



Speech by

**Terry Rogers**

**MEMBER FOR REDCLIFFE**

Hansard Wednesday, 10 May 2006

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## **MARITIME AND OTHER LEGISLATION AMENDMENT BILL**

**Mr ROGERS** (Redcliffe—Lib) (3.32 pm): I rise to speak to the Maritime and Other Legislation Amendment Bill. My electorate of Redcliffe has a very small land mass and the greatest part of the electorate is Moreton Bay. So it is an appropriate bill considering my electorate is, in the bulk, water.

This bill makes a number of amendments to transport legislation. Various acts will be amended including the Maritime Safety Queensland Act 2002, the Transport Operations (Marine Pollution) Act 1995, the Transport Operations (Marine Safety) 1994, the Transport Infrastructure Act 1994, the Transport Operations (Passenger Transport) Act 1994 and the Transport Operations (Road Use Management) Act 1995. The bill aims to amend these various acts in an effort to make our seas and roads cleaner and safer and, importantly, address the shortfalls of previous legislation.

The marine amendments include powers to condemn, dispose and destroy wrecked or abandoned ships; laws requiring all ships greater than 15 metres in length to have compulsory insurance for pollution clean-up; marine licence verification; regulations to extend harbourmasters' and shipping inspectors' powers; whistleblower protection enhanced; and the capacity for courts to ensure compliance with maritime legislation. We support all of this.

It is necessary to establish clear regulations and heads of power to manage and carry out the various functions in relation to marine activities and incidents. Over the past decade, a number of serious and detrimental marine incidents have occurred on Queensland's coast. These past incidents have highlighted defects in the ability of authorities to respond effectively and efficiently to such events without great difficulty.

The grounding of the MV *Karma* in 2003 near beautiful Agnes Water, the grounding of a container ship in 2000 on Sudbury Reef near Cairns, the grounding of the bulk carrier *Doric Chariot* in 2002 on Piper Reef in Cape York, and, in Moreton Bay in my electorate, the grounding of the *ANL Excellence* in 2002 have all emphasised the need for simplified and more effective responses to incidents in Queensland waters.

The need to protect and preserve our significant, beautiful and internationally recognised Queensland coastal waters should be the driving force of maritime legislation. In order to facilitate and improve safety and environmental protection along Queensland's coastline, long-term planning and foresight is needed.

An important change in this bill is the introduction of specific whistleblower protection so that people can report illegal discharges without fear of repercussions. I support this change and the recognition of the need to encourage people to report illegal discharges to minimise the risk of water pollution. This change ensures that everyone can become involved in marine environment protection.

However, the area of the bill that I will now focus on relates to roads and driver safety. I have said on many occasions that dangerous driving is antisocial and that tough police action against dangerous driving is the only way to get the message across. I commend the amendments in this bill which address drink driving. I support the immediate suspension of licences for drivers who choose to drink and drive. I support the immediate disqualification of licences when a driver is charged with having a blood alcohol content of .15 or above. That is essential in order to get the message across. Although I fully support this provision, I

suggest to the minister that .15 may actually still be a bit too high. I would ask that he consider lowering that limit even further. The member for Thuringowa has now left the chamber, but I agree with him that if anyone drives with that blood alcohol level they are displaying sheer stupidity. That is all it can be. Immediate disqualification is probably the only appropriate solution.

Drink driving is dangerous and serious behaviour. I fully support the suspension of licenses for repeat offenders. I also support the changes relating to the supervisors of learner drivers. How can someone be supervising a learner if they are in the passenger seat, plastered or even passed out? Yet again, these are all very appropriate and good changes. I commend the minister on this bill.

I will now address the matter of tolling and the introduction of public-private partnerships, otherwise known as PPPs. The PPP amendments will simply implement a legislative fix—the second time around, unfortunately. We have seen this become a bit of a custom of this government. Generally, there has been a lack of initial consultation but, yet again, it has been fixed this time. The government has not been willing to facilitate or encourage public-private partnerships because its foresight in relation to infrastructure has been slim to nonexistent. The proposed changes will give greater certainty and confidence that PPPs will probably go ahead once they have invested some money in the investigation. As it stands, investors could put a lot of time and money into a project's various stages, only to be told at the end that the project just will not happen.

I acknowledge and support this section of the bill in that it is encouraging PPPs, which is an excellent opportunity to increase infrastructure development in Queensland. We certainly need a bit of money spent on infrastructure.

**Mr Lucas:** We are spending a bit in your electorate, pal.

**Mr ROGERS:** You are, and it is about time, too. It is well overdue. I acknowledge that these amendments are aimed specifically at tolls in Brisbane, as mentioned in the minister's second reading speech. I support the avenues to provide the security of infrastructure and development in Queensland.

**Mr LUCAS:** The Houghton Highway will be toll free.

**Mr ROGERS:** As it should be. We could not have it any other way.

The Beattie Labor government has failed to provide infrastructure in this state. However, we are building the Houghton Highway. That has come after much complaint. Projects that have not got off the ground in the past are not getting off the ground due to lack of funding and lack of planning.

I am desperate, as the minister knows, to have the rail to Redcliffe built. Maybe we could do a PPP on that, too. This seems an appropriate time to mention it.

**Mr Lucas** interjected.

**Mr ROGERS:** At the moment, we do not have rail, we do not have a promise and we do not have a commitment. We do have the land, though. Can I have a commitment from the minister?

**Mr Lucas** interjected.

**An honourable member** interjected.

**Mr ROGERS:** I will take all interjections on the topic of rail to Redcliffe.

**Mr Shine** interjected.

**Mr ROGERS:** I cannot have a commitment?

**A government member** interjected.

**Mr ROGERS:** The shadow transport minister has made a commitment on rail to Redcliffe. I am just waiting for the minister for transport to commit to it. The minister is remaining silent. I was hoping for an answer.

**Mr Lucas:** There will not be a PPP for any rail to Redcliffe. I make that categorically clear. There will be no PPP for any rail to Redcliffe. If the member wants one—great.

**Mr ROGERS:** It looks like the Queensland coalition will have to provide rail to Redcliffe.

**Mr Lucas:** No, no. The member wants a PPP for rail to Redcliffe.

**Mr ROGERS:** Anyway, the money has been spent. If the only way it will get done is a PPP, then so be it. I commend this bill to the House.