




Speech by
John Grant

MEMBER FOR SPRINGWOOD

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TRANSPORT OPERATIONS (PASSENGER TRANSPORT) AND OTHER LEGISLATION AMENDMENT BILL

 **Mr GRANT** (Springwood—LNP) (5.49 pm): I rise in support of the Transport Operations (Passenger Transport) and Other Legislation Amendment Bill. Before I speak about the bill, I want to take this opportunity to pass on some words of appreciation that I did not get time to give when I spoke on the estimates committee report. In that speech I wanted to pass on appreciation to our committee's chairman, the member for Warrego, for the fine job he does. He has obviously built up a huge reservoir of knowledge and, with that, wisdom in how to make good use of that to get the best out of his committee members. I also commend the fine work of the secretariat—Kate McGuckin, Rachele Stacey, Susan Moran and Lisa van der Kley. I have been in public life for many years and I have never come across a finer bunch of women who really research and serve the committee well. I appreciate the help that they give us very much.

The objectives of the bill are quite clear, and I say at the outset that I accept any improvement in outputs and efficiencies in the area of public transport. I am very supportive of any decrease in costs to deliver services, any enhancement of outputs, anything that makes our dollars go further and makes people's communications with one another increase, and that is one significant reason I support this bill. Obviously the dissolution of TransLink is the primary objective of the bill, and it achieves some of this purpose by repealing the Transport Operations (TransLink Transit Authority) Act 2008 to remove unnecessary duplication and help resolve community and operator interface issues that have resulted from two separate units of administration for passenger services.

It also clarifies responsibilities and powers for staff who work in this sector. It gives authorised persons the authority to carry out certain work. Currently, authorised persons are unable to direct a person to leave or not enter public transport infrastructure when the person is contravening a civil banning order. The amendments will extend the scope of the power for exclusion orders from currently covering contravention of an exclusion order to also cover contravention of civil banning orders.

Another interesting aspect of the bill is that it will create an offence for taxi meters to be put in vehicles other than taxis or limousine services. That is an interesting issue. Another matter that is a practical concern is that six months is just not long enough for a temporary arrangement for a service. The maximum term of six months has not given the department sufficient time to complete a full, rigorous and open tender process for the subsequent contract service, so the amendment will extend the maximum term for entering into an emergency service contract without inviting offers to 12 months. For these reasons and for many others that have been shared by other speakers today, I indeed commend and support this bill.