



Speech by

**Ted Malone**

**MEMBER FOR MIRANI**

Hansard Wednesday, 14 March 2007

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## **MOTION: DISALLOWANCE OF STATUTORY INSTRUMENT**

**Mr MALONE** (Mirani—NPA) (8.28 pm): The first thing I should say is that no-one on this side of the House condones illegal truck driving, working over hours or anything along those lines. Basically, I support the shadow minister and the disallowance motion.

Sometimes I wonder about the hypocrisy of those on the other side. In my role as shadow minister for emergency services, I know that ambulance officers and paramedics do work 10-hour shifts and are then placed on call for another 10 hours. Sometimes they can work up to 12 hours, depending on the overtime, and are then asked to take the vehicle home and go on call for another 10 hours. A situation could exist where they are driving continuously for up to 15 hours. Frankly, I do not think that is right. In terms of what we are trying to do with this legislation, it is unbelievable.

Those on the other side are supposed to support the battlers. Very professional outfits run the trucking industry throughout Australia, and Queensland in particular. However, the reality is that a lot of those drivers are family people who are trying to earn an income. When we look at some of the fines, \$4,500 for one indiscretion seems like a lot of money. I hear unbelievable stories about inspectors pulling blokes out of cabs at two o'clock in the morning. Those guys have pulled up at a truck stop for the night and are trying to take a break. If an inspection group comes through, they pull the guys out of their cabs. They wake them up and try to verify their logbook licences. They do not really give a stuff about how they do it or where they do it. Those poor buggers have to go back on the road—

**Ms Jones** interjected.

**Mr MALONE:** Someone from up the back is making stupid and inane comments. The member would not have a clue. As the previous speaker said, what will happen is that the real professionals will give the job away so quickly it will not be funny. They can earn \$100,000 by working in the mines, and they would not have to work those sort of hours.

The Rockhampton to Mackay run is a four-hour run no matter how you look at it. There is nowhere on that road for drivers of B-doubles with refrigerated transport to pull over and have a spell. If someone is doing a road transport cattle run, there is no way in the world they can pull over, have a shower, have a feed and take a rest. I am not sure where the minister is coming from. We are not seeing the infrastructure that is required to implement this regulation. It is almost as if the government really does not care about our road transport industry in Queensland.

As I said, we have very professional operators. There are very few guys on the road nowadays who will risk receiving demerit points or fines by trying to break the law. Miners in the mining industry work 12-hour shifts four days a week. They then climb in their cars and drive for five or six hours to go home. Members opposite cannot tell me that the miners are not nearly as dangerous as some of the professional truck drivers who are working those fairly extended hours. Quite frankly, we really need to look at the whole situation.

As I said before, there are people on the other side of parliament who are supposedly concerned about the battlers in our industries. We are basically forcing those people to change jobs or not do those jobs at all. The consequence of that is that the whole economy in terms of on-costs—the transport costs of delivering goods into every township throughout Queensland and across Australia—will increase. With those words, I would like to support the shadow minister's motion to disallow this regulation.