



Speech by


**Anthony Shorten**

**MEMBER FOR ALGESTER**

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## **GOLD COAST WATERWAYS AUTHORITY BILL**

 **Mr SHORTEN** (Algester—LNP) (3.44 pm): I rise to make a short contribution to the debate on the Gold Coast Waterways Authority Bill 2012. The principal policy objective of the bill is to re-establish the Gold Coast Waterways Authority in order to promote partnerships between government and the Gold Coast community to improve access and infrastructure for Gold Coast waterways; provide for localised decision making and control of Gold Coast waterways to ensure government programs are aligned with community needs and expectations; ensure the Gold Coast community is represented in determining the priorities for the delivery of navigational access and boating infrastructure projects and the development of waterways management policies and legislation; and promote the sustainable use and development of Gold Coast waterways for a range of maritime industries, tourism and recreational activities.

A number of members have already gone through the details of the bill, so I will not go over that ground again. I would like to quote from the report, which I think sums up very clearly the objectives that this bill sets out to achieve. It states—

This bill really meets the government's commitment to re-establish the authority to look after the long-term interests of the waterways of the Gold Coast, and it will do that in a number of ways. One is by establishing the authority, which will have a CEO and a fully staffed office and will also be oversighted by a seven-member board. The authority will look after setting a 10-year strategy and direction for management and use of the waterways, and this will cover a number of areas. This will cover issues to do with dredging. It will cover issues to do with management and use of navigational aids. It will importantly also have to do with matters around access and use of the waterways. So the authority will have a key role both in direction setting for the management of the waterways but also some of the key aspects around day-to-day operation, and that will be, as I mentioned, anything from operating a sand bypass system around the dredging to collection of certain fees and levies and management of access and use. So that is the first and key objective of this bill.

As we have heard, this bill was an election commitment by the LNP and the LNP government delivers on its election commitments. We also believe that local communities are the best people to inform our decisions. That is why this bill is so important. It gives the local community a voice in those decisions.

I would like to thank the chair of the committee, Howard Hobbs, who has been a real leader for the last nine months of the committee. I appreciate his advice and the leadership that he has shown. I would also like to congratulate the member for Kallangur on his promotion to committee chair. I am sure that all members of our committee will miss him and his contribution to committee debates. As all members in this place know, committees would not operate without the secretariat. The ladies of our committee work extremely hard given the number of bills that come in front of them and the complexity of those bills. So I commend them for their hard work and I look forward to working with them again next year.

I would also like to commend the team from the Department of Transport and Main Roads, headed by Graham Fraine, who came before the committee and gave us a briefing. Their detailed knowledge of the bill and its implications were fundamental to the committee's understanding of what this bill is going to do. As the committee has recommended, I commend the bill to the House and look forward to it passing.