



Speech by

Jarrod Bleijie

MEMBER FOR KAWANA

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**TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL;
TRANSPORT OPERATIONS (ROAD USE MANAGEMENT-
INTERLOCKS) AMENDMENT BILL**

Mr BLEIJIE (Kawana—LNP) (9.55 pm): I rise this evening to contribute to the cognate debate on the Transport and Other Legislation Amendment Bill introduced by the Minister for Transport and the Transport Operations (Road Use Management—Interlocks) Amendment Bill introduced by the shadow minister for transport and main roads, the member for Maroochydore. From the outset I will acknowledge my support for the bills before the House, and for ease of reference I will address each bill separately commencing with the government's legislation.

The Transport and Other Legislation Amendment Bill is an omnibus bill which amends 14 pieces of legislation. With alcohol interlocks for motor vehicles evident in both amendment bills, I will address the issue in the LNP private member's bill, because without the work of the member for Maroochydore and her commitment to improving road safety in Queensland this important component would not have been introduced.

With reference to digital speed and red-light cameras, in particular point-to-point cameras, I am pleased to see that the department will continue to embrace new technologies as part of the Camera Detected Offence Program, the CDOP. It is an important preventative measure that speeding and red-light related accidents are reduced on Queensland roads.

The bill introduced by the Minister for Transport will expand the CDOP to include new technologies such as combined red-light speed cameras and point-to-point speed cameras. As stated in the explanatory notes to the bill, this will improve the efficiency and effectiveness of the program by providing a greater range of camera solutions consistent with recognised best practice leading to greater road safety benefits. I concur with this statement and strongly believe that the technology is the greatest resource we have in reducing the road toll in this state, and it should be utilised in further measures that enhance the department's capabilities in this area.

It is unfortunate that Queensland does not lead the way in comparison to other states with incorporation of technology to significantly reduce our road toll. Recently I unfortunately had to travel to Ulladulla in New South Wales to attend the funeral of close family friends who were tragically killed in a road accident. As part of my travel, I drove along the highway between Sydney and Ulladulla, which is near Wollongong on the south coast of New South Wales. I noticed on this trip that there was a far greater use of technology to deter speeding on this road than I have seen on any similar major highway in Queensland. It seems that we are well behind the eight ball in comparison to other states, but I believe that this bill and subsequent initiatives are a measure that will enable us to catch up to the rest of the states.

The licensing initiatives included in this bill pave the way for the introduction of the new Queensland driver's licence, or smart licences. Once again, the combination of technology and the removal of department bureaucracy and regulations will allow for the combination of licences and improve the overall

standards of proof-of-age cards. The smart cards will allow two or more licences to be included on one smart licence for driver's licences, proof-of-age cards, tow truck licences, marine licences or part thereof and passenger transport licences.

With regard to the marine pollution components of the bill, I would again like to refer to the explanatory notes, which state that the provision will clarify the intent of the existing legislation and enable Maritime Safety Queensland to undertake the appropriate compliance activities to protect our marine environment from ship sourced marine pollution, which is a good initiative.

With reference to the LNP's private member's bill, I congratulate the ability of the shadow minister, the member for Maroochydore, to finally force the government to initiate an election promise that, while first touted as far back as 2001, has taken some nine years for the policy to finally reach the House for debate.

Tonight I noticed, as we have seen in other debates this week and two weeks ago, the member for Whitsunday congratulating the minister and her department on introducing this legislation. For the sake of the member for Whitsunday, let me set out the history of events that led to the Minister for Transport actually introducing this legislation. In 2001 there was a small trial of interlocks administered by the Labor government, and nothing happened. In 2002 in a statement in parliament the Labor government promised that interlocks would be introduced, and of course nothing happened. In 2004 the Labor government announced that it was considering the introduction of alcohol interlocks, but nothing happened. In 2006 the Labor government announced that interlocks were in the planning stage, and nothing happened. In 2007 the Labor government announced that it was working on the interlock legislation, and again nothing happened. In 2009 the Labor government announced that it was working towards the laws, and nothing happened. In 2009 the LNP brought in a private member's bill introducing alcohol interlocks. Now finally in 2010 the government has introduced its legislation—when it was forced to do so by the LNP after it introduced its legislation—which largely copies the bill that the LNP has introduced.