



Speech by

Andrew Powell

MEMBER FOR GLASS HOUSE

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TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL (NO. 2)

Mr POWELL (Glass House—LNP) (3.43 pm): I rise to speak to the Transport and Other Legislation Amendment Bill (No. 2) 2010. Whilst there is much in this bill that is necessary, there is equally much that is unnecessary, reactive and downright questionable. As the member for Maroochydhore and other speakers have already outlined, I and the LNP will be opposing those provisions that facilitate the privatisation of Queensland Motorways and the Port of Brisbane.

There is nothing complicated or difficult in this. The LNP had no plans to privatise Queensland's assets. The LNP would not privatise these assets. The LNP would not flog them off in some labour induced fire sale. The LNP would declare to Queenslanders before an election any intention to privatise assets. If these assets are not sold by the next election the LNP will not persist with the sale. Let me repeat that: if these assets are not sold by the next election the LNP will stop, cease, halt, cancel the sales.

To those constituents of Glass House who work for Forestry Plantations Queensland, my apologies. That commitment will not help you. While the Treasurer crows about the \$600 million sale price, you and I both know that it is only half of what the asset is actually worth. As your local MP I will continue to be there to represent your concerns.

The LNP also has concerns surrounding the amendments to the Transport (New Queensland Driver Licensing) Amendment Act 2008 and the Transport Infrastructure Act 1994. The more I hear about the new Queensland driver's licence the more concerned I become. Now we are being told the information that was to be held on the chip will not be held on the chip. An individual's address will still appear on the front of the licence, necessitating changes in the form they are made currently. What is smart about that? By the way, the people who will need to read the information on the chip will not be able to because they will not have the readers to do it. What is more, we are now told the licences will cost the earth. What currently costs \$73.30 will next year cost \$96.05. In five years it will cost \$152.50. For what? It is not new, it is not smart and it is not value for money. It is more of the same at exorbitant prices.

To this, I add and express my concern at what may come with the proposed amendments to the state toll road corridor provisions of the Transport Infrastructure Act 1994. The amendments, according to the explanatory notes, extend the categories of land that are eligible to be declared by the minister to be state toll road corridor land, streamline administrative processes for the creation of the relevant leases of land declared by the minister to be state toll road corridor land and appropriately deal with interests that may be affected by any such declaration made by the minister. I know this is freeing up the government for the impending sale of Queensland Motorways. But I also suspect it will allow for the expansion of toll roads across South-East Queensland and it will allow for the introduction of new tolling features such as distance based tolling.

The people of Queensland have had a gutful when it comes to the costs associated with running a vehicle. They now pay the highest amounts for fuel in the nation. They pay exorbitant amounts for registration. They will be hit again with the introduction of the new driver's licence. Now they are going to be slugged to drive on South-East Queensland roads—roads they have a right to use; roads that should have been built years ago as the rivers of gold flowed throughout this state.

Let me turn to the amendments regarding marine safety and pollution. I will not go into the detail as the shadow minister has done a sterling job in that regard. But I must highlight the reactivity of this Bligh government. One would have thought the penalties and safety requirements contained in these amendments would have already been in place. After all, Queensland has one of the longest and busiest coastlines in Australia. What is more, it is home to the World Heritage listed, environmentally sensitive Great Barrier Reef and Fraser Island. Surely that would have led a government to ensure that it had the highest individual and corporate penalties, not to mention the powers to monitor and direct vessels. But no, it took the disaster of the *Pacific Adventurer*, the grounding of the *Shen Neng 1* and the release of two damning reports for this government to wake up and take action. It is not good enough and the people of Queensland know it. They know it because their hard earned taxpayers' dollars have paid for this government's negligence.

Before I conclude, I would like to turn to the amendments being proposed to the Transport Infrastructure Act 1994, particularly those pertaining to the simplification of vehicular property access on state controlled roads. I would like to dwell on these amendments to sections 33, 50, 52, 67 and 70 for a moment. As the Minister for Main Roads will attest, I have been investigating the current requirements on landholders, specifically on a constituent, Mr Bill Phillips of Maleny-Kenilworth Road.

Mr Phillips has a stunning property and is looking to offer quality overnight accommodation. Unfortunately, his entrepreneurial efforts are being stymied by Main Roads' requirements regarding his vehicular access, his driveway. There are clearly discrepancies in these requirements. To develop a limited number—say, four or five—quality cabins Mr Phillips is being asked to make extensive road upgrades to the Maleny-Kenilworth Road. However, were he to offer a bed and breakfast facility such upgrades would not be required. This discrepancy is ludicrous. The cabins would accommodate the same number of guests as a B&B. The cabins would lend themselves to more secluded on-site stays. B&Bs, on the other hand, tend to be used primarily for eating and sleeping, which suggests that usage of the vehicular access would actually be higher with B&Bs, not the cabins. I will be seeking clarification from the minister on this particular amendment in due course. In closing, I look forward to a vigorous debate during the consideration in detail stage.