passengers—all road users—to ensure they make responsible and safe decisions on our roads. Their lives ultimately could depend on it. I support the bill. I encourage all members to do so as well.

 **Dr ROWAN** (Moggill—LNP) (4.10 pm): I rise to address the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. This legislation, as outlined in the explanatory notes, seeks to improve road safety, increase the range of allowable motorised mobility devices and enable improvements to court and other processes, and it makes minor enhancements to specific transport and other legislation.

I particularly note that changes to transport legislation will further broaden the areas where revenue that is collected from camera detected offences can be spent. Specifically, clause 15 of the legislation will replace the existing section 117 of the Transport Operations (Road Use Management) Act 1995 and enable funds to be spent on the development and delivery of programs and initiatives as they pertain to road safety education and awareness, the enabling of practices and behaviours that improve road safety and the rehabilitation of persons who have been injured in a road crash.

I also note that new section 117(1)(b) will broaden the ability to use revenue collected from the current limit of ‘State-controlled roads where accidents most frequently happen’ to now state—

... infrastructure and related technologies to improve the safety of State-controlled roads, with funding to be prioritised using a risk assessment methodology to maximise the reduction in the frequency and severity of road crashes.

There is no question that these are worthy initiatives. Anything that can be done to improve road safety and enhance road and transport infrastructure deserves full support. However, disappointingly, when it comes to improving road safety and investing in the vital public transport and road infrastructure required, the Palaszczuk state Labor government’s record to date has been deficient. Despite years of road safety action plans and ever-increasing traffic and camera detection fines, the road toll in Queensland continues to rise. By way of example, from 2016 to 2021 the road toll rose by 10 per cent, with the current road toll this year on the latest available figures being 15 persons higher than the same time last year and 35 persons higher than the five-year average.

These are more than just statistics. They are Queenslanders whose families and friends are left devastated from events that in many circumstances could have been avoided. That is why it is so important that the state Labor government understands that it will take more than just yearly increases in fines to change driver behaviour. It takes a determined focus and commitment, which has been sorely lacking from the state Labor government.

As the state member for Moggill, I want to say that road, cyclist, public transport and pedestrian infrastructure as well as ensuring the safety of road users are important issues that are constantly raised by local residents in my electorate. On behalf of local residents, I have continued to be a strong voice advocating for the Palaszczuk state Labor government to rectify its years of neglect to provide appropriately planned and funded solutions to deliver much needed road, public and active transport and pedestrian infrastructure to ensure the safety of motorists, pedestrians, cyclists and active transport users. I have also been strongly advocating for additional public transport in the electorate of Moggill.

The successive years of inaction and delay by the Palaszczuk state Labor government are continuing to have unacceptable and detrimental impacts on local residents. Today is an important milestone. Today marks exactly 500 days since the Labor government concluded its community consultation on its flawed designs for the Kenmore roundabout upgrade project. That is 500 days with no indication from Labor as to what it intends to do with the vast community feedback that was provided, despite assurances given that our community would receive a summary of the feedback that was collated in late 2021. This is completely unacceptable and is reflective of the disdain that Labor seemingly has for its so-called commitment to road safety. There are also matters to do with the OLR intersection at Moggill Road, Kenmore Road and Almay Street.

Mr Power interjected.

Dr ROWAN: I hear those interjections from the other side. These are safety issues for local school students. The Labor government is failing to act on those school safety issues. This is very important for local residents. It has been raised all the time.

Mr Power interjected.

Dr ROWAN: I take the interjection again. It is on Moggill Road, which is a state controlled road. It has intersections with council roads but Moggill Road is under state controlled jurisdiction and is a state controlled road. The Kenmore roundabout project has been delayed under Labor, and they are failing to fix those matters related to local safety for school students.

I also note that Labor has finally reopened consultation on the Mount Crosby Road-Warrego Highway interchange. This has been subject to delays. It is a very vital safety road upgrade and there can be no further delays. I encourage local residents to provide their feedback and attend some of the drop-in sessions which have been arranged. Their feedback is important as part of the consultation process. There is a lot of work that needs to be done locally by the state Labor government to ensure road safety. There are also matters in relation to footpath access along state controlled roads—whether that be Mount Crosby Road or Moggill Road. They are important matters that need to be addressed as part of these local safety issues.

I also take this opportunity to talk about Brookfield Road. It is under the control of Brisbane City Council but there certainly needs to be collaboration with the Department of Transport and Main Roads to resolve those issues. I have corresponded with the minister about that. There is collaboration that is occurring between both levels of government, but that is another very important local safety matter that needs to be resolved for local students.

I also want to raise the issue of vegetation management along our state controlled Moggill Road and Mount Crosby Road. This is incredibly important for road safety. Too often unmaintained vegetation along these roads has considerable visual impacts and jeopardises road safety. I reiterate my calls for the Palaszczuk state Labor government to implement a system of regular scheduled vegetation management along Moggill Road and Mount Crosby Road for the safety of motorists.

In addition to my countless letters to the Minister for Transport and Main Roads, formal questions on notice, a submission to the Department of Transport and Main Road's South East Queensland Regional Transport Plan and meetings with representatives of the Department of Transport and Main Roads, I will continue to be a strong voice to ensure that the safe travel needs of local residents of the electorate of Moggill are heard and that action is taken. That is why I am proud to be sponsoring a number of petitions to the Queensland parliament that are currently open, including a petition calling on the Queensland state government to provide dedicated funding to enable the provision of extended bus services by the Brisbane City Council for local residents in Karana Downs, Mount Crosby, Kholo, Lake Manchester and Anstead.

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. The member is clearly not referring to any aspect of this bill. I ask him to come back to the bill.

Madam DEPUTY SPEAKER (Ms Bush): I have been listening and I have been questioning some of the relevance. I ask you to come back to the bill.

Dr ROWAN: It is very important that road safety is addressed locally. That pertains not only to motorists on our state controlled roads but also to those who use active transport, including cyclists. There have been fatalities on Moggill Road involving local cyclists. Again, we have had delayed action by this Labor government to address cyclist safety on our state controlled roads.

There are also matters to do with pedestrians, whether they are school students or other local residents, on our state controlled roads. They can be potentially exposed to issues in relation to safety. It is very important that this government takes these matters seriously, whether it is in the electorate of Moggill or across the western suburbs of Brisbane. To date we have not seen these issues being addressed adequately. It is very important that the state government take their responsibilities seriously when it comes to ensuring that safety is addressed. They have to address traffic congestion, improve public transport and enhance pedestrian and cyclist safety. This requires a collaboration with all levels of government.


Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. The bill does mention the words 'road safety', but there are very specific measures in the bill and he is not addressing any of the specific measures in the bill. I ask him to come back to the bill.

Madam DEPUTY SPEAKER: Thank you, Minister. Member, I am looking at the bill. I can see that road safety on state roads is relevant. I do think you are starting to conflate some issues now. I will ask you to come back to the long title of the bill.

Dr ROWAN: It is very important that road safety is addressed here in Queensland. Certainly the state Labor government needs to do more in relation to those issues. There are a range of matters which are covered in this legislation, but certainly they need to ensure that there is adequate funding that is invested and certainly funding that comes from offences, whether they be detected camera offences or other things, and that that is put back into sustainable and improved infrastructure investments to ensure road safety not only for motorists but also for pedestrians and cyclists.

Finally, I acknowledge that the legislation will also amend section 142 in relation to legal protections for health professionals who report on medical fitness to drive. As the Department of Transport and Main Roads advises—

This bill will also provide protection from civil liability and liability under administrative process for medical professionals. It has been outlined by other speakers, and I certainly support that amendment.

 **Mr McCALLUM** (Bundamba—ALP) (4.20 pm): I rise to speak in support of the Transport Legislation (Road Safety and Other Matters) Amendment Bill which will improve road safety across Queensland. The bill helps improve road safety by clarifying how financial penalties from camera detected offences are invested for road safety purposes and by providing legal protections for health professionals who, in good faith, report on a non-Queensland driver's licence holder's medical fitness to drive. I will take a moment to thank and acknowledge the RACQ for their submissions to the committee inquiry, particularly around this issue, as well as the AMAQ, the Australian Medical Association of Queensland.

The bill will also increase the range of allowable motorised mobility devices, or MMDs, to be used on our roads and footpaths so users are better able to choose the device that suits their needs best. The bill will improve the efficiency of court processes by allowing documents or evidence about documents to be evidence of technical, objective and non-contentious matters relating to vehicle standards offences. This means there will be a reduced need to call witnesses for uncontested matters which is helping to improve the efficiency and operations of our courts.

Importantly, the bill will also ensure digital photos for authorisations, driver licences and photo identification cards are a true likeness of the person. This will be achieved by reducing the shelf-life period during which the photo can be re-used from 10 years to five years if the photo was taken when the person was under 15 years of age.

A key aspect of this bill is the ongoing use of our state-of-the-art road safety cameras. Already more than 135,000 phone and seatbelt infringements have been issued in Queensland since the new camera technology was introduced on 1 November last year. This includes almost 2,000 infringement notices across our local Ipswich community. These are incredibly concerning statistics and, unfortunately, it seems that there are motorists and passengers who simply are not getting the message. I join with all of my colleagues to implore Queenslanders: please, put your mobile phones and other devices away when you are driving; wear your seatbelt and please wear it correctly.

Research demonstrates a clear link between camera enforcement and reductions in speed related fatalities and serious injuries. Almost two weeks ago we marked the launch of Road Safety Week where we announced new speed camera technology to target speeding drivers in school zones

and roadworks across Queensland in a world-first road safety initiative. These new cameras will go live next month in September. They will target speeding drivers in both school and roadwork zones to help keep Queensland kids and workers safe. We do not want to see another road worker killed or somebody's child badly injured on their way to school because of the reckless speeding of a driver.

Under the current legislation, all money collected from penalties imposed for camera detected offences like these, in excess of the administration costs of collection, must be used for road safety and awareness programs. Through the Targeted Road Safety Program, we are committed to innovative and cost effective road safety measures to improve the safety of our transport network. The TRSP is primarily funded through the Camera Detected Offence Program, and it significantly improves safety on the state's road network.

In fact, during 2020-21, \$443.6 million in TRSP funding was invested in safety projects to reduce the impact of road trauma for all road users through safety infrastructure and programs. These include initiatives like the Safer Roads Sooner program, the Black Spot Program, the School Transport Infrastructure Program, and the flashing school zone signs program. Those programs are wonderful programs. The flashing school zone sign in particular is making a real and immediate difference in my local community. In 2020, we had a flashing school zone installed on Church Street right outside Goodna Special School. Church Street is particularly busy. We have one on the way for Bellbird Park State Secondary College. These are very practical road safety measures that result in a real difference when it comes to improved road safety outcomes.

The amendments contained in this bill will continue to ensure all excess revenue from camera detected offences is invested into priority road safety initiatives across the state. They further modernise the provision and clarify that funds will allow for an expanded road safety response beyond existing operations, including through monitoring and identifying trends, research, trials, implementation and evaluation. This will support the development and implementation of road safety programs and initiatives that use new approaches, innovation and proactive measures. For example, funding could support working with road users, employers, organisations and community groups to motivate and influence safe road user behaviour. This could occur through incentivisation, enabling participation through things like subsidisation, collaboration and sharing of expertise, partnerships and proactive research and other initiatives of that type.

Opportunities may also exist to install infrastructure and related technologies to prevent crashes on roads where serious crashes have not yet occurred but where analysis shows a serious crash risk exists. The amendment confirms that funding for programs or initiatives under this section may be applied for a limited term or on an ongoing basis where proven effective following evidence based assessment by road safety experts.

I will now turn briefly to the amendments relating to motorised mobility devices. The bill makes amendments to provide users of motorised wheelchairs and mobility scooters with a broader range of MMDs from which to choose the most suitable device for their needs. Part of this is achieved by removing the maximum allowable unladen mass of motorised wheelchairs, increasing the maximum allowable unladen mass of mobility scooters to 170 kilograms, and introducing a higher speed capability of 15 kilometres per hour, up from 10 kilometres per hour for MMDs. This will bring our jurisdiction into line with international jurisdictions so that MMDs which cannot be used here currently can be.

The bill also makes amendments to ensure consistent treatment of MMD users as pedestrians under the Transport Operations (Road Use Management—Road Rules) Regulation 2009 and other transport legislation. These amendments support Queenslanders with improved mobility options that will positively impact their quality of life along with their ability to safely access essential services and go about their daily activities, as indeed will the \$34 million Bundamba station upgrade, which is a full accessibility upgrade. Early works have just started on that.

In conclusion, I would like to thank the committee for their work on this bill and, I thank all of the submitters who took the time to participate in the inquiry. Thanks also to the minister for his ongoing commitment to improving road safety here in Queensland. I also say thank you to all of our staff, whether they be front line or otherwise, who are committed to improving road safety and reducing road trauma.

In closing, road safety is everyone's responsibility. I urge all Queenslanders to please plan their upcoming school holiday road trips with safety as their first priority. I commend the bill to the House.



Mr POWELL (Glass House—LNP) (4.31 pm): I also rise to address the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. At the outset I send my thoughts and prayers to the family of a Wamuran woman who was tragically killed yesterday morning in a serious head-on crash on the D'Aguilar Highway at Moodlu. I also send my prayers to her eight-year-old daughter who

is still in hospital. She suffered serious head, pelvis and leg injuries and I pray for a speedy recovery. The other driver, the driver of a Toyota utility who appears to have been on the wrong side of the road, has also been injured but is in a stable condition. I will not comment further on what caused this. Suffice to say that if it is the road, we will leave no stone unturned in ensuring that upgrades continue to happen in this part of the world.

The D'Aguilar Highway has been a particular focus of the member for Nanango and myself. In the absence of state money we have sought and gained considerable federal investment from the former member for Longman Wyatt Roy and the current member for Longman, Terry Young. We have significant works underway as we speak between Caboolture and Wamuran and on the entrance into Kilcoy from Woodford. All of that has made the road far safer, but there is always more we can do.

On that note I want to start my comments on the bill itself by talking about the proposed changes to the use of penalties from camera detected offences being spent on road safety. As many members in this chamber on both sides have already stated, it has been a longstanding initiative since Vaughan Johnson, the then minister, first introduced camera detected offences and the money raised from those offences being put back towards road safety education, road accident rehabilitation and safety improvements on state controlled roads where accidents most frequently occur. That has certainly had some benefit although, as others have also mentioned, tragically we continue to see the number of deaths on our roads increase year on year. What this bill does propose to do is broaden where that revenue can be allocated: things like collaborating with organisations and local communities to develop and implement safer practices, enabling vulnerable road users to participate in programs to improve safety on the roads and proactively researching innovative solutions to existing or emerging problems. Perhaps the change I am most interested in is the one that will allow the funding to be used for infrastructure safety improvements.

Currently, the legislation limits the allocation of funding to where accidents most frequently occur. Often when I write to the minister or the department requesting some consideration be given to safety improvements on the roads around Glass House I am told that not enough deaths or no deaths have occurred at the various sites. My response is always, 'How many deaths are going to be necessary before a road is fixed?' I am hoping I am reading that, in broadening where the funding can be spent, the bill will result in those funds being spent to maximise the reduction in frequency and severity of road crashes. On that note potentially we will see an improvement in the way these funds are allocated for road improvements before we lose another life, let alone any life.

On the D'Aguilar Highway there are a couple of sites in particular. These are ones where we have already put in a number of petitions around the intersection with King Street or the intersection with Campbells Pocket Road in Wamuran. There will shortly be a petition being launched about the intersection of the D'Aguilar Highway and Mount Mee Road at D'Aguilar. Then there is Mount Mee Road itself, in particular between Ocean View and Dayboro, one of the worst sections of road remaining in the Moreton Bay hinterland that desperately needs attention before there is a tragedy.

There is also the intersection of Landsborough Maleny Road and Maleny-Montville Road. There was a driver caused fatality at that intersection, but there have also been a number of serious incidents. Constituents of the likes of Dr Bassett have been writing to me, and I have been forwarding his comments to the minister and the department for many years now in the hope that something will be done. Perhaps with this change in legislation in how the funding from camera detected offences can be used on road safety improvements, we will be able to see an improvement at that intersection sooner rather than later. Of course, I cannot neglect Maleny Kenilworth Road at both Witta and Cambroon, another area that desperately needs investment in improving road safety for not only my locals but tourists alike.


As other members have commented, I do also want to address the changes that seek to increase the range of allowable motorised mobility devices. This was something that I again wrote to the department about on behalf of a constituent, Irene Keaton of Maleny. Irene was keen to get her hands on what I understand is called a luxury enclosed mobility scooter, or a LEM. They are not allowed because they go too fast. When we wrote to the department we had confirmation that yes, under the Transport Operations (Road Use Management—Vehicle Registration) Regulation 2021, a motorised wheelchair is defined as a motor vehicle that—

- (a) is designed and built for use by a seated person with mobility difficulties; and
- (b) is not capable of going faster than 10km/h; and
- (c) has a tare of not more than 150kg; and
- (d) is not propelled by an internal-combustion engine.

Indeed, these luxury enclosed mobility scooters, or LEMs, fall outside that definition. The good news is the changes that we are debating today will see those regulations changed to increase the maximum unladen mass for a mobility scooter from 150 kilograms to 170 kilograms. That will also see the maximum speed capacity go from 10 to 15 kilometres an hour. Whether that will specifically address the concern of Ms Keaton from Maleny, I am not sure yet. I am not sure how fast her luxury enclosed mobility scooter can actually go. I suspect if it goes more than 15 kilometres an hour, potentially it should not be allowed on our footpaths. It will be interesting to see if this change we will potentially see pass through the House this afternoon or tomorrow actually addresses her concern. If so, it is a good outcome in the sense that when we bring these matters forward around road safety on behalf of our constituents it is good to see closure and change that reflects what they seek.

As other members have mentioned, clearly we need to be doing more. Clearly our road users are still not being mindful of what causes accidents. We are seeing an incredible increase in the number of fatalities each year. Then we are also seeing a large increase in the number of accidents themselves, many of which cause injury and property damage. We need to be doing more. It is beholden on each of us as individuals to take responsibility, to put the phone away, to turn it off or throw it in the boot—whatever is necessary—to watch our speed, to be mindful and alert about what is going on around us, particularly about vehicles travelling in the other direction. If people are not certain around an intersection, they need to approach it at a safe speed and just take care, to generally take care whenever we are on the roads in whatever conditions we may find.

I hope the changes we make today will produce better outcomes for road users, safer outcomes for road users and that in particular, as I mentioned, we see an improvement in the allocation of funding and upgrades on the roads around the electorate of Glass House.

 **Mr HARPER** (Thuringowa—ALP) (4.39 pm): I rise to speak in support of this bill and to speak broadly on the road safety measures contained within it. At the outset, I thank the minister, the departmental staff and the member for Kurwongbah, whose committee looked at and reported on this bill. This is an incredibly important bill to improve road safety and reduce road trauma in our state.

For too many years we have seen far too many accidents. I spent three decades responding to road accidents in North Queensland. I can speak to the lives lost, in particular those tragically lost in front of schools. Last week was Road Safety Week. I applaud the minister for introducing more cameras to catch people speeding in front of our local schools and through roadworks. There is an enormous investment being made in Townsville. It would be remiss of me not to mention the safety upgrades—I know that members are thinking I will say Riverway Drive, but I will start with Hervey Range Road. I went to a number of fatalities on Hervey Range Road. With the support of that community, when I was first elected I tabled a petition of over 2½ thousand people seeking upgrades to Hervey Range Road. My constituents still talk about that now. I thank the minister for the work that has been done on that important section of road. It continues to get more upgrades, even as we speak.

North of Townsville there has been significant investment. Hundreds of millions of dollars have been spent north and south of Townsville. The Premier visited recently. The member for Townsville will recall that there is a \$500 million investment in upgrades in the Haughton area. When I was stationed at Giru station, I remember going to many a road accident there.

As the member for Thuringowa, I am going to talk about the ring-road investment. That upgrade was on the back of losing some lives on that section of road. That is being duplicated right now, supporting 400 jobs. The sum of \$230 million is a wise investment and the people of Townsville thank the minister for it. On Riverway Drive, we will see the second stage of the duplication commence. I invite every single person in this House to come along to that. Delivering safer roads not only reduces congestion but also reduces the rate of accidents.

I am sure that every single member of the chamber would have regular interactions with their principals and broader school communities. I still receive calls from concerned principals and P&C members about speeding in front of schools. They are asking for us to do more. I did a bit of radio, and I thank the *Townsville Bulletin*: they ran a decent letter to the editor on Saturday. Surprise, surprise! I was talking about our investment in putting those detection cameras there. A minority of people said that it was just revenue raising, but there were 500 traffic infringements in front of our schools in the Townsville LGA last year. That is 500 young lives put at risk. I said that if anyone gets a ticket in front of school it should send a very strong message to them to slow down, because our next generation is precious. We do not want any of our young schoolchildren put at risk. I again applaud the minister for that measure.

I want to talk about the announcement—I know it is coming in September—about getting people to slow down around emergency vehicles and first responders. I have some harrowing memories of cars speeding past accident scenes. When cars go past you at speed on a highway, it is nerve-racking. Nationally, 18 lives were lost at roadworks last year. Whether you are a first responder or a roadworker, everyone deserves to go home after a day at work. We simply ask people to slow down around these sites.

The bill proposes to achieve the policy objectives by amending the Transport Operations (Road Use Management) Act 1995 and by making consequential amendments to various regulations to modernise and clarify how financial penalties collected for camera detected offences can be spent on road safety initiatives. For anyone who complains I say: all of that money goes into a road safety initiative.

The bill also ensures that health professionals who provide information about a non-Queensland driver's licence holder's fitness to drive has the same legal protection as would apply if they provided information about a Queensland driver's licence holder. It also allows for documentary related evidence to be provided to courts for certain objective and non-contentious information relevant to vehicle standards related offences.

The Transport Planning and Coordination Act will be amended to provide that a digital photo—the member for Pine Rivers made some commentary about this—taken when a person is under 15 years old will have a shelf life of five years instead of 10. We all want to look a little younger on our driver's licence!

The bill will amend the Transport Infrastructure Act to clarify that accommodation works may be undertaken as a result of a rail project to provide certainty and consistency for landowners and occupiers and all transport infrastructure projects. It also amends the Housing Legislation Amendment Act to correct some drafting errors by renumbering the affected provisions before they are inserted into the Residential Tenancies and Rooming Accommodation Act 2008. A significant road safety element of this bill is the amendment to clarify the investment of financial penalties.

Road safety is an issue that affects all of us. Over the past two years we have seen an increase in the number of lives lost in Queensland. Sadly, this is a trend that is continuing this year, with devastating consequences to our communities, families and individuals. There are significant economic consequences. In 2020 alone, road trauma cost Queensland an estimated \$6 billion. With the human and economic cost being so high, we need to be able to invest in targeted, innovative and effective road safety solutions. I commend the bill to the House.



Mrs FRECKLINGTON (Nanango—LNP) (4.47 pm): Before I start talking about the bill before us, I take this opportunity to acknowledge the news late last night of the tragic loss of Tom and Noah Strachan and pilot Garry Liehm. I offer my sincere condolences to both the Strachan and Liehm families. Tom was a true character. He was a larger than life bushman who genuinely believed in the benefits and the future of rural and regional Queensland. Of course, Noah was that future. May Tom, Noah and Garry rest in peace.

I would like to contribute to the debate of the Transport Legislation (Road Safety and Other Matters) Amendment Bill. Like everyone in this House who has spoken before me, I know that we need to do everything we can to improve road safety—and it starts with all of us. There are too many deaths on our roads. In fact, there are too many deaths everywhere. In 2021—just last year—RACQ statistics revealed my electorate of Nanango as the second highest in the region for road fatalities. That is completely heartbreaking.

There is a tragedy unfolding on our roads and families continue to be torn apart. As of Sunday, 29 August, 198 people have died on Queensland's roads. As we have heard, this is 15 more than at the same time last year. It is 35 higher than the five-year average. Of those 198 fatalities, 47 were in the southern police region, which covers my electorate. That region has the highest number of fatalities of all of Queensland's police regions. We have to remember that these statistics only count the people who have lost their lives. They do not count those who are injured or incapacitated in those accidents who will endure a lifetime of suffering. When I say that road safety starts with all of us, it certainly does.

We all like to mention people in this House. As I have been sitting here listening to everyone's speeches, I know that everyone wants not one single death on our roads. We have heard that from the police minister, from the roads minister, from the shadow police minister, from the shadow roads minister—from everyone. I want to mention a couple of names. About 33 years ago, when I was just out of school, tragically in my home region seven young men lost their lives. We often stand in this chamber and talk about people who have lost their lives, so today in their memory I mention Wayne

Anderson, Stuart Moffatt and Richard Staines. Then there is my husband's friend and college mate and my friend Pecca Waugh. These guys were young and they died too early. I went and visited Wayne's grave in the Wandoan Cemetery when I was attending a funeral not long ago for my dad's great friend and my Uncle Graham and it reminded me of what we all do—that is, we are here to protect our communities.

We are here to protect the people who live in our communities, and for me that means that I represent a rural and regional area. It means that I represent an area that has, unfortunately, the second highest road deaths in the state, so we need to do more about it. I am happy to support this bill, because anything that goes towards improving road safety must be done. However, when there is a backlog in road maintenance of \$5.7 billion on our rural and regional roads—

Mr BAILEY: Mr Deputy Speaker Martin, I rise to a point of order. The member, while making a worthy contribution on many fronts, is now straying well outside the bill. There is nothing in this bill about a maintenance backlog and I ask her to come back to the bill.

Mr DEPUTY SPEAKER (Mr Martin): Thank you, Minister. I am willing to provide some latitude, member for Nanango, but I do ask that you come back to the long title of the bill.

Mrs FRECKLINGTON: I would love to take that interjection from the minister, because seriously to goodness me: if the minister does not think that maintenance on rural and regional roads is not to do with road safety, then God help us!

Mr BAILEY: Mr Deputy Speaker, I rise to a point of order. I made no interjection. I find that personally offensive and I ask for it to be withdrawn.

Mrs FRECKLINGTON: I withdraw.

Mr DEPUTY SPEAKER: Thank you, member for Nanango. I again ask that you do not continue quarrelling and if you could come back to the long title of the bill in your contribution.

Mrs FRECKLINGTON: Thank you, Mr Deputy Speaker, and I will come back to this bill, because I have the explanatory notes right here and they state—

The policy objectives of the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022 ... are to improve road safety ...

Okay, so let us talk about that. We as members of the opposition are here to encourage the government to fix our roads, and if that means that we have a backlog of road maintenance—

Mr KELLY: Mr Deputy Speaker, I rise to a point of order. Merely saying the words 'road safety' does not bring the debate back to relevance. The bill does not deal with the issues that the member on their feet is attempting to debate. It is very clear in the green what is contained in this bill and I raise a point of order with regard to relevance.

Mr DEPUTY SPEAKER: Thank you, member for Greenslopes. I was just conferring with the clerk at the table before you rose to make your point of order. The member for Greenslopes is correct: it is not enough simply to refer to road safety—it must be for a particular purpose—so I ask that you come back to the long title of the bill, member for Nanango.

Mrs FRECKLINGTON: Thank you very much, Mr Deputy Speaker, and I do take your guidance and I will come back to the long title of the bill and I will again refer to the explanatory notes, and I was really heartened to read this in the green. The third dot point down says—

road funding to improve the safety of the sections of state-controlled roads where accidents most frequently happen.

I noted with interest that other members in this House talked about roads. I note that when the member for Thuringowa, who just spoke, was talking about having to petition his own government to fix the roads in his electorate the minister for roads sat there, listened and praised. That is what I am doing standing here as a member of the opposition who represents rural and regional Queensland and rural and regional roads and I am talking about deaths on our roads, so I will go back to the green of this bill. I will stay relevant to this bill. I will stay relevant to the matter at hand, and the matter at hand is improving the road toll, the deaths on our roads, the idiots who are driving and killing people at roadworks, the idiots who are driving while on their mobile phones, the idiots who are drink-driving, the idiots who are driving at speed and killing our children, the idiots who are killing the people of my electorate and everyone else's in this House. Let us talk about it—198 people! It is now 200. There was a death yesterday on the D'Aguilar Highway just outside my electorate.

In the short period of time I have left I want to mention the Tanduringie State School bus that went over that bridge and nearly lost the lives of all of those children. Again, can we please get that bridge fixed? I want to talk about school zones because I note that other members of the parliament

have spoken about school zones, so hopefully I will not get pulled up on this. On Saturday at the Kingaroy BaconFest I was pulled up by Errol who is a lollypop person at Taabinga State School and he talked to me about the conversations he has been having with the local police, and I want to give a massive shout-out to the local police and the emergency service workers who end up having to confront horrible images in what they do in their day-to-day lives. There are lights at the Taabinga State School, but people do not realise that they need to slow down through that school zone. Please, help out the local coppers. The local schoolkids are just trying to simply cross the road. It is a main thoroughfare. It is a state controlled road. We need to make sure that people slow down at Taabinga State School and I will be writing to the minister—

Mr Perrett: My old school.

Mrs FRECKLINGTON: The member for Gympie's old school. I will be writing to the minister to try to get some better lights and some better road signage around there.

I have mentioned mobile phones. In the last bit of time that I have I plead with every young person: slow down, put your mobile phone away—actually, put it in the boot—wear a seatbelt and seriously look out for schoolkids, look out for school zones and really drive to road conditions. We know that the roads are not always up to scratch, so drive to the conditions. We know that if it is raining and the road is flooded you should forget it. How about you think about your mum and dad and your family who will be left behind when either you are killed or one of your friends is killed or you accidentally kill someone else? That is what we need to do, so that is why I am supporting this bill because hopefully it will improve the government's record which is terrible when it comes to road safety.

Mr DEPUTY SPEAKER (Mr Martin): Before you sit down, member for Nanango, there was some unparliamentary language in your speech. I would ask that you withdraw.

Mrs FRECKLINGTON: I withdraw.



Mr KELLY (Greenslopes—ALP) (4.58 pm): I rise to support the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. Many of the previous speakers in this debate have talked about the people who are tragically killed on our roads, and any death is one too many. My more personal and direct experience of traffic accidents is not so much the people who are killed but the people who survive.

I have done a little bit of work in an ED, but my most recent experience of caring for people who have been impacted by road accidents or crashes came in the rehabilitation unit at the Royal Brisbane Hospital and it really does have massive impacts on people. We had people who were often in hospital for six to 12 months, which is a really long time. That has a massive impact on their families if their families survive the crash. On several occasions I would see the intergenerational impacts of these road accidents with mum or dad or grandparents being injured and that having flow-on and knock-on effects through the entire family.


We all agree on the importance of road safety. I am pleased to see that revenue from camera detected offences will be used more broadly for road safety. It is good to see that we are taking a more proactive approach to solve some of these road safety problems. There is excellent research into making cars safer. There is a lot of great work around the Fatal Five. There is always more that we can do in this space. I like the Rotary program of providing drivers for those kids who may not have a parent or an adult who can be with them in the car for 100 hours. I would like to give whichever public servant invented spending 100 hours with your teenage kid in a car a big hug because at a time when your kid stops speaking to you they have forced them to sit in a car with you for 100 hours. It is a great way to reconnect with your kids. If the minister can find the public servant who invented that they have my absolute support.

As I said, I like the fact that this bill has taken a broader brush to what is considered road safety. I do not have to go far in my electorate to see those sorts of funded programs rolling out. Most schools now have flashing yellow lights and they do make a big difference. They make you sit up and take notice when you are driving through those school zones.

I was pleased to read the sections around offering legal protections for health professionals. If you have ever been involved in telling a patient that they are not going to be able to drive again you will see why we need those protections. I will never forget the night I had a patient who had had a mini stroke. He was down in ED. The nurse on duty brought the patient up to the ward. He was 100 years old. We settled him into bed, did all the things that we normally do, but his very first question to us was, 'Can I keep driving?' I had to say, 'I'm sorry, mate, but you've had a TIA, it is an automatic three-month suspension from your driver's licence.' He was devastated. I said, 'It's only three months.' He said, 'Mate, when you're 100 years old that is a long time.' He took it in good spirits though.

I have seen many people who have had their licence removed for medical reasons. It has a huge impact on their personal freedom and their capacity to meet their daily needs. That ties in well with the changes in this bill in relation to MMDs. Increasing the capacity and the range of those vehicles that are available for people and allowing them to have vehicles that are more fit for purpose is a step forward. The mobility device gives people the capacity to continue to do their shopping, to get to the pharmacy, to get to the bank or to get down to the local club. This bill allows people to be more mobile and continue to engage in the community in a fulsome way.

There are many elements of the bill that are commendable. The minister is doing an excellent job in terms of promoting road safety. Road safety is challenging in particular when it comes to the younger age groups. They do not think the way that older adults think. We know there is a lot of risk-taking behaviour. We have to continue to invest in the great road safety programs we are rolling out in schools, those targeted messages I see all the time on various social media platforms and continue to do our best to help young people make good and safe decisions. The provisions in this bill will assist us to make available funds for doing just that. I commend the bill to the House.

 **Mr LAST** (Burdekin—LNP) (5.04 pm): I rise to contribute to the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. Like several of my colleagues on this side of the House, I have seen the effects of road crashes firsthand. I acknowledge the emergency service workers who have done likewise. In our time of need Queenslanders rely on our paid and voluntary emergency services and it is no different when Queenslanders are affected by road trauma. The sad fact is that our road toll has reached 200. That is 200 people who have lost their lives on Queensland roads this year. That is a 28 per cent increase on the same time five years ago. While I will not be opposing this bill, I feel that I must address several elements contained therein focusing on both my work experience and my role as the shadow minister for rural and regional affairs and shadow minister for police.

What should send a chill up the spine of every Queenslander is that more than 75 per cent of fatalities on Queensland roads this year have occurred on roads in rural and regional Queensland. This sobering fact is the reason that I speak about the substandard roads in rural and regional Queensland and it is why I will continue to do just that. If I use my electorate as an example, some of the deplorable roads in that electorate, roads that are the arteries for the electorate, the roads that people travel to and from work on, to do their shopping, to visit medical practitioners, those roads in many cases are unsealed.

Recently we had a case where we had two road trains with livestock roll on the Mount Coolon road. Stock had to be destroyed. It highlights just how far we need to go in terms of bringing our roads up to standard. Just a couple of weeks ago at Home Hill we had a double fatality. Unfortunately those white crosses on the side of the road just keep increasing in number. It is a sobering thought when you think that we are on track this year to have the worst road toll in history.

For me—and I will call it for what it is—that is a massive fail by this government. It is a massive fail, when they talk about road safety and all the initiatives they are putting in place, that we are on track in this day and age to have the worst road toll in Queensland's history. I note that a key element of this bill relates to the use of revenue from camera detected offences. Whilst I welcome the intention of the amendments to maximise the reduction in the frequency and severity of road crashes, with the budget documents showing revenue from fines and forfeitures increasing by 75 per cent in the five financial years from 2020-21 to 2024-25, there can be no argument that there are insufficient funds available to address Queensland's road toll.

Whilst the revenue from camera detected offences provides hundreds of millions of dollars of revenue and has its place in addressing the road toll, the fact is that nothing changes driver behaviour faster than a police vehicle. Driver behaviour is one of the key factors that must be addressed if we are to reduce this carnage. Last week the RACQ revealed that almost one in 10 Queensland drivers admitted to not wearing a seatbelt at some time over the past 12 months. Furthermore, over 74 per cent admitted to speeding, over 41 admitted to driving tired and more than 13 per cent thought they may be over the legal blood alcohol limit. According to the most recent Road Crash Weekly Report, those three behaviours were contributing factors to 65 per cent of fatalities in 2021. To put it bluntly, those three behaviours led to 140 deaths.

There are many amendments contained in this bill that relate to a wide range of issues that all play a part in road safety, and my colleagues will address many of those issues, but at the heart of this debate are Queenslanders who have lost a family member, a friend or a colleague. Every single fatal crash leaves a permanent hole in our communities and every single fatal crash has an impact on the people called on to respond. We simply cannot have a debate on road safety without acknowledging


the horrific increases in deaths on our roads. Even during lockdowns and travel restrictions the road toll continued to climb. Today I urge all road users to do the right thing, but most of all today I urge this government to do the right thing.

There is no doubt that the bill will pass tonight, giving this government the powers that they have requested to address Queensland's road toll but let us be clear: with that power comes responsibility and unless the road toll is addressed this government will be held to account. We have heard from previous speakers about the impact of road maintenance and poor road conditions. It is a pity that the minister has just left the chamber because I have a 30-kilometre section—

Ms PUGH: Mr Deputy Speaker, I rise to a point of order. The member well knows the convention that we do not reflect on the absence or otherwise of a member from this place.

Mr DEPUTY SPEAKER (Mr Martin): The member for Mount Ommaney is correct. I ask you to withdraw.

Mr LAST: I withdraw. If poor road conditions are leading to fatal accidents and if fatal accidents are occurring on sections of the highway that are currently being upgraded or are the subject of maintenance then that is a pertinent point. When a 30-kilometre section of the Bruce Highway was abandoned by the contractor six months ago, you have to question the priorities of this government. Six months of inaction on a 30-kilometre section of the Bruce Highway means that that section of highway is even more dangerous. It is about time that we started focusing on some of those issues if we are truly to address the road toll in this state.

 **Mr POWER** (Logan—ALP) (5.10 pm): I rise to speak on the Transport Legislation (Road Safety and Other Matters) Amendment Bill. I cannot help but reflect on the contribution of the previous speaker, the member for Burdekin. I know that during their time in government the LNP cut \$160 million from the budget for the Mount Lindesay Highway. When I listen to those on the other side, I reflect on all of the cuts that were made to roads in their electorates during the time of the LNP government. I have to directly address what the member for Burdekin said about road safety in his contribution to the debate. While the member for Burdekin was allowed to say those things and to speak to those matters, he failed to acknowledge the huge cuts that were made under the LNP government and that he voted for budget after budget, specifically—

Mrs GERBER: Mr Deputy Speaker, I rise to a point of order under standing order 118(b), relevance. This has nothing to do with the long title of the bill.

Mr DEPUTY SPEAKER (Mr Martin): Member for Logan, while you have responded to what the member for Burdekin brought up, I ask that you come back to the long title of the bill.

Mr POWER: Road safety is in the long title of the bill and the member for Burdekin spoke about it, but he did not speak about any of the cuts that were made during the LNP's time in government. We still see the impact of those cuts today.

The amendments to section 117 of the Transport Operations (Road Use Management) Act will allow some of the hypothecated funding to be used to address some of the problems that came about when the member for Burdekin failed to vote for increased funding for our roads. In fact, he voted to cut funding to the Mount Lindesay Highway. There were \$160 million worth of cuts to the funding for the Mount Lindesay Highway that the member for Burdekin failed to speak about. Obviously those cuts have meant that intersections were not upgraded and four laning was not addressed. The amendments to section 117 of the Transport Operations (Road Use Management) Act are really important because they will allow hypothecated funding to be used to address some of the legacies of the LNP's failure to fund during that period.

I commend the minister who stepped forward to commit funding for massive improvements to the Mount Lindesay Highway for all of those years plus the forwards, which are really important in a budgetary process because they lock in some of that road funding. The member for Scenic Rim, who also voted for the LNP's cuts, would note that the amendments to section 117 will result in beneficial initiatives. We need to reflect on the funding that comes from road traffic offences, which is a significant amount.

Mr Krause interjected.

Mr POWER: I am going to get to some important things about Camp Cable Road. I thank the member for Scenic Rim for that important introduction. He knows what a champion I am of Camp Cable Road and how important it is. On 27 November 1996—and the police minister spoke about this—the Elder amendment was put forward to hypothecate this funding. For the benefit of the schoolchildren who are eagerly listening to this speech, hypothecation is where funds are linked directly to a particular task.

Mr Boothman: Is that the only word you have in your speech?

Mr POWER: I have used the word twice. It is probably too much for the member for Theodore, who does not understand it.

Mr DEPUTY SPEAKER: Direct your comments through the chair, please, member for Logan.

Mr POWER: Since that point, those funds have been linked to road safety funds. These changes are really important, as road safety education and awareness programs and road accident injury rehabilitation programs are new additions. Importantly, and this might be something that the member for Scenic Rim will be interested in with reference to Camp Cable Road, while road funding improves the safety of state-controlled roads where accidents most frequently happen, the changes will mean that we can invest in roads where analysis says that they will be dangerous. That is really important in growing areas such as mine.

We know that the LNP's cuts hurt growing areas, especially when it came to road funding. We will be able to act in areas where we can see that there are issues, even though there has not been a history of accidents. In places where we know anecdotally that there are near misses, we can get the experts out to analyse the situation. Where they can see that important changes need to be made, investments can be made in those areas. They will not be precluded from doing that because there is no history of accidents. That means that, in a growing area, we will not have to wait because of the cuts of the LNP or, in this case, wait for special funding for safety programs. We can be the advocates, along with the community—

An honourable member interjected.

Mr POWER: That is right. The member for Scenic Rim voted for \$160 million worth of cuts in funding to the Mount Lindesay Highway. The people of Beaudesert have not forgotten those cuts. That is why they are really pleased to see the four-laning of the highway from Rosia Road through to Stoney Camp Road and on to Chambers Flat Road. I will keep fighting to see that continue all the way through to Green Road. This government is committed to the Mount Lindesay Highway and to road safety on that highway, including through the amendments to section 117.

Mr Boothman interjected.

Mr POWER: You keep saying something about Scotty. How many ministries did he have?

Mr DEPUTY SPEAKER (Mr Martin): Order! Member for Logan, direct your comments through the chair. Member for Theodore, please stop interjecting. If you continue then you will be warned.

Mr POWER: Because of the clear intent of the Elder amendment, all of that money has gone into making Queensland roads safer. We are not changing that fact. We are still investing back into road safety. I want to reflect on that moment because we had a minister who was prepared to listen. Whenever something comes from a committee and the minister listens and makes changes, there is enormous criticism from those opposite, which is more of a reflection on what they would be like as ministers. They would assume they had all the ideas and would never accept anything that came from the community, from a committee or from their fellow members.

I believe listening is a strength. I commend Vaughan Johnson for what he did all those years ago. When Jim Elder, the then member for Capalaba, came forward with a good idea, Vaughan Johnson said, 'That is a good idea and we are willing to accept it.' That has had an enormous and positive legacy for Queensland. Queenslanders know that if they make a mistake or they do the wrong thing—if they are distracted or are not wearing a seatbelt—their fine will go towards making our roads safer. That was an enormous change and it came about because a minister was prepared to listen. He might be the last LNP minister who was prepared to listen to the community, to the opposition and perhaps even to his own committees. We constantly hear from those opposite that they would reject that approach because they think they have all the knowledge. However, history has proved that approach to be really positive and I commend Vaughan Johnson, who was possibly the last LNP minister who listened and who made a big difference over time.

Recently I saw a person who had had a very serious accident. He is unable to wear a seatbelt. We went through the process, because such people are being picked up much more often under the provisions of speed camera legislation.

Mr Stevens: I had a passenger who was picked up.

Mr POWER: Exactly. This gentleman has some serious problems as a result of a previous car crash where unfortunately he was not wearing a seatbelt, but that was a long time ago. This gentleman's doctor had written to TMR to say that it was very difficult for him to wear a seatbelt. We know that there are now legal protections for health professionals who report on medical fitness to drive. We want this to be a secure and fair process.


Mr Stevens interjected.

Mr POWER: I will have to speak to the member for Mermaid Beach later. I am always good at helping out constituents, making sure that they know the process so they can go through it. I can assist in informing the member for Mermaid Beach about the process.

I also note the changes in terms of flashing school zone signs. In my electorate this has been a big issue. When one of the first such flashing signs was introduced by this government at Regents Park State School, we had a fantastic event where the school community acknowledged it. That was not just about acknowledging the investment in flashing school zone signs and ensuring people were aware of them; it also advertised to people the importance of slowing down in school zones. I recognise my former opponent and now councillor Scott Bannan, who, together with me, advocated for a flashing sign at Jimboomba school. It is good to see that we can work together for the good of the community. Flashing school zone signs are so important. My message is that when people see those school flashing zone signs—

Mr Krause interjected.

Mr POWER: You drive past Jimboomba on the way up there, member for Scenic Rim—they should acknowledge that it is time to slow down. In Jimboomba we are also doing some fantastic work on a safe under-school crossing. All of those things together will contribute to make schools in Logan safer.

 **Ms SIMPSON** (Maroochydore—LNP) (5.21 pm): The Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022 covers some weighty issues with respect to what the majority of members have been talking about: the road toll, which is a scar on our community. Briefly, though, I turn to the 'other matters' before returning to the substantive bill. It is peculiar that 'other matters' in this case are to fix drafting errors in housing legislation. Apparently, when the housing legislation went through the parliament there was a problem with regard to how clauses were misnumbered. This bill seeks to address that.

The government obviously spent a lot of time on the housing legislation but, unfortunately, not enough time with regard to the drafting. It is back here, tucked in the back of a transport bill. We see that increasingly with bills that come before the House. If members want to find where certain amendments are, they have to go to 'other matters' tucked into other legislation. I think it is sloppy, unfortunate and happening too often. Everyone understands that some mistakes can happen, but it is happening a lot. We have to call it out. This government has enough people working for it. Surely they can get their act together, get legislation appropriately drafted and not make these mistakes as often as they do.

I come to the issue of the road toll, the trauma that scars lives forever. Everyone has been touched by this. No family, no group of friends and no community is left untouched. For those left behind after a loved one's death on the road, road trauma leaves a terrible burden of grief forever. Unfortunately, we are heading towards another horrific road toll in Queensland. I understand that this year to date about 200 people have lost their lives. Multiply that across the families who have lost a very dear person from their midst. These are not just statistics; they are people's lives. It is horrific. Our senses should never be dulled to the fact that these are huge numbers and think they do not matter.

I know that everyone cares about this matter. We care about what will make a difference to reduce the road toll and the injury rate. In addition to those we see in these stark figures, there are thousands of people maimed or left with injuries that can be life altering. Their stories are in addition to the numbers we have referenced today.

This legislation has a number of provisions that seek to improve road safety. It does also touch on the issue of the physical road infrastructure. We heard some argy-bargy in the chamber earlier when members raised concerns about physical road infrastructure, but that is completely—

An opposition member: They didn't want to hear about it.

Ms SIMPSON: I would love to hear from the minister. In this regard, he did not want to hear members raising concerns about some of the failing road infrastructure in this state. That is important if we want to address road safety. There is a \$5.7 billion backlog in road maintenance. This is a road safety issue. It is not an aesthetic thing that you go out and maintain roads to make them look pretty. No, you go out to fix the potholes—

Mr KELLY: I rise on a point of order, Mr Deputy Speaker. Nobody is disputing the importance of what the member is raising and the previous member raised. What I am suggesting is that it is completely irrelevant to the long title of this bill. I ask that the member be brought back to the long title.

Mr DEPUTY SPEAKER (Mr Martin): The member for Greenslopes' point of order is correct. I refer the member for Maroochydore to the long title of the bill, in particular the last three words: 'for particular purposes'. That is the advice I provided to the member for Nanango. I ask that you come back to the long title of the bill.

Ms SIMPSON: Thank you, Mr Deputy Speaker. Section 117 of the Transport Operations (Road Use Management) Act, which is referenced in the explanatory notes, states—

(c) road funding to improve the safety of the sections of State-controlled roads where accidents most frequently happen.

I put it to this chamber and to the minister that these matters are entirely relevant. They are referenced in the explanatory notes. We should be able to talk about failures in road infrastructure when it is referenced in the explanatory notes.

Mr DEPUTY SPEAKER: Pause the clock.

Honourable members interjected.

Ms SIMPSON: This is getting ridiculous.


Mr DEPUTY SPEAKER: Member for Maroochydore, my original advice stands. I ask that you come back to the long title of the bill.

Ms SIMPSON: Thank you, Mr Deputy Speaker. I believe it is entirely relevant to reference the explanatory notes, but I take your guidance that members across the chamber are not to reference matters to do with—

Mr DEPUTY SPEAKER: Pause the clock. Member for Maroochydore, that was not my guidance. You have been asked twice now to come back to the long title of the bill. I have referred you to the long title and the particular purposes. I will ask that you sit down. We will go to the next member.

Ms SIMPSON: Thank you, Mr Deputy Speaker. In referencing road safety and the death rate—

Mr DEPUTY SPEAKER: Pause the clock. Member for Maroochydore, I am going to sit you down. You were advised twice to come back to the long title of the bill. We will not hear from you anymore. I call the member for Mount Ommaney.

 **Ms PUGH** (Mount Ommaney—ALP) (5.28 pm): It is great to see this bill in its language support the move away from using words such as 'road toll'. As the minister says, the deaths and fatalities we see on Queensland roads each year are not the price we have to pay for using roads. We cannot put a price on the financial and emotional cost to our community each year of deaths on our roads. There are many parts of this bill that will be welcome news for my community, but let us start with the Jindalee bridge.

As we know, this bill will also allow road funding raised by the revenue sources contained in the bill to be specifically spent on road projects to improve the safety of sections of road on which accidents most frequently happen. In my electorate and, indeed, the electorates of Jordan, Inala, Algester, Bundamba and many more, this will be welcome news because many of our local residents use the Jindalee bridge daily. The Jindalee bridge is a well-known accident blackspot—a road location that has way more than its fair share of accidents. Indeed, it is a blessed day in my community when there is not an accident on this bridge.


The reason for blackspot status is simple. The Jindalee on-ramp was designed 50 years ago to 50-year-old standards. It is far too short an on-ramp for drivers to accelerate to the modern speed limit of 100 kilometres an hour, so drivers duck and weave and car crashes happen all the time. I am often approached by frustrated constituents asking why we cannot have a temporary approach that would improve the on-ramp a little while we wait for the project to be completed. The reason is that we cannot upgrade a project from 1970s standards to 1990s standards. Once a project is undertaken, it needs to meet modern standards. This is completely understandable. Under this legislation, projects just like this one—

Debate, on motion of Ms Pugh, adjourned.

FOOD (LABELLING OF SEAFOOD) AMENDMENT BILL

Resumed from 17 November 2021 (see p. 3592).

Second Reading

 **Mr KATTER** (Traeger—KAP) (5.30 pm): I move—

That the bill be now read a second time.

I rise to speak to the Food (Labelling of Seafood) Amendment Bill 2021. To start, I reflect that I had some barramundi for lunch today at the cafeteria. It was a lovely piece of tempura barramundi. I meant to get it grilled. The problem was that I did not know where it was from. It would have been nice to know. I am sure it was taken locally, but we do not know. That happens all too frequently in Queensland. The purpose of this bill is to ensure we know where seafood comes from and we are informed consumers. I will go into the detail of why that is very important.

This bill offers two clear choices for the government which has the right to say whether or not this bill passes. The first choice is to continue to endorse the deceit of consumers. We need to protect consumers from deceit. That is happening now. There is strong evidence to suggest that the fish going onto plates is not locally grown and locally sourced and is rebadged as something that it is not. The government can choose to allow that deceit to continue. The other choice is to inform consumers and, at the same time, stimulate our seafood industry. What a great endeavour. What a great thing we could do. How much should this cost? It will not cost very much at all. Why would we not do this?

The KAP always has a pretty ambitious policy agenda. Sometimes we put bills into parliament that we know will be pretty difficult to get through. This is one of the easy ones. This is the one where we thought, 'Crickey, it is not a game changer. This is one everyone should support because how could you possibly not.' It is a no-brainer bill. I have become entirely cynical after being here for 10 years. Despite that cynicism, I still thought that this one should be easy. How wrong I was. The participants in the committee process—even restaurateurs and those in the hospitality industry who are supposed to be the aggrieved in this situation—are aghast that this bill will not go through.

Ms Pugh: Really!

Mr KATTER: I take the interjection. Yes really, because most of them are saying, 'We do this already,' but unfortunately not everyone does it. That is why we need this legislation. You might be ignorant to that fact, but I actually talk to people on the ground.

Mr DEPUTY SPEAKER (Mr Hart): Direct your comments through the chair, member for Traeger.

Mr KATTER: That provided a great opportunity to engage with the industry on this and that is what they told me. I would love to introduce anyone who would like to meet these people.

We want better transparency of seafood origins by labelling where it comes from. That provides a great opportunity to stimulate jobs, local business and a primary industry—a primary industry that gets belted around the ears in this House quite often. Here is a good way to pay it back and stimulate that industry.

There was hardly any resistance to this proposal throughout the committee hearings, which were extensive. The committee did a good job of touring around and engaging with local producers and local restaurant and cafe owners. There was a healthy combination of people involved in aquaculture and wild catch and marketing as well. There was a broad cross-section of contributors to this debate.

I was surprised when the government report came back saying that it does not support the bill. With all my cynicism, even I was surprised. It enhanced my surprise when I learned that Labor in New South Wales had put a carbon copy of this bill forward twice and the LNP blocked it. You can pardon my cynicism about the intent of voters in this place when we have a bill that is copy of what the Labor Party has put forward twice in New South Wales and was blocked by the LNP. We have the opportunity to pass this legislation. I hope people consider their conscience before they choose which way they will vote. Despite me saying it is not a game changer, it does mean a hell of a lot to those people who will benefit from this.

The basis of the bill is CoOL, country-of-origin labelling. It ensures that seafood is treated the same in the hospitality sector as in the retail sector. In 2016 the federal government enforced this on the retail sector. There was a lot of resistance then—a lot more resistance than we are getting now. For some reason, they failed to extend that beyond the retail sector. Ever since, we have been saying that we should expand it to the hospitality sector. It makes perfect sense.

The purpose of this bill is twofold. Primarily, it enhances consumer awareness about the seafood they purchase and consume. Let us talk about coal and mining. Everyone wants to know where things are sourced and whether it is environmentally safe and sustainable. We are all about the sourcing and origin of things. What about applying the same rationale to seafood. Would that not make perfect sense?

The second objective is to support an Australian primary industry—the seafood industry. Thousands of jobs in many members' electorates rely on this industry. We will be interested to see how they vote on this.

Mr DEPUTY SPEAKER: Pause the clock. Members, there is far too much background noise. I cannot hear the member on his feet.

Mr KATTER: To achieve its purpose, the bill: removes the country-of-origin labelling exemption on food service that currently exists and extends it to dining outlets and hospitality venues; and ensures food service menus identify the origin of seafood. It could be the specific location, the region or the country. That is at the discretion of the business. There is flexibility for the business. Failing that, they just need to put an 'i' on the menu. We have 'gf' for gluten free and 'v' for vegan. This would require an 'i'.

The only argument against this from the hospitality industry—and from memory it was from the one person against this in all the public hearings; members will have to excuse me if the words are not entirely correct—was that it would be too much of a cost impost on small business. As I recall, it was a government member on the committee who said, 'What are you talking about costs? Is it the cost of a printed sheet in the menu? Are you talking about that, are you?' He said, 'You could have to print another 100 of those.' It does not cost nothing, but 100 new printed sheets if that was required, which it usually would not be, is not a huge impost. That was the biggest argument put forward. There are all the benefits on one side and the biggest argument against was the cost. If in doubt, they could leave the 'i' on the menu so they are covered. That is what they could do in the case of a seafood mix, if it gets a bit complicated or if things change every day. If in doubt, leave the 'i' on and it will be okay.

Most restaurants like to showcase where they get their fish from anywhere. We are probably talking more about a few Chinese restaurants and fish and chip shops. A lot take advantage of selling something called barramundi but which is Asian sea bass or whatever else. They buy it cheaper and sell it for more and get a better margin and compete with the guy up the road who is doing the right thing by the consumer and paying for the domestically caught fish and labelling and pricing it accordingly. We are trying to avoid that.

COVID-19 taught us a lot of lessons about relying on imports. Sadly, we are now a net importer of seafood in Australia, but we shouldn't be. This is a way to stimulate the industry to get us back there. I have tried to give you an opportunity to stimulate the industry and you seem to be turning it down.

Ms Boyd interjected.

Mr KATTER: That is an interesting groan. Tell me where I am wrong here, because I am trying to give you something to help.

Ms Boyd: You've got the wrong act to start with.


Mr KATTER: I would like to hear that interjection again from the member, but they do not seem too interested in engaging. I am interested in any argument you have. I would like to address it because this is important for us.

Mr DEPUTY SPEAKER: Member for Traeger, it does not assist to have an argument across the chamber.

Mr KATTER: I am very interested to hear what is going to be said in this debate because any opposition needs to be addressed. I would love to argue the substance of the bill that we have here. We are buying a lot of seafood. Like I said, the Northern Territory has been doing this since 2008 and it has been a roaring success. It has stimulated economic activity. We have a copy of the report that was done on that—it was a review of it. The New South Wales opposition tried introducing this legislation twice.

(Time expired)

Mr DEPUTY SPEAKER (Mr Hart): Before calling the next speaker, I remind all members to try to avoid walking between the member on his feet and the Speaker's chair.

 **Hon. YM D'ATH** (Redcliffe—ALP) (Minister for Health and Ambulance Services) (5.41 pm): I rise to contribute to the debate on the Food (Labelling of Seafood) Amendment Bill 2021, introduced by the member for Traeger on 17 November 2021. The bill proposes to amend the Food Act 2006 to require, by law, mandatory country-of-origin labelling of seafood sold at dining and takeaway food outlets across Queensland. The stated purpose of the bill is to raise consumer awareness around the origins of seafood being purchased and consumed and to subsequently support the Australian and Queensland seafood industries and the local jobs they provide.

I would like to make it clear at the outset that the broad policy intent of this bill is certainly valid, and I appreciate the member for Traeger's efforts to support Queensland seafood producers who I am sure, we all agree, provide products of outstanding quality. At its core, providing consumers with more information regarding the provenance of their food is a positive policy initiative, as are efforts to support our seafood industry.

In that vein, I note that initiatives are in place at both a national level and in Queensland to promote local seafood such as 'Great Australian Seafood, Easy As' and 'Ask for Queensland Seafood'. It is also noted that many businesses already choose to identify the source of their seafood. For those businesses that make misleading claims about the source of their seafood, there are already legislative frameworks in place both nationally and within Queensland. With all this in mind, it is the government's view that this particular bill, as it is drafted, must be opposed.


I turn to the report of the State Development and Regional Industries Committee's inquiry into the bill, which included industry consultation. The committee recommended that the bill not be passed and that the seafood country-of-origin initiative proposed by the bill be referred to the Australian government, requesting that they take the national lead. Consultation on the bill by the State Development and Regional Industries Committee showed there was support from the fishing, aquaculture and seafood sectors. However, restaurant and food importing sector submissions did not support the proposal, arguing it would significantly increase regulatory burden and compliance costs.

More importantly, however, in concluding that the bill should not be passed, the committee noted the advice of Queensland Health that the amendments would potentially be incompatible with the national Food Regulation Agreement and that any reform in this area must be led by the Commonwealth in collaboration with all states and territories. On this basis, it is clear that these proposed amendments are not a suitable vehicle for the policy intent the member seeks.

In addition to the position adopted by the committee, I note that the country-of-origin labelling of seafood is not a public health and safety issue and should be considered a consumer protection and information issue. It might also be reasonably seen as a trade issue. For comparison, I note that country-of-origin labelling requirements for all packaged foods were moved from the Food Standards Code to a regulation under Australian Consumer Law and is no longer the responsibility of food regulators in Australia as of six years ago. Accordingly, the Australian government is the appropriate lead, as the existing country-of-origin food labelling requirements are enacted under Australian Consumer Law and are enforced by the Australian Competition and Consumer Commission.

Another consequence of including these provisions in the Food Act—and one that I think is particularly important—is that compliance and enforcement of these consumer information protections would fall to Queensland Health public health units. This would divert resources away from important public health and safety priorities. Compliance would also be difficult due to challenges in testing the origin of seafood. This is a consumer issue about knowing the source. It is not a health issue and it should not be put in the Food Act requiring public health units to enforce compliance.

In relation to the recommendation that the bill be referred to the Australian government, I note that the Australian government has recently considered this issue nationally and undertook a comprehensive cost-benefit analysis in 2021. It concluded the costs of introducing mandatory seafood labelling in the food service industry outweighed the benefits. For this reason, the government will not be referring the matter to the Australian government as this matter has already been recently considered. As I have stated, the policy intent of this bill is worthy of consideration, but the bill itself must be opposed by the government for the reasons stated.

 **Mr DAMETTO** (Hinchinbrook—KAP) (5.45 pm): Wait a second! The KAP are going to drag some common-sense legislation into this House for five seconds! We have to listen to all sorts of things. We have been debating bills mainly from the government side of the House, but the KAP and the member for Traeger in particular, have done a lot of work with the seafood industry and brought two parts of the seafood industry together to agree on something. The wild-caught seafood industry and the farmed seafood industry are working together—usually they are at loggerheads—for the common good of consumer confidence when it comes to seafood in Queensland and Australia. How great is that?

Let me get this through everyone's head right now: we are a net importer of seafood in Australia. Sixty to 70 per cent of the seafood that each and every one of us eats right now comes from somewhere other than Australia. It comes from Vietnam and from Indonesia where they have some of the most substandard seafood farming practices on the planet. If you have a look at some of the exposes on the internet, this is the same kind of thing that drove people away from eating caged eggs. You see how this is produced and you say, 'There is no way in the world I want to put this in my mouth.' Consumers should be educated about exactly where their seafood is coming from.

If people are happy to stick that seafood in their mouth, that is great—but consumers should have the opportunity to know when they are at a restaurant or cafe and are about to put that forkful of barramundi in their mouth whether it came from a Queensland or Australian barramundi farm or an Indonesian farm. Sixty to 70 per cent of all of that seafood going into people's mouths comes from somewhere else. Consumers have the right to know where that seafood is coming from.

This piece of legislation before the House for consideration is to introduce country-of-origin labelling for seafood sold in the service sector—that means cafes and restaurants. Queenslanders should know. This legislation was introduced to support our growing seafood industry here in Queensland—seafood both farmed and wild caught, although there are some on the other side of the House trying to hamper the wild-caught seafood, but we will not get into that today. What we are trying to do is boost confidence. I am a proud Queensland, I am a proud Australian and I am proud of our seafood industry here in Queensland.

Mr Andrew: The best in the world.

Mr DAMETTO: I take that interjection from the member for Mirani. It is the best in the world. We should be proud of it. We should be singing about it from the treetops and from the mountain tops. Just a little 'i' on the restaurant's menu will indicate whether or not you are going to be a proud consumer who eats locally caught or locally farmed seafood or a consumer who eats seafood that comes from farms in Indonesia.

Back in 2016 labelling information standards ensured that if we went into a supermarket, seafood stockist or fishmonger the information had to be there. I think that is great, because there were a lot of people taking advantage of consumers who were asking, 'Is that barramundi?' 'Oh, absolutely,' but they were buying something that was a substandard product like Nile perch or basa from South-East Asia. That is what they were being sold. They changed the legislation so the consumer could be informed. Now we are just asking for that simple piece of information to be available to a person who wants to eat seafood from a cafe, bar or restaurant. When I am a tourist I love the fact that I get to try food in the cafes and restaurants of the cities I am visiting. The first thing I want to do is try the seafood. I want to know it is local. I want to know whether it is at least from the country I am visiting. We are not affording our tourist customers that right here in Queensland.

I note the point the minister made earlier when he said this is not a health risk. If you see where some of this stuff is produced, I would beg to differ. We have seen things like white spot turn up in the farmed prawn industry because of imported products. One thing we learned during COVID was that people do not want to rely on outside sources. Sixty to 70 per cent of the fresh seafood you eat, whether it is in cafes or restaurants or even at home, is imported. People have learned that we should be pushing as hard as we can not only for our local producers, local sea farms and seafood manufacturing manufacturers in Queensland but also for the wild-caught operators. Those guys and girls out there are fishing hard and doing things right too, abiding by the fisheries regulations that we have in Queensland. They should be proud. Imagine being out there jumping through all the hoops imposed on them by Agriculture and Fisheries but when their product gets in front of someone in a cafe, bar or restaurant it is competing against something that has been caught or produced unethically overseas.

Most consumers these days have a social conscience. I know that I do. I buy cage-free eggs. I make sure that I buy meat and milk from farms where it is ethically produced and a fair price is going to the person producing it. Consumers want to do that these days. This is one last chance to stop playing politics on such a silly topic that should not even be debated. We should be supporting—

Government members interjected.

Mr DEPUTY SPEAKER (Mr Hart): Pause the clock. Members, the member for Redcliffe's contribution was heard quietly. I expect the same for the member for Hinchinbrook. If you want to have a conversation, please take it outside.

Mr DAMETTO: Thank you very much for your protection, Mr Deputy Speaker.

Government members interjected.

Mr DAMETTO: Oh, the groans from the other side. I take personal offence. Can I ask them all to withdraw?

Mr DEPUTY SPEAKER: Move on, member for Hinchinbrook.

Government members interjected.

Mr DAMETTO: Groans again! I will take the last heckles. In 2017 and then again in 2018 the New South Wales government debated very similar legislation which was moved by Labor MPs. The bill was disappointingly voted down by the New South Wales LNP government. Why are we playing football with something that helps people? We should be making sure that we are doing all we can as Queenslanders and Australians to—

Mr Katter interjected.

Mr DAMETTO: I will take that interjection from the member for Traeger—put our industries on a pedestal, but we are more interested in keeping our overseas competitors happy by allowing them to pump their seafood product into our cafes, bars and restaurants without any indication of where it is coming from.

Some retailers are doing the right thing by purchasing locally caught and produced seafood—barramundi, prawns and all those sorts of things. They are buying them, they are paying a premium price, and they are selling them for a premium price inside their restaurants. Then you have the guy or lady down the road who runs a restaurant doing exactly the same thing. They are advertising it as barramundi—they are even advertising it as local barramundi—and they have been caught out importing it. You only have to hang out at the back of the restaurant to see where the deliveries are coming from and whether it says 'Nile perch' or 'basa' on the side of the van. Those people are acting unethically. They are deceiving the public, they are deceiving consumers and, to be fair, they should be informed on.

What the member for Traeger has done here is very courageous. It might involve heckling from the other side of the House, but he has gone out there and tried to bring the seafood industry together on a topic that, for once, we can all agree on. All I ask is that, the next time we put imported fish, prawns or whatever in our mouths, at least we can be informed.

A government member interjected.

Mr DAMETTO: I will take the member's interjection. I think she is putting lipstick on again. She is not really interested in anything other than heckling at the moment.

An honourable member interjected.


Mr DAMETTO: No, she was putting lipstick on. Last time she was heckling. I take that interjection.

Mr DEPUTY SPEAKER: Member, I urge caution—

Mr DAMETTO: It was an observation.

Mr DEPUTY SPEAKER: Member, I urge caution in your comments. Please continue.

Mr DAMETTO: Once again, Mr Deputy Speaker, I would just ask the House to act with a little bit of common sense and support the member for Traeger's bill. It does everything it needs to do. It helps support locally caught and farmed seafood. It is the kind of legislation that will bring the seafood industry together.

 **Hon. ML FURNER** (Ferny Grove—ALP) (Minister for Agricultural Industry Development and Fisheries and Minister for Rural Communities) (5.55 pm): I rise to speak on the Food (Labelling of Seafood) Amendment Bill 2021. I acknowledge the State Development and Regional Industries Committee for its work on examining this bill. I also want to acknowledge all of the members, particularly the chair of the committee, the member for Bancroft.

I want to turn to the recommendations of that report. As the Minister for Health pointed out, the committee recommended that the bill not be passed. The second recommendation of the committee was that the bill be sent to the federal government because this matter needs to be dealt with under the consumer law. It is not a health matter. This bill is aimed at the wrong jurisdiction and it should be dealt with by the federal government.

I am proud to speak in this House as the fisheries minister because Queensland's fisheries are the best in the nation. I want to acknowledge the member for Traeger and his Katter's Australian Party colleagues for their interest in this issue. The intent of the bill before the House is sound, but there are problems with respect to it which I have just identified and other members of the government will also identify in their contributions. It is not the case that the government is opposed to this. They are as passionate about Queensland's fisheries as the Palaszczuk government is.

We understand how important this sector is not only to all Queenslanders but to the state economy as well, and I will get to some of the comments and submissions in the report. The commercial, recreational and charter fishing sectors contribute \$1.1 billion to Queensland and support more than 7,600 jobs. This government wants to ensure a sustainable and profitable fishing industry for generations to come—not only for our children but for our grandchildren also. That is why we have been implementing the Sustainable Fishing Strategy. That is why we are also backing the expansion of aquaculture in this state.

The Palaszczuk government has supported companies like Tassal to set up in Queensland. In the last financial year aquaculture contributed nearly \$194 million to the economy and supported 786 good, full-time jobs in the regions. An example of another Tasmanian company is Ornatas, which will farm rock lobsters in captivity. They call them slipper lobsters but we all call them Moreton Bay bugs. This will be a world first. I know how important it is that local seafood producers are supported and that locally caught seafood is promoted and adequately marketed in food service outlets.

I have previously been involved in the Palaszczuk government's ask for seafood campaign and the Great Australian Seafood Campaign. It would be remiss of me not to mention our ongoing Eat Queensland campaign also. Not only does it encourage people to take a photo of their great Queensland produce but also post it to social media with the hashtag #eatqld.

During that period, we have promoted a number of seafood outlets as #eatqld champions: Fraser Isle Spanner Crabs; Ian Hamilton from Aussie Seafood House, and I know the member for Pine Rivers gets her seafood from there, as do I, because it is great Queensland seafood, and I always ask for Queensland seafood because it is the right of a consumer to ask for it when they purchase it; Marshall Betzel, the Queensland Seafood Markets Association president; and Tobin Fish Tales in Townsville. They are all great seafood producers and retailers.

Most food sold in retail, including seafood, is required to be labelled with its country of origin under the Australian Consumer Law. Food service businesses can already choose to identify the origin of seafood on their menus and, under the Australian Consumer Law, claims about the origin of food sold must not be false or misleading. I encourage businesses to identify the origin of seafood on their menus, especially Queensland products. We should all be proud of the great quality seafood that this state produces.

I note that the Food and Beverage Importers Association in their submission to the committee argued that there was no evidence that mandated country-of-origin labelling would lead to improved profitability for domestic fishers. In fact, they went one step further. They identified that it could put an impost on retailers and indicated there was—

... no evidence that the perceived increased demand can be met with Australian products. ...

and—

... no evidence that the cost of producing those products can be absorbed in the supply chain, and profit maintained.

The Restaurant & Catering Australia submission stated—

A mandatory CoOL is redundant as restaurants are already eager to advertise their locally caught seafood products to promote certain dishes and increase consumer demand.

In terms of cost and implementation, there are imposts on not only governments but also retailers. The committee report stated—

The Food and Beverage Importers Association expressed concerns about the cost of implementation for a mandatory labelling scheme and the increased liability of end users. Restaurant & Catering Australia expressed concerns about the "enormous amount of red tape and the financial burden that this will force upon venue operators".

It is clearly identified in the committee report that there would be an increase in red tape as a result of this bill before the House. The Deloitte paper went one step further in identifying the cost impost upon governments. It was said that the Deloitte paper indicated—

Projected costs of the mandatory labelling scheme and the compliance issues that your government will have to pay at \$13.5 million. That is the federal government. If you scale that down to Queensland, it still is in the high millions.

The concerning underlying issue here was indicated in the evidence provided to the committee by Queensland Health. They identified that, if this bill were passed, they would be the ones responsible for enforcing and mandating the requirements under the bill and this may divert resources away from other public health and safety initiatives. One example they identified was responding to elevated notifications for salmonella. We have seen indications of salmonella in this state as a result of eggs being imported from New South Wales in the past. If that salmonella had been picked up by consumers, it could have led to the death of Queenslanders. As a result of the good work of Queensland Health as well as food safety legislation in this state to make sure we have—

Mrs Frecklington: How is this relevant, Minister?

Mr FURNER: If you read the report, you would understand.

Mr DEPUTY SPEAKER (Mr Hart): Let us not have any cross-chamber chatter.

Mr FURNER: Once again, we see incompetent opposition members who have got no idea. They come into this chamber and want to refer to reports, but they do not have a clue. They should sit down and examine the reports on important issues like this. We want to support Queensland seafood producers and make sure they grow and continue to prosper in our state, yet we have this incompetent opposition. It was identified today in question time that they have not met once as a shadow cabinet—

Mr DEPUTY SPEAKER: Pause the clock. Minister, I ask you to come back to the long title of the bill.

Mr FURNER: I was just taking the interjections, but I will return to the bill. It is extremely important that members who make a contribution in this House have read the report and identified the matters that have been addressed and supported by the committee. If members do not have an understanding before they stand on their feet or make interjections, they will look like absolute fools, like some of those opposite.

At the moment, the testing of seafood to determine the origin of seafood is not routinely available nor cost-effective. While I understand the intent of the bill, country-of-origin labelling of seafood is not a public health and safety issue and thus it is not an appropriate subject matter for the Food Act. That has already been identified not only in the report but also by government speakers on this side of the chamber. The act as it stands prevents misleading and deceptive conduct in relation to the broader supply of food, rather than specific industry or commodity sectors.

I concur with the committee that the federal government is the national lead on country-of-origin labelling laws. The Country of Origin Food Labelling Information Standard 2016 is a regulation enacted under Australian Consumer Law and is enforced by the Australian Competition and Consumer Commission. I note one of the Albanese government's election commitments is to work with the seafood and hospitality sectors to implement mandatory country-of-origin labelling to support the Australian seafood industry. This is the appropriate channel and the approach that should be taken. A national approach is needed on this issue, not a piecemeal approach by the states.

In the meantime, I encourage everyone in this House to head to their local fishmonger and ask—or actually demand—Queensland seafood. This is what we can do currently when we go to our local seafood shop. We should support our fishers right across the sector. We have the best seafood in this country.



Mr KNUTH (Hill—KAP) (6.06 pm): I commend the member for Traeger for introducing the Food (Labelling of Seafood) Amendment Bill 2021. I would like to read from the explanatory notes under the heading 'Policy objectives and the reasons for them'. There is massive merit behind this bill. It says—

The primary policy objective of the Food (Labelling of Seafood) Amendment Bill 2021 is to require by law mandatory Country of Origin Labelling ... of seafood sold in the food service sector, through "dining outlets", across Queensland. The purpose of this is two-fold: 1) To increase consumer awareness around the origins of seafood being purchased and consumed, and 2) To subsequently support the Australian, and Queensland, seafood industry and the thousands of local jobs it supports.

I will state that again—

To increase consumer awareness around the origins of seafood being purchased and consumed

The bill is about increasing consumer awareness. Two weeks ago we debated the trading hours bill where we heard the word 'consumer' used 300 times and were talking about how we should look after the consumer. Well, this bill is about the consumer. We heard that 300 times in the last sitting. This is about why we should support the consumer in having a choice and being able to go to the supermarket on the weekend. When it comes to the average mums and dads having a choice and having consumer awareness, they are being totally denied.

There are also no requirements to identify the species or the region or country of origin of imported seafood, which equates to around 62 per cent of seafood consumed. If we look at these two ideas together—firstly, 'to increase consumer awareness around the origins of seafood being purchased and consumed' and 'support the Australian, and Queensland, seafood industry' and, secondly, that 62 per cent of the seafood comes from overseas—there is still no requirement to identify the seafood. It is only the food that is produced and caught here in Australia, and that is fresh seafood. I cannot understand why anyone would want to oppose this bill.

What is most concerning about these figures is how unaware Australians who buy seafood from dining outlets—whether they are fish and chip shops or restaurants—are about where their seafood comes from. There is evidence that the absence of country-of-origin labelling of seafood served at


restaurants and cafes often negatively impacts consumer awareness and understanding, with more than 50 per cent of people often incorrectly assuming that the seafood they purchase is produced in Australia when there is no stated country of origin. That means that 50 per cent of the people out there think they are eating barramundi or whatever it is from Queensland but they are actually eating seafood from South-East Asia.

I commend the member for Traeger for this and for listening to constituents. Outside of parliament we met representatives of the seafood industry and they were basically telling us that they could not understand why this bill would not be passed and why it would not get over the line, because it is just about consumer awareness. They were absolutely flabbergasted; they could not understand how this could not be supported. The member for Hinchinbrook read out earlier that in 2017 and 2018 the New South Wales government debated a very similar piece of legislation, moved by Labor MP David Mehan. Disappointingly, the Food Amendment (Seafood Country of Origin Labelling) Bill 2017 was voted down 46 votes to 35, with the National and Liberal MPs of New South Wales opposing the bill. The reality is that it is more about politics than the best outcome for consumers in Queensland.

Speaking of politics, the same thing applied when the KAP introduced the fair milk logo bill. The bill was intended to provide consumer awareness. That bill basically provided that if a farmer was able to produce a litre of milk and he was to receive a sustainable price for that litre of milk, a fair milk logo would go on that milk bottle. In other words, when mums and dads would go into a supermarket or a shop and see the milk bottle displaying that logo, that would identify that that farmer had been paid a fair price. It is pretty simple. It was not Shane Knuth or the KAP that introduced it; it was the dairy farmers who prepared the bill for us. However, it was opposed by Woolworths, by Coles, by Labor and by the LNP. I do acknowledge that the minister afterwards recognised it was a good idea and provided a million dollars to help the Queensland Dairyfarmers' Organisation implement that logo, but since we introduced that bill we have lost 270 dairy farmers.

Here we have a great opportunity to support, save and protect the seafood industry. This bill is about consumer awareness, as I mentioned before. It is about identifying whether the barramundi you are eating is from South-East Asia or is caught locally and is fresh. Many times while out driving you will see a sign outside a fish and chip shop or a local restaurant which says 'fresh gulf mackerel'. You can guarantee that mums and dads would be racing in there to purchase that because they know exactly where the fish comes from.

We are a massive island of, I think, three million square miles. We have an abundance of fish. However, we are that stupid that we import 60 per cent of our seafood and no-one knows where that seafood comes from. This bill puts it out there: it provides awareness, transparency and the opportunity for people to know, as they sit in that restaurant or go to that fish and chip shop, that their fish comes from the local area and not South-East Asia. I commend the bill to the House and congratulate the member for Traeger for introducing it.

 **Mr WHITING** (Bancroft—ALP) (6.13 pm): I rise to make a comment on this bill. I want to thank everyone on the State Development and Regional Industries Committee for their fulsome examination of this private member's bill. I want to make a few points. Firstly, I think we can agree that we all in this House want to promote Queensland seafood. There is no doubt that the quality of our seafood is superb. I mention some of our fisheries. The iconic reef fisheries produce the Queensland reef fish which are famed throughout Australia and beyond. Our wonderful gulf fisheries are incredibly underrated and productive fisheries in Queensland. Then there are our eastern seaboard fisheries. The Bribie Island oysters—the member for Pumicestone knows all about those—and the Hervey Bay scallops are iconic. The minister talked about new operations by people such as Tassal and hopefully the production of rock lobster into the future. The quality of our seafood is superb and it has a reputation of being clean, fresh and safe; there is no doubt about that.

The committee report sets out that the industry generates \$200 million a year for the Queensland economy. It employs 1,500 people directly and 1,200 people indirectly. Also, as evidenced from our report, and as we found via examination of this bill, the Palaszczuk government is very actively promoting Queensland seafood. The minister referred to our campaigns. The 'Ask for Queensland Seafood' campaign is done with the seafood industry and seafood marketers. Minister Furner also talked about the #eatqld campaign, which encourages people in Queensland and further afield to eat the best of Queensland produce. I commend the minister for his very passionate and dedicated promotion and championing of that campaign. I also mention the Great Australian Seafood—Queensland campaign, which is done by the Australian government.

There is no doubt that our seafood producers and marketers are passionate. As part of the examination of this bill, we talked to fishers and marketers around Queensland—in Karumba, Bundaberg, Townsville, Cairns and Brisbane. We stood on that dock at Karumba, in the gulf, where we saw the boats. We went inside the production facilities and saw the massive freezer compartments that are the start of the journey of Queensland seafood to all over the world. We saw the level of investment that is made by fishers around Australia.

I will talk briefly on the Barramundi Discovery Centre at Karumba. It is an absolutely wonderful facility celebrating this particular seafood. I encourage anyone travelling around Queensland to go and see that; it really is a wonderful experience.

In Bundaberg, the member for Bundaberg brought in Lincoln, who produces a smoked mackerel which is absolutely wonderful. These are all people—

A government member: The best.

Mr WHITING: The best one in the state—might as well make it the state.

Ms Grace: In the world!

Mr WHITING: In the world. No-one does better smoked mackerel than Lincoln from Bundaberg!

We talked to the fishers, the marketers and people in the industry all around this state. They are very passionate and they want to do everything to promote this industry not only throughout Queensland but also throughout Australia.

As members can see from the report we produced, the labelling of seafood is a federal issue. The Country of Origin Food Labelling Information Standard 2016 is a national standard. It was created under Australian Consumer Law and is enforced by the Australian Consumer and Competition Commission. They deal with food safety. If we want to change this national standard, it needs to be about food safety. This 2016 standard requires food for retail sale in Australia to carry country-of-origin labelling. That is why we see country-of-origin labelling in Woolies and Coles but not at the local fish and chip shop or restaurant.

One of the things we learned in the examination of the bill is that this issue has been raised many times in federal parliament, and it is yet to get up. I will list some of the times it has been raised in the federal sphere. In 2009, the Council of Australian Governments and the Australian and New Zealand Food Regulation Ministerial Council had an independent expert panel to review this. In 2014, the Senate referred an inquiry into requirements for the labelling of seafood to the Rural and Regional Affairs and Transport References Committee. In 2015, the inquiry into the Food Standards Amendment (Fish Labelling) Bill 2015 was voted down by the Senate. In 2016, the Australian parliament's Joint Select Committee on Northern Australia conducted an inquiry and the Australian government noted that recommendation. In 2016, the Productivity Commission produced a report which explored country-of-origin labelling. In 2021, there was a report, *Evaluation of country of origin labelling reforms*, commissioned by the Australian government. This has been examined at length in this federal sphere and it has not managed to get up as yet. I do note that the members of the Katter's Australian Party have rightfully pointed out that there was a private member's bill in New South Wales on country-of-origin labelling that did not get up in 2017.

One of the things that this report identifies is that maybe this bill focused on the wrong act. It does seek to amend the Food Act, which is administered by Queensland Health. As we know, this legislation is all about food safety. State and local authorities enforce legislation to ensure the food that we consume is safe. It may have been better to amend a different act because seafood labelling is about consumer values and consumer choices. It is about consumer behaviour. If we want to promote seafood this way we really need to focus on educating consumers and hospitality workers; that became very clear. I point out there is nothing wrong with a variety of these associations and the individuals labelling this food on their own initiative.

It has been pointed out that the Northern Territory has this labelling system. However, it operates under their Fisheries Act and it is their fisheries officers who enforce the act in the Northern Territory. Bear in mind that this standard covers what happens in restaurants in the Northern Territory, but their industries and hospitality sector are much smaller.

In conclusion, I want to return to talking about the Barramundi Discovery Centre and hatchery we visited. This is funded by the state government. It is an absolutely enormous and well designed facility. I would really encourage grey nomads who are visiting Queensland to go and see this. There is a pond containing live barramundi plus a hatchery. It was a bit unnerving to see huge barramundi in

this pool just staring up at us. I could finally understand what sort of creature they were with those eyes perched on top of their head silently watching us. Then we gave them a bit of food and bang—glop!—they had it. They are such fast-moving creatures and grow at an enormous rate.

Mr Perrett interjected.

Mr WHITING: I say to the member for Gympie that they are a wee bit frightening. They are fast moving, huge and powerful, and I have to say they are delicious as well. I commend that council for operating this centre. I want to finish by saying please take the chance to go and see it. I think it is a great reflection of the health of our fishing industries within Queensland and our seafood industry.



Mr PERRETT (Gympie—LNP) (6.23 pm): I rise to speak in support of the Food (Labelling of Seafood) Amendment Bill 2021. I am a strong supporter of labelling seafood. It makes sense. It is a practical way to back our seafood industry, the workers, the families, the operators and the communities which are underpinned by the seafood sector. That is why the LNP had a seafood labelling policy as part of our election platform in 2020 and also committed \$1 million to develop, implement and market Queensland seafood. Seafood labelling will encourage more Queenslanders to buy seafood caught by Queensland's fishing fleet. It is a non-controversial, easily adopted policy that is backed by industry. It is a simple proactive change which can have a powerful impact on supporting our fishers and seafood industry as well as delivering clarity and transparency for consumers.

The Queensland Seafood Industry Association, or the QSIA, said that it is the first step in providing the Queensland seafood consumers with the right to make informed choices. It advised the committee—

Potential resistance to this bill makes no sense to us, as Queensland and Australian consumers deserve to know the origin of their seafood.

It is sheer pig-headedness and sheer unreasonableness that the Minister for Agricultural Industry Development and Fisheries does not support this measure. If the government did not think of it, they will not support it. The minister often waxes lyrical about the high quality of Queensland's produce, so it makes no sense to then deny Queenslanders the opportunity to guarantee they are purchasing that same high-quality produce. Labor needs to put politics aside and work constructively to support the industry and increase local demand.

As I said 2½ years ago, simple changes to labelling can empower consumers to make informed choices to support local catchers, which will grow demand. It is a simple policy that makes it easier for Queenslanders to support other Queenslanders. There are more than 1,200 commercial fishing businesses in the catch sector alone which form part of the fabric of many regional communities and economies. I commend the member for Traeger for taking a strong lead from the LNP's 2020 election commitment. Queensland seafood is among the best in the world. Queenslanders overwhelmingly tell us they would prefer to buy local seafood. They deserve to be given the option.

This policy celebrates our local produce, provides choice and transparency for consumers, creates greater awareness and interest in home caught products, supports our commercial fishing industry and their communities, and ultimately benefits all Queenslanders. Labor's refusal to support this bill demonstrates its obsession with cynical politicking and spin over delivering good policy. It is arrogant of this government and the agriculture minister to oppose anything that is not their own idea. In fact, it was a Labor government which first introduced a seafood labelling policy in the Northern Territory in 2008. Over those 14 years it has been incredibly popular, and the evidence is that the labelling requirements have not reduced the range of seafood choices or reduced seafood's prevalence as a key menu item.

Minister Furner talks big about supporting the Queensland fisheries industry but he fails to back legislation that will promote the industry he claims to represent. Not supporting this bill perpetuates a disservice to the Queensland fishing sector and to the consumer. The system is flawed because it currently allows unscrupulous businesses to profit by withholding information from the consumer.

Barramundi is not only an Australian fish; the same species is found and farmed overseas. Tim Bade, Manager of Spring Creek Barramundi in North Queensland, told the committee that imported barramundi is cheaper to produce overseas and, more importantly for the consumer, he said it is not produced under the same environmental and regulatory standards we have here in Queensland. Consumers deserve to know that. Col Lownds of Lownds Seafood in Townsville is a wholesale distributor. He told the committee his distribution costs for barramundi are \$30 a kilogram whereas he can buy imported fillets for \$14 or \$15 and sell them for \$18 to \$20. Consumers deserve to know if it is the Australian product or product from overseas.

The committee was advised that some retailers were selling Mekong delta catfish as cod. Lincoln Kirchner of Seafood Smokery said—

... Mekong delta catfish, which is marketed in Australia as basa, whack a bit of batter on that and flog it off as cod and chips. That is a European swing that has come into Australia. I think colloquially hoki is marketed as cod in Australia. It is a Pacific fish that is caught by New Zealand or Australian fishers. You are really ripping the consumer off by having generally Northern Hemisphere fish or Asian fish sold here without any definition of where it has come from.

By not supporting seafood labelling the government is allowing the consumer to be ripped off. The Labor Party says it will not support the bill because of alleged inconsistencies in the existing food regulatory framework, yet nowhere in the Queensland Health advice does it say that the bill is definitely incompatible with Queensland's obligation under the food regulation agreement. The Northern Territory is part of that agreement. It has managed to find a solution to comply with the national arrangements. Surely Queensland can do the same. This is simply a hollow excuse.

I recognise that there are concerns about additional administrative and regulatory costs, but that has never stopped the minister for agriculture before. More importantly, many operators are already compliant with this proposed legislation and will need no changes to menus or item cards if the bill passes.

The evidence shows that surveys from the Northern Territory Seafood Council and the Commonwealth Fisheries Research and Development Corporation found that on average venues spent \$630 to comply with a new labelling scheme. Later surveys indicated that in 70 per cent of venues the cost had dropped to zero. They also found that consumers responded positively to labelling that gives them the information about their purchases and that they are willing to pay a premium for local seafood. Mark Partland of Ingham Road Seafood told the committee—

The labelling or identification of seafood in pubs, clubs, restaurants and the like should have been done years ago when it was implemented into our retail sector.


Queenslanders should not miss out any longer. Shawn McAtamney of Independent Seafood Producers advised the committee—

There are a lot of proponents who will say that doing this is too costly for the food service sector. They will ask who is going to police it and so on. I have heard it for 20 years. It is nonsense and it has to stop.

This policy makes sense. It is overwhelmingly supported by industry and will give local seafood a competitive advantage over imported products. I call on Labor members to put politics aside and stand up for locally grown product and support the many small and family businesses behind this product. As Shawn McAtamney said—

At the end of the day, the crux of this bill is about allowing the consumer to make the choice at the dinner plate, which is no different to what they do at the retail counter. It is overdue. This bill is vital for Queensland.

The LNP will be supporting the private member's bill.

 **Mr MADDEN** (Ipswich West—ALP) (6.31 pm): While the primary policy objective of the Food (Labelling of Seafood) Amendment Bill 2021 is to require by law mandatory country-of-origin labelling of seafood sold in the food service sector through dining outlets across Queensland, this bill is not the best way to achieve this objective. After careful and thorough consideration of the bill in its report No. 20 tabled in May 2022 of the 57th Parliament, a majority of the State Development and Regional Industries Committee recommended that the Food (Labelling of Seafood) Amendment Bill 2021 not be passed, but the committee did recommend that the seafood country-of-origin labelling initiative proposed by the bill be sent to the federal government requesting it takes a national lead as the country-of-origin food labelling standard 2016 is a regulation enacted under the Australian Consumer Law and enforced by the Australian Competition and Consumer Commission.

The Queensland seafood industry injects over \$200 million into the Queensland economy from primary production and directly employs over 15,000 people each year as well as over 12,000 people in associated industries such as onshore processing. Australia consumed 334,615 tonnes of seafood in 2019-20, equating to an average of 12.4 kilograms per person in Australia. While nearly all domestic consumption of other major food service proteins such as beef, lamb and chicken are of Australian origin, close to between 60 per cent and 70 per cent of domestic seafood consumption is annually imported. Of all seafood which is imported into Australia, approximately 64 per cent came from Thailand, China, Vietnam and New Zealand in the year 2017-18.

The bill proposes to introduce a new offence for failing to comply with the requirement to display country-of-origin information. Pursuant to the bill, the penalties for the first offence would be one penalty unit and for a second and subsequent offence five penalty units. As at 1 July 2021, a penalty unit was \$137.85. This would make subsequent offences punishable with fines of \$689.25.

Australia has strict federal regulations around labelling so that consumers may make informed choices when purchasing food. Australia's national country-of-origin framework is outlined in the federal Country of Origin Food Labelling Information Standard 2016. This standard is a regulation created under the Australian Consumer Law and enforced by the Australian Competition and Consumer Commission. It requires most food offered or suitable for retail sale in Australia, for example, food sold to the public in stores and markets, to carry country-of-origin labelling as we see at Woolworths, Coles and Aldi, but some products are not covered by the standard. This includes food sold at restaurants; canteens; schools; caterers; self-catering institutions; prisons; hospitals; medical institutions; fundraising events—for example, a cake stall at a school fete; food made and packaged on premises where it is sold—for example, bread at a bakery; and food delivered, packaged and ready for consumption as ordered by the consumer—for example, pizza delivered. Businesses may voluntarily choose to provide country-of-origin information for food that is exempt from the standard provided it is not false or misleading. The ACCC and the ACL regulations have the power to call on businesses to substantiate the country-of-origin claims made on their labels.

A primary consideration of the committee was how the bill aligns with existing legislation. The advice from Queensland Health indicated that it is unclear whether national food regulations would allow this bill to amend the Food Act in the manner proposed. As such, the proposed amendments may be inconsistent with Queensland's commitments to the Food Regulation Agreement. Amendments are only permitted for limited purposes and as a temporary measure. Under the agreement, states or territories that amend a nationally adopted food standard must do so only in areas related to public health and safety, with the requirement applying for no longer than 12 months. Queensland Health also advised that the amendments, if introduced, would require monitoring and enforcement by Queensland Health public health units in hospital and health services and that this may divert resources away from other public health and safety initiatives.

In its submission, the Department of Agriculture and Fisheries recognised the importance of supporting local seafood producers and promoting and adequately marketing the fact local-caught seafood is available in food service outlets. To this end, amongst other initiatives, DAF continues to support the seafood industry by partnering in campaigns including 'Ask for Queensland Seafood', #eatqld and the Great Australian Seafood Queensland initiatives. DAF also ensures Queensland seafood is harvested sustainably via the implementation of the Sustainable Fisheries Strategy 2017-2027. These measures help Queensland businesses attract a premium for their products as trusted suppliers of seafood.

It is noted that the food service industry is a diverse and important part of the seafood supply chain. It is dominated by small businesses, many of which have been impacted by the restrictions due to the novel coronavirus COVID-19 pandemic. Mandating seafood origin labelling in food service will increase the regulatory burden of these entities and compliance costs could be significant. For example, menus would need to change continually to reflect changes in seafood origin arising from seasonally available constraints and other factors. In addition to this increased regulatory burden, it is noted the potential for unintended repercussions in terms of how food service retailers source their seafood needs to be considered in assessing the private member's bill.

The Australian seafood industry can be divided into three parts. Firstly, there are seafood retailers, including specialists in seafood retailers but excluding mass retailers such as supermarkets, with an estimated annual industry revenue of \$935.9 million. Secondly, there are fish and seafood wholesalers who purchase products from aquaculture industries, wild fishing and seafood processors. The largest buyers from this sector are food service establishments such as restaurants, hotels, fast-food outlets and fish and chip shops. It is estimated their annual revenue for this sector is \$4.3 billion. Thirdly, the seafood processing industry, with approximately 10 per cent of production going to the food service sector. This group has an estimated annual revenue of \$940.9 million. In addition, there are approximately 46,000 food service businesses that have seafood on their menus in Queensland.

Stakeholders frequently referred to the scheme in the Northern Territory as one that could be adopted. The Northern Territory created seafood labelling requirements for restaurants and other dining venues in 2008. Venues that sell seafood need a licence under the Northern Territory Fisheries Act 1988 and the Director of Fisheries can create licence conditions. Holders of fish retail licences who are advertising seafood for sale for immediate consumption must state when the seafood is imported.

In closing, I would like to thank the committee secretariat, the submitters, Hansard and the committee members. While I understand the intention of the bill brought by the member for Traeger, unfortunately I will not be supporting the bill.



Mrs FRECKLINGTON (Nanango—LNP) (6.40 pm): I rise to support the bill before the House, the Food (Labelling of Seafood) Amendment Bill 2021. I do so with great pleasure because it was a policy that I took to the last election. On top of that, I committed an extra \$1 million to make sure that there was money to develop, implement and market this great policy. One would think, member for Traeger, that the Labor government would do exactly that.

I was listening intently to the member for Ipswich West thinking, 'Oh my goodness me.' I saw the opposition whip turn around. We were all listening intently. The three Katter blokes were because it sounded like the member for Ipswich West had picked up a speech in support of the bill that is before the House. I cannot wait until the vote. It took the member for Ipswich West nine minutes of talking about what a wonderful idea this is, we are going to have more people eating seafood—absolutely, member for Ipswich West, that is the intent of the bill—but right at the last minute when we think he is about to support us he absolutely flip-flops just like a fish.

Mr MADDEN: Mr Speaker, I rise to a point of order. I take personal offence.

Mr DEPUTY SPEAKER (Mr Kelly): The member has taken personal offence. I ask you to withdraw.

Mrs FRECKLINGTON: I withdraw.

Mr DEPUTY SPEAKER: There has been some unparliamentary language. Can I ask you to withdraw that as well?

Mrs FRECKLINGTON: The 'blokes'?

Mr DEPUTY SPEAKER: Yes.

Mrs FRECKLINGTON: I withdraw and I withdraw unreservedly. I am quite sure they get called that a lot. The reason I support this is that I stand with industry. I note that in its report the Barramundi Farmers Association state how good the industry would be if we got into mandatory seafood labelling. It is in black and white. We had to sit here and listen to the minister for agriculture say, 'If you read the report'. Of course we have read the report. It is where we are getting the speeches from. It is this report and the submissions that support the bill. The Labor members, because they go, 'Hang on, we could never do something to support the industry,' decide to vote against it even though the report states—

When mandatory labelling came into the retail sector, Australian barramundi went from 150 tonnes in the retail sector to 4,000 tonnes.

Basically this is saying, 'Get on with it, government, and do it!' That is what the Barramundi Farmers Association think. That is what all of industry think. The only people who do not think that are members of the Labor government because for some reason, even though everyone else has done their homework, they refuse to listen and they refuse to support the fishing industry. In my role as shadow water minister I am more than happy to have more water, more ponds, so we can grow our aquaculture industry. Imagine if the Labor Party did not rip down Paradise Dam wall. Imagine the aquaculture, the extra water.

Ms Camm: Sooty grunter!

Mrs FRECKLINGTON: Absolutely, we could have a sooty grunter industry. We could have a bass industry. We could have a yellowbelly industry.

Mr Nicholls: It would be fishing paradise.

Mrs FRECKLINGTON: It would be fishing paradise. I take that interjection from the member for Clayfield. If only the Labor government supported the people of the Wide Bay and Bundaberg and did not rip down the dam wall; imagine the aquaculture industry we could have. Imagine that, member for Bundaberg.

Mr Smith: Imagine when you are still there.

Mr DEPUTY SPEAKER: Order, member for Bundaberg, you are next on the speaking list.

Mrs FRECKLINGTON: I take the interjection from the member for Bundaberg. If we were in government we would implement the policy and we would support the agriculture, fishing and aquaculture industries. We would also be supporting consumers. Consumers want to know that they are eating Australian fish. They want to know that they are eating Queensland fish. That would be fantastic.

I would hate to be critical of anything to do with the Vietnamese fishing industry. I note that the agriculture minister has not talked about it in the House this week. He went to Vietnam last week. I do not think any businesses were invited. I do not know who he met. It was apparently a trade mission. We do not know anything about it because the minister for agriculture is not talking about it. I wonder what he is hiding. Was he over there promoting the Vietnamese fishing industry? Who would know.

Mr Nicholls: He did not miss cabinet, that's for sure.


Mrs FRECKLINGTON: That is a very good point. I take that interjection. The minister for agriculture did not miss cabinet. I wonder why. That is right, because it was not on and he was probably on a fishing trawler in Vietnam, not a superyacht. I wonder whether that is where the minister for agriculture and fisheries was. He certainly did not spend the week promoting the Queensland fishing industry. He was certainly not backing the seafood industry. I stand with the shadow minister for agriculture, fisheries and forestry in supporting the member for Traeger's bill because it is common sense.

The Northern Territory brought this policy in in 2008 and it has been a massive success. That is why industry, the opposition, the crossbenches, even the New South Wales Labor government, support the introduction of seafood labelling. Obviously the Labor government here in Queensland do not get it. They do not want to support the Queensland fishing industry and there is no greater example than this. Why do they not want to support Queensland consumers eating Queensland fish? I simply do not get it. I mentioned Paradise Dam.

A government member: Oh God!

Mrs FRECKLINGTON: I take the interjection of 'Oh God' from the member for Pine Rivers. That shows the lack of understanding of the importance of water in Queensland. She rolls her eyes and says, 'Oh God.' I took the interjection because I think it is important that I do. I am entitled to speak to that interjection. The member for Pine Rivers or someone else talked about the fish shop that she goes to. How good would it be if the member for Pine Rivers could go in and say, 'I am going to support Queensland? I am not going to buy the Vietnamese fish'? She possibly is buying Vietnamese fish because, like the agriculture minister, who heads off to Vietnam to support the Vietnamese fishing industry, she would not know. Would it not be amazing if we supported Queensland fishing and the member for Pine Rivers got to buy a bit of bass that may or may not have been farmed out of Paradise Dam? Would that not be a great idea?

This is a serious issue. The Queensland fishing industry deserves our support. When people make submissions to a parliamentary inquiry, they should certainly be listened to. The opposition members of the committee, the member for Lockyer and the member for Burleigh, made a very clear statement of reservation because, even though all of the submitters supported the premise of this bill, through this report the government members decided to vote against it. That is why the opposition members wrote a dissenting report and they were extremely eloquent in writing it. It is important that we support the Queensland fishing industry. We know that the Labor Party wants to shut down the commercial fishing industry in Queensland and does so every single step of the way. It is only this side of the House that supports the fishing industry and supports the Queensland consumers who want to support Queensland seafood. That is why we support this bill.

 **Mr SMITH** (Bundaberg—ALP) (6.50 pm): I am just going to have a bit of a stretch as I think the LNP backbench is a little more excited than I am about this speech. They know what is coming. Can I say how good it is to follow the member for Nanango? How good is it to hear about how the LNP used to have a policy? What about that? They are talking about a policy! Wouldn't that be fantastic? I am going to start the petition to bring back Deb. It is right here. Put your name here—

Mr DEPUTY SPEAKER (Mr Kelly): Order, member! You will cease using props.

Mr SMITH: You can also put how many shadow cabinet meetings you have been to in the third column. Lachie, have you been along? Don't worry about it! I love following the member for Nanango. I know she has walked away—

Mr DEPUTY SPEAKER: Use correct parliamentary titles.

Mr SMITH: I will come back to the bill. I always enjoy hearing the member for Nanango speak, especially when she talks about Bundaberg. Every time the member for Nanango comes to Bundaberg our polling goes up so she is always welcome. We will roll out the red carpet for her.

I will come back to the bill, which is a good bill in terms of its intent. In terms of its intent, early on it passed what I would call the pub test. I will come to a little more of the detail, as has been highlighted by the member for Redcliffe and the member for Ferny Grove, in terms of how it just does not fit in with

the technicalities around legislation and also in terms of practicalities. I do thank the member for Traeger for bringing this bill forward because it gave us an opportunity to speak to the industry and to many different businesses. We got to get out there and have good conversations. We went to Townsville, Cairns and Karumba. Karumba was an absolutely outstanding place to visit. I thank the committee and the chair for making sure that we got to Karumba. I believe it was the first time that a parliamentary committee had ever held a public hearing in Karumba. It was absolutely fantastic that we were there.

Of course, I thank the member for Traeger for flying me from Karumba to Mount Isa. We made it in one piece although the secretariat was probably a little more scared than we were. The member looked after me well. We only did two loops and it was okay in the end.

Opposition members interjected.

Mr SMITH: If only they could find their voice in a shadow cabinet meeting. If only they could speak up there. I will not support the bill and I will outline the reasons. The committee gave due credit to the bill.

An honourable member interjected.

Mr SMITH: It was two flights. We met with representatives from the Queensland Seafood Marketers Association, the Australian Barramundi Farmers' Association, Raptis, Wren Fishing—I really appreciated the time that Wren Fishing took to speak to us on the bill and also about Spanish mackerel and so on although I got a bit nervous when they said that a crocodile lurks around the jetty; I stood a little closer to the chair after that—the Australian Council of Prawn Fisheries, the Queensland Seafood Industry Association, Restaurant and Catering Australia and a range of witnesses who showed up in a private capacity. The goal of the bill is to support the Australian fishing industry and the seafood industry. There is no denying that that is the intention of the bill and members on this side of the House have said that we understand that that is the intention. There is nothing wrong with that intention but, as I said, it is the practicalities and also the technical legislation aspects of the bill that just do not cut the mustard at the moment.

The whole idea of the bill is for restaurants, cafes, and fish and chip shops to put on their menus a symbol against any item of seafood that is imported, that is, not locally caught or farmed. Yes, that does sound easy, which is why I said that early on the pub test indicated—

Mr Katter: Northern Territory do it.

Mr SMITH: I will get to that, member for Traeger; don't worry. That is the intention of the bill. Because we do want to back in Australian products, that would allow consumers to go to those businesses that clearly indicate that they support our seafood industry by having more Australian stock than imported stock. That is fairly easy to understand. However, there are some difficulties with the bill.

The first difficulty that I want to talk about is with the Food Act itself. The Food Act is not designed to be a consumer act. It is about the health and safety of food. At page 5 the report states—

The Act is administered by Queensland Health and the objectives of the Act—

That is, the Food Act—

are to ensure food for sale is safe and suitable for human consumption ...

That is what the Food Act is about. It is about the health and safety of food that is consumed by humans. It is not about consumer regulation. As both ministers who spoke previously have outlined, that is where the bill does not quite meet the standard in term of the technical legislative framework, which is very important. As I said it might initially pass the pub test, but this is parliament and we need to make sure that the legislation meets the standard. Country of origin is not a public health and safety matter. I am uneasy that Queensland Health workers would be left to monitor and police the regulation. I do not believe that this is the time for Queensland Health workers to be going to restaurants to monitor where seafood product comes from. They should absolutely check on health and safety and the possible contamination of food, but is it their job to hand out fines based around consumer regulation? In this case I argue, no.

We know that similar bills have been passed in different parliaments and we heard the member for Traeger interject about the Northern Territory. I understand that the Northern Territory has brought this in, but they brought it in through their Fisheries Act and not their Food Act. It requires retailers to have a fisheries licence because it comes under their Fisheries Act and not their Food Act. In addition, in the Northern Territory the police enforce it and not health workers.

I say to the member for Traeger and all of the Katter party representatives that the big issue for me is that Regional Development Australia's economic profile of accommodation and food service registered businesses show that there are only 743 registered accommodation and food service businesses in the Northern Territory yet in Logan City alone there are 751 registered businesses. It is a major difference in terms of the ability to regulate the legislation when there are more registered businesses in Logan City alone than in the Northern Territory. Therefore, it is just not practical in Queensland at this time.

I also want to talk about the business element. I thought that the LNP stood up for small business. During the last sitting week we heard all about how they stand up for small business, but this will hurt small business. Let's think about mum-and-dad fish and chip shops. The whole idea behind this bill is for consumers to say, 'I am not going to that restaurant because they don't have Australian seafood. I will go to this one.' The problem is that in Australia only about 30 per cent of seafood consumed is Australian. How does a small mum-and-dad fish and chip shop compete with the big restaurants in Sydney and Melbourne? Why should they be disadvantaged by a bill that has been introduced into the Queensland parliament?

Why would the Queensland parliament want to hurt small business? Why would the LNP want to hurt small business by imposing more fines and regulations on them? The fines are a big point. The first offence in this bill is proposed to be \$137. For each subsequent offence the fine is proposed to be \$689. In a time of COVID and a time when we know that small businesses are doing it tough, we cannot continue to fine businesses because perhaps the stock ran short and they did not reprint a menu.

At the end of the day, we cannot be punishing small businesses. We know that by supporting this bill that is exactly what the LNP is doing. Members of the LNP are turning their backs on small businesses, the people they are meant to represent. They are turning their backs on them and want them fined \$689 every single time because they cannot compete with the big restaurants in Sydney and Melbourne.


I thank the member for Traeger for bringing this bill forward. I support his intention around the idea of the bill—to promote local seafood and to promote the industry—but, based on the technicalities of legislation and on how much seafood produced in Australia is consumed in Australia, it just does not meet the demand or the need. Finally, I remind the LNP of the petitions here—

Mr DEPUTY SPEAKER (Mr Kelly): Member, I have advised you previously about using a prop. You are now warned.

Debate, on motion of Mr Smith, adjourned.

ADJOURNMENT

Burdekin Water Festival; Don River Dash

 **Mr LAST** (Burdekin—LNP) (7.01 pm): As the signs and banners throughout the Burdekin district say at the moment, 'It's back!' This weekend will see the culmination of the Burdekin Water Festival with the hosting of the grand parade and mardi gras at the Ayr Showgrounds. Like festivals throughout the state, the water festival is a celebration—in this case, a celebration of the abundance of water in the Burdekin district. Since its inception, the Burdekin Water Festival has also provided an opportunity for community organisations and their representatives to raise much needed funds and their profile—and this year is no different.

I would like to put on the record my thanks, and the thanks of the community, to all of the participants, their families and their supporters. In the senior program we have Kelsey Rye, Taiya Kilcullen, Emma Smith, Jessica Perks and Gracie Hosie. This year's junior ambassadors are Reese Bradford, Claire Horan, Addison Bonato, Emma Wilkie, Summer Dixon, Chloe Becke, Briella Wassmuth and, representing the males, Joe Pappalardo. A huge thanks must also go to the 25 members of the organising committee under the leadership of Shane Moon and, of course, to the festival sponsors.

Just as the community will turn out in force for the water festival, they will also turn out in force for the Don River Dash 300 next weekend. The Don River Dash was born when Burdekin locals Michael Marson and Talbot Cox were competing in the world famous Baja 1000 in Mexico in 2017. A highlight of the race in Mexico was the section of the race conducted in a riverbed. When Talbot was flying over the Don River at Bowen a few years later, the idea of the Don River Dash was born.

Together with David and Courtney Muir, Michael and Talbot delivered the inaugural Don River Dash. Today we have an event that attracts over 400 competitors along with their crews and thousands of spectators, locals and visitors alike. When you think that they are reaching speeds of almost 200 kilometres per hour in the bed of the Don River, you appreciate just how fast they are travelling and the skill of these particular competitors.

Throughout the Burdekin electorate we have groups of volunteers who go above and beyond to make our communities better places to live. As the member for Burdekin, I am extremely proud of and grateful to each and every one of them. To Shane and the team behind the Burdekin Water Festival and to 'Marso' and the team behind the Don River Dash, I say thank you. We certainly look forward to those two events—the Burdekin Water Festival and the Don River Dash—taking place this year. I extend a big welcome and an invitation to all members to come along and experience these great events.

Logan Business Distinction Awards; Kirkland, Mr R



Hon. CR DICK (Woodridge—ALP) (Treasurer and Minister for Trade and Investment) (7.04 pm): The Woodridge electorate is an electorate of doers—people who see challenges and grab opportunities, people who work hard and get things done. The Woodridge electorate is also a community of people who work together, who care about what happens locally and who regularly deliver extraordinary results from their hard work and creativity. That is why I was so pleased to be able to attend and sponsor the 2022 Logan Business Distinction Awards, held recently at the Distillery Road Market Hall. This year's event celebrated the great work of our local Logan businesses, with 17 categories and six major awards given out on the evening. In a testament to the strength of local initiative, the awards committee received 495 nominations from businesses across Logan. Tonight I want to acknowledge businesses in and around the Woodridge electorate that were recognised at the awards.

As sponsor of the manufacturing and construction award, I was delighted to see Snapfresh at Crestmead snap up the prize. Congratulations to the entire Snapfresh team on your award. Snapfresh has produced high-quality, ready-made meals since 2001, producing over 80,000 meals each day—and over 226 million meals in total—for customers here and abroad. Arwen and Scott McGregor at Devon Pixies won the hospitality category for small business. Starting as a solo operation, Arwen and Scott have expanded and now have school trainees completing their certificate III programs at their boutique teahouse located at the recently renovated Kingston Butter Factory.

Woodridge electorate schools and training providers are doing great work in supporting local jobs, and it was a pleasure to see this recognised on the evening. I congratulate Marsden State High School and the YMCA Vocation School at Kingston, which won awards in the education, employment and training category. I also want to thank president Stewart Flemming and the combined Logan Chambers of Commerce for organising a fantastic event. I congratulate all finalists on their success.

On other local education matters, I want to recognise the outstanding contribution made by Logan City Special School Principal Rod Kirkland. Rod will be moving on from his position at the school at the end of term 3. The City of Logan and the electorate of Woodridge have been home to transformational teachers and educational leaders over the years—people who have championed our community and the potential we represent. Rod Kirkland is one of the people. Rod has done a wonderful job leading the school for the past 10 years, and I was proud to recognise him with a Woodridge Queensland Day award in 2021.

There is no greater investment a society can make than enhancing the education of its young people, an ethos embodied by Rod and his team. I have been proud to work with Rod on delivering our government's \$12.5 million investment in 12 new classrooms at the school that we opened earlier this year. Educators like Rod give parents and guardians the confidence that their children will have the opportunity to learn and excel. Mr Rod, thank you for your service and I wish you all the very best in your next endeavours.

Gold Coast, Charity Events



Mr LANGBROEK (Surfers Paradise—LNP) (7.07 pm): I rise to highlight the important culture of charity, generosity and giving on the Gold Coast. Our community and volunteer groups ensure that resources reach Queenslanders and Gold Coasters who need help. Whether it is the Men Matter Raceday arranged by the chairman of the Gold Coast Turf Club, Brett Cook, and his committee raising

awareness about prostate cancer or St John's Crisis Centre raising funding to assist with the homelessness problem facing the Gold Coast, their impact is tremendous. The work of our local charities does not go unnoticed and is greatly appreciated.

The upcoming Pink Ribbon Race Day, organised by Robyn Cameron, shows support and raises awareness for breast and gynaecological cancers. It is on the same day as the Ray White Ball for muscular dystrophy—it has been going for over 30 years—organised by Andrew and Greg Bell and their families. There is also the Gold Coast Fundraising Ball, organised by Beric Lynton and the Lynton Group.

I have had the pleasure of attending these and other charity events including the Lady Mayoress Ball; St John's Crisis Centre Raceday; the Gold Coast Community Fund Race Day, arranged by Rutland Smith and his committee; and the Men Matter Raceday. They should all be acknowledged. Lady Mayoress Ruth Tate and her committee, led by Tracey Woodbry, must be acknowledged. I will list some of the beneficiary charities that the Lady Mayoress Ball supports. The funds that filter down help Havafeed, YHES House, Men of Business, St John's Crisis Centre, Gold Coast Project for Homeless Youth, OzHarvest and Baby Give Back, just to name a few. Many Gold Coast MPs are supportive of many of these charities.

The recent St John's Crisis Centre Raceday dinner with me in the Strangers Dining Room sold for \$6,000, for the second year in a row. That is money that goes straight to the charity. I am sure the buyers are looking forward to our prospective rendezvous here in parliament and having a photo sitting in the Speaker's chair!

Behind the scenes of these charity events are people who demonstrate the true Queensland spirit. Through the support of these organisations, my office and I have stronger community connections to assist constituents.

I have formed great connections with these trailblazing philanthropists who have been able to facilitate extra support for my constituents. St John's continues to be a reliable contact that was struggling at the start of COVID. Through my connections with OzHarvest we were able to get food provided because they were in danger of running out of money. They recently had a race day where they raised over \$200,000.

We refer constituents facing homelessness for essential services in their time of crisis. There is an overwhelming presence of homelessness on the Gold Coast, especially in the Surfers Paradise and Southport electorates. I know the member for Southport is very supportive of the Common Ground model's establishment on the Gold Coast. I express my gratitude and appreciation for all the organisations do. These charities harness the power of our Gold Coast community. By bringing attention to the most serious of issues, we are supporting our Gold Coast community and improving and enhancing it.

Waterford Electorate, Schools



Hon. SM FENTIMAN (Waterford—ALP) (Attorney-General and Minister for Justice, Minister for Women and Minister for the Prevention of Domestic and Family Violence) (7.10 pm): Waterford is lucky to be home to so many incredible primary and secondary schools. Every day, the hardworking teachers, principals and staff of our schools dedicate themselves to our community's next generation. I have always believed in these schools. Recently, there has been a flurry of exciting achievements and projects announced to back up my belief.

Firstly, Marsden State High School was recently awarded Australia's best secondary school—an amazing accomplishment. It is all the more amazing because it is not just the first or second time they have won this award, but the third year in a row. Congratulations also to Marsden's Alison Fahlbusch for receiving the Principal of the Year award and the school for winning Best Professional Development Program. I have to give a special thank you to Andrew Peach, who is currently on leave, who has served as Marsden's executive principal for the last eight years. While it comes as no surprise to me that Marsden would win this prize, it is terrific to see them getting the public recognition they deserve.

I was also so proud to recently stand beside education minister, Grace Grace, and our two treasurers from Logan, Cameron Dick and Jim Chalmers, to open a new \$24.8 million STEM precinct and automotive training facility at Mabel Park State High School. Given the enormous growth in student enrolments at Mabel Park over recent years, this new state-of-the-art facility is an invaluable addition to the school community and to the Logan community. Local families can be proud that their school,


right in the heart of Logan, is providing modern teaching and learning facilities that will inspire our next generation of leaders. Students at Mabel Park State High School deserve the best and now they have it.

Speaking of exciting projects, I was equally thrilled to let the principal of Loganlea State High School know that they had secured \$11 million for a brand new school hall in the government's June budget. This massive boost will provide Loganlea State High School with the facilities they need to give our kids a world-class education for years to come.

Finally, I want to give a shout out to Beenleigh State High School, that is just outside my electorate but very proudly in the member for Macalister's electorate. Together we attended their annual Paddock to Plate event. I have to say that it is one of my favourite events of the year. The incredible students at Beenleigh State High School, well assisted by chef Matt Golinski, produced the fruit, vegetables and meat that went into each delicious dish, all through their school's onsite farm. The ag tech students helped grow the produce and the hospitality students worked with Matt Golinski in the kitchen and served up delicious meals. Beenleigh State High School also partners with local producers and businesses to provide employment opportunities for students.

It was at this event several years ago that we made our first free TAFE announcement. It is wonderful that this week the government has extended this wonderful program. The students and staff of Waterford and the Logan area never cease to amaze me. I am so proud to represent them. I love bragging about their achievements and I will continue to fight for them every single day.

Housing

 **Ms SIMPSON** (Maroochydore—LNP) (7.13 pm): At a time when Queensland is experiencing a housing crisis and record levels of homelessness, the public works minister has made it harder and more costly to build a house. COVID has increased costs and caused building supply chain disruptions, but Minister de Brenni has added to the pain by his fumbling of the adoption of mandatory new construction standards, disregarding industry and home owner concerns. He has disregarded what is happening in the certification industry. Builders warn that the changes will add at least another \$30,000 to the cost of building an average house. That is not small bickies. Despite what the minister says, it is a substantial boost in cost.

The principles of the new code are laudable, but the execution is a failure and will cost more than they save and hurt more than they help. No-one knows exactly when and in what specific format these new rules will apply. I have talked to certifiers who have to do the work and who have to apply the standards and they say that they have not yet seen the updated Queensland Development Code which consolidates the building rules. They have not seen it yet. We have to understand that when signing a contract and entering into negotiations with a builder these matters take months and people need to know what is coming. Some construction is taking 12 months. Certifiers cannot get that information.


A media release from the minister does not provide that detail and does not provide legal certainty. The media release is almost flippant in its disregard for the costs and concerns for those who are trying to build their first home or any home. The government has not responded to the housing crisis with care, concern or certainty and they are failing to listen.

I have also talked to certifiers who say they have people they want to employ but they have to go through a registered course. They have said to me that there is not a recognised course available in Queensland for about nine months. Even if they wanted to put these people through a course so they can be acknowledged and used as certifiers, which is a critical cog in the building industry pipeline of bringing on new homes, there is no course for them to do. I have written to minister about this. This is another example of where we need leadership and action rather than uncertainty and flippant media releases.

Certifiers have been scathing about a lack of certainty and consultation with them and the fact that different dates have been floated in terms of when the new rules around the Development Code will be implemented. There is a lack of detail around the updated rules with respect to the Queensland Development Code. Those who are having to implement them are saying they are so stressed and they are seeing people leave the industry. The government announces a skills plan but fails to address building industry certification. There is no course to do. They need to act. It is a critical part of the pipeline.

Mr DEPUTY SPEAKER (Mr Kelly): Before I call the next speaker, I remind members that if they want to interject they need to be in their allocated seat.

Yarranlea Primary School


 **Mr RUSSO** (Toohey—ALP) (7.16 pm): Tonight I would like to thank the member for Mansfield for allowing me to speak about the Yarranlea Primary School—a school in her electorate but where I believe children from my electorate attend. I should also acknowledge that the member for Stretton's son, Oliver, attends that school. I understand from speaking to the member for Stretton that Oliver loves the fact that the school has four lunchbreaks rather than three.

I need to speak a little about the school and its origins. Yarranlea is a small town west of Pittsworth on the Darling Downs. In 2016 the population of Yarranlea was 90 people so it is not a town many people would know. Members might wonder what the significance of this is. A few weeks ago I met with Adrienne Innes who shared with me the fascinating history of the Yarranlea Primary School building. Yarranlea Primary School began life in 1883 when it opened as the Hermitage Provisional School at Yarranlea. In 1888 a new school building was constructed. It was funded, in part, by the local community with the remainder funded by the state. The school comprised a one-room building that was almost matched in size by the school verandah.

While the building was originally intended to house 25 students, at times the school accommodated over 50 students. It was in 1900 that the school name was officially changed to Yarranlea State School and it continued to provide an education for students from the local community until 1977 when the school was closed. That was not the end of the building.

In 1979 the whole building, including even the school gates, historic items and archives, were trucked over 180 kilometres to its new home at the Mount Gravatt campus where it was restored. The school started a new life as a museum display school until it caught the eye of Geoff Orr, an academic who taught a subject called small school leadership. Mr Orr saw an opportunity for pre-service teachers to gain valuable experience of the challenges teachers could face at one-teacher schools. His vision was realised when Education Queensland and Griffith University formed a partnership and in 1987 Yarranlea State School once more opened its doors to students. Class began in the historic building with the class size capped at 18 students. In 2004 the school community lobbied to have the building protected for future generations.

Environmental, Social and Governance Principles

 **Ms BOLTON** (Noosa—Ind) (7.19 pm): Under pressure from COVID-19, consumers and community expectations, thousands of public and private corporations have been forced to scrutinise their responsibilities in society, resulting in a massive take-up of environmental, social and governance, or ESG, principles. Simply stated, ESG is a means by which companies can be evaluated with respect to a broad range of environmental and socially desirable outcomes to determine if they are meeting their corporate social responsibilities.

Are government policymakers playing their part? In February 2021, the Queensland Treasury Corporation released the *Queensland sustainability report 2021*, which outlines this government's achievements regarding ESG goals. However, one only has to look at the section on social responsibility and this is where it falls far short. Nowhere is the solid basics one would expect including health outcomes, affordable housing, mental wellbeing and care for our elderly. Here is one example. The report mentions the government's contracts for 1,500 new social homes but does not mention that the social housing register has grown by almost 80 per cent over the previous four years, rents are rising dramatically, vacancy rates are at historical lows and there are reports every day of families living in tents due to a lack of housing options.

The ESG principle means that we have to look at social and environmental impacts to make our economy work. The economy cannot be sustained if there is nowhere for our workers to live. Our environment cannot be appropriately cared for when we have demonstrated how poorly we look after our infirm and vulnerable. Our people cannot be sustained when their mental health has been ravaged from decisions and policies by those who have no understanding of the actualities of their lives.

In my own electorate we have many businesses who are strong advocates of ESG, yet we see around us those who are not. Right now we are waiting on a court determination to address the result of poor policy and decisions, an ineffectual historical environmental authority and quarry management plans that are failing us. This has had devastating impacts on the social, mental and environmental wellbeing of the impacted communities, their infrastructure and their economy.

The recent federal election highlighted how Queenslanders and Australians feel about governments who do not listen to what is happening at the grassroots. May the change in federal government see one that will fight alongside state governments to deliver environmental and social justice to all of our communities that do not further impact those already wearing the brunt of our flawed systems. May the Queensland independent Environmental Protection Agency be quickly established and have the power to address the failings in our system and legislation including existing environmental authorities that allow such devastation to continue. It is time, and there can be no more excuses.

Macalister Electorate, Events



Mrs McMAHON (Macalister—ALP) (7.22 pm): I rise tonight to give an update on some of the amazing events that have happened and are about to happen in and around Macalister and our wonderful Beenleigh. We have had a couple of Logan members stand up already tonight.

The member for Waterford did steal a little bit of my thunder about Paddock to Plate, but it is the big event on the Beenleigh calendar. Last Friday I joined 260 other guests at the high school in the hall as we partook in one of Matt Golinski's-led famous feasts. We got to dine on ocean prawns, honey braised pork belly, slow roasted beef and giant groper—just to name a few. It is the attitude and the exposure that the high school kids get at this event which makes it an absolute star event in Beenleigh. All the money that is raised goes to the P&C that they then reinvest in that event, providing opportunities for our high school students.

Hopefully, touch wood, this was the last year that we will have Paddock to Place in our old Beenleigh High hall because work has commenced on the new Beenleigh hall, which the Premier announced at her last visit to Paddock to Plate. We certainly hope that at next year's Paddock to Plate we will all be in the new Beenleigh hall, specifically designed to make an even larger Paddock to Plate event for our local community. That is just one of the more recent events.

The next two months in Beenleigh and surrounds are going to be action packed. This weekend at the Gem Hotel we have our bull-riding event. Not technically in Macalister, the Gem Hotel will be full of Beenleigh locals as they get a load of some of the bull riding down there.

The following weekend we have a number of events. We have the Logan Writers Festival, which I know some of my fellow Logan MPs are supporting, to support young, local writers as they try to get exposure. Next weekend is also the Beenleigh show—Logan's only show. For those who missed the Ekka this year, the Beenleigh show will be up and running after a hiatus of a couple of years due to COVID. Locals will be out in force at the Beenleigh show, participating in all the usual show crafts and entertainment, and fireworks.

It is not over yet. In October we have the cane festival gala ball. Unfortunately, there will not be an actual cane festival parade this year like there was last year because we have decided to have the cane festival in cane season. We will be having the gala ball, which again is another highlight in the social calendar in Beenleigh. The following weekend we have #akacon.

Ms Richards: What is that?

Mrs McMAHON: It is our celebration of anime and all things pop culture in Beenleigh. It does not matter whether you are an old school Beenleigh canefarmer or a young artist who wants to get some of their anime work up and running, Beenleigh has something for you over the next month.

Coomera Connector



Mr O'CONNOR (Bonney—LNP) (7.25 pm): I rise to again bring to the attention of this House the unbearable congestion situation we have on the central and northern Gold Coast and the fact that it is taking longer and longer for people to drive anywhere within the top central and northern part of our city. It is completely ridiculous. It is pretty much any time of the day that people are being stuck in traffic for far longer than they should be. The only way to resolve that is by building an alternative to the M1—a second M1, or the Coomera Connector.

Mr Bailey: Which you blocked.

Mr O'CONNOR: I am glad the minister is in the House. This is the minister who said that construction will begin on this project—this was in October 2020 just before the state election. The direct quote from the minister was, 'Construction will begin by the middle of next year, which is just nine months away.' We found a quiet update on the Coomera Connector TMR project website which shows yet another delay to the project.

The public environment report, which was meant to be released mid this year, has now been pushed back to the end of this year. This is, of course, from the federal government's EPBC referral, which the state government got in August 2020 and they had all the guidelines for this EPBC controlled action set in October 2020.

Mr Bailey interjected.

Mr DEPUTY SPEAKER (Mr Kelly): Order, Minister! Your interjections are not being taken.

Mr O'CONNOR: It is a completely ridiculous situation and it is another six-month delay to the project, which is already one year overdue. We have also had the summary business case release, which is, of course, disappointing because it is not the whole business case—

Mr Boothman: It doesn't say anything.

Mr O'CONNOR: The member for Theodore and I are very much looking forward to seeing some more details for our residents who live next to where this new road will go. What it does confirm is that this minister, after criticising the LNP ad nauseam before the last election—


Mr Bailey interjected.

Mr DEPUTY SPEAKER: Pause the clock. Member for Miller, you are warned.

Mr O'CONNOR: He does not like to have his failures raised. After criticising the LNP ad nauseam before the last election for proposing a four-lane road, the summary business case now confirms that the entire stage 1 of the Coomera Connector will be a four-lane road. This is after a massive blowout of \$600 million. We are now getting less road for more money. It is a completely ridiculous situation.

Also, after criticising the LNP before the last election for proposing a three-stage road, the summary business case confirms that the first stage of the government's two-stage road will be built in three construction packages. That is a completely ridiculous level of spin. It is three stages for their first stage alone. That means that this road is going to take longer and longer to deliver. There is no way that we will be driving on the full stage 1 section before the next state election. We deserve better for the northern Gold Coast. We deserve a government who actually delivers for us.

Redland City Council, Traffic Management

 **Mr BROWN** (Capalaba—ALP) (7.28 pm): Currently our drink-driving mayor is serving her punishment, doing her 80 hours of community service. But what did I find out today? In the name of road safety, the mayor and the council want to punish every single resident in Redlands by lowering the speed limit on local government roads that are unsigned from 50 kilometres per hour down to 40 kilometres per hour.

Why should residents be punished for her lack of road safety? This will mean slower trips in the morning to school and work on every single unsigned road that is reduced from 50 kilometres down to 40 kilometres. Today I was informed in a briefing from Main Roads that this has been raised with them by Redland City Council officers in two meetings. If implemented, the cost of this rollout across the city would be \$12 million. Do not get me wrong: I am all for road safety. Councils now have the ability to pick and choose streets in their local areas to drop down from 50 kilometres to 40 kilometres, and they have done so at Cleveland town centre, Raby Bay on Shaw Street and Wellington Point village.

There are particular cases on particular roads where you do need to drop the speed down, but they should be signed. This broad-brush approach for the whole of the city, for the first time in the state, would mean slower roads for residents, slower trips and more time in traffic. Why should Redlands residents be punished with 40 kilometre zones across the city when we have a drink-driving mayor who is serving her punishment and not living up to road safety standards? It is a shame. I think residents deserve to know this plan. They need to know where it is coming from. If it is coming from the mayor to try and boost her road safety credentials, it is not going to work. When I first heard about it I thought it was a sick joke, but it turns out Redland City Council is serious about bringing in this reform. I will be going back out to my local residents to consult with them about this change because I reckon it will go down like a lead balloon.

I ask Redland City Council to come forward with their plan. Why do they need to drop every single local government road that is unsigned from 50 to 40? Is there a need for it? Have there been any reports? What are the accident levels? I know which person is the most dangerous person on our local roads: the mayor of this city getting into her council car 3½ times over the legal limit and crashing it. We should not be punished for her illegal behaviour.

The House adjourned at 7.31 pm.

ATTENDANCE

Andrew, Bailey, Bates, Bennett, Berkman, Bleijie, Bolton, Boothman, Boyd, Brown, Bush, Butcher, Camm, Crandon, Crawford, Crisafulli, D'Ath, Dametto, de Brenni, Dick, Enoch, Farmer, Fentiman, Frecklington, Furner, Gerber, Gilbert, Grace, Harper, Hart, Head, Healy, Hinchliffe, Howard, Hunt, Janetzki, Katter, Kelly, King A, King S, Knuth, Krause, Langbroek, Last, Lauga, Leahy, Linard, Lui, MacMahon, Madden, Mander, Martin, McCallum, McDonald, McMahon, McMillan, Mellish, Mickelberg, Miles, Millar, Minnikin, Molhoek, Mullen, Nicholls, O'Connor, O'Rourke, Palaszczuk, Pease, Perrett, Pitt, Powell, Power, Pugh, Purdie, Richards, Robinson, Rowan, Russo, Ryan, Saunders, Scanlon, Simpson, Skelton, Smith, Stevens, Stewart, Sullivan, Tantari, Walker, Watts, Weir, Whiting