




Speech By
Hon. Mark Bailey

MEMBER FOR YEERONGPILLY

Record of Proceedings, 27 October 2015

TRANSPORT OPERATIONS (MARINE SAFETY - DOMESTIC COMMERCIAL VESSEL NATIONAL LAW APPLICATION) BILL

Message from Governor

 **Hon. MC BAILEY** (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (2.34 pm): I present a message from Her Excellency the Acting Governor.

Madam DEPUTY SPEAKER (Ms Grace): Order! The message from Her Excellency the Acting Governor recommends the Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill. The contents of the message will be incorporated in the *Record of Proceedings*. I table the message for the information of members.

MESSAGE

TRANSPORT OPERATIONS (MARINE SAFETY-DOMESTIC COMMERCIAL VESSEL NATIONAL LAW APPLICATION) BILL 2015

Constitution of Queensland 2001, section 68

I, CATHERINE ENA HOLMES, Acting Governor, recommend to the Legislative Assembly a Bill intituled—


A Bill for an Act to apply as a law of this State a national law relating to domestic commercial vessels

ACTING GOVERNOR

Date: 27 OCT 2015

Tabled paper: Message, dated 27 October 2015, from Her Excellency the Acting Governor recommending the Transport Operations (Marine Safety—Domestic Commercial Vessels National Law Application) Bill 2015 [[1486](#)].

Introduction

 **Hon. MC BAILEY** (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (2.35 pm): I present a bill for an act to apply as a law of this state a national law relating to domestic commercial vessels. I table the bill and explanatory notes. I nominate the Utilities, Science and Innovation Committee to consider the bill.

Tabled paper: Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015 [[1487](#)].

Tabled paper: Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015, explanatory notes [[1488](#)].

I am pleased to introduce the Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015. This bill will amend Queensland's legislation to apply the Commonwealth's Marine Safety (Domestic Commercial Vessel) National Law Act 2012, known as the national law, and progress amendments to support the remake of the Transport Operations (Marine

Safety) Regulation 2004. The maritime industry has a long and valued tradition of underpinning economic growth in regional Queensland. The industry has initiated and adapted to many changes and the signing of an intergovernmental agreement in 2011 and the passing of subsequent Commonwealth legislation signalled another change. Mr Anthony Albanese, the then federal minister for infrastructure and transport, heralded the establishment of a single national system for marine safety regulation as one of the biggest maritime reforms in Australia's history.

Because of the foresight of the Goss Labor government in 1994 to change the fundamentals of vessel regulation and the commitment of operators to provide a safer industry, the administration of the commercial fleet was passed to the Commonwealth in a healthy condition. The national law commenced on 1 July 2013 and introduced a national system to deliver consistent safety standards, reduce complexity for operators, provide greater certainty for industry, particularly tourism and fisheries, and promote a more efficient national maritime sector. The national law regulates domestic commercial vessels which are defined as those vessels for 'use in connection with a commercial, governmental or research activity'. These are vessels that work predominately in ports and around the Australian coastline. They vary widely in nature and purpose and include vessels such as fishing boats, cargo ships, passenger and other tourist boats and a range of other small and medium sized vessels. It is important to note that the national law does not regulate vessels that operate internationally or foreign vessels. Such vessels will continue to be regulated under the Commonwealth Navigation Act 2012. It also does not regulate recreational vessels, which will continue to be regulated under our own state legislation.

The Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015 will ensure that the national law applies to those domestic commercial vessels currently beyond the constitutional reach of the Commonwealth, such as partnership or sole trader vessels in inland waters. Applying the national law to this small number of vessels will ensure that the intent of the intergovernmental agreement for the national system, signed in 2011, is achieved. It will mean more nationally consistent safety standards, which should bring about regulatory efficiencies for these classes of vessels, without any significant increases in their commercial operational requirements. Without this applied law, the state would have to establish a separate regulatory regime for these vessels. This would create confusion and inconsistency within the industry and unnecessary inefficiencies and complexities in regulation. This would also be inconsistent with the strategic intent of the intergovernmental agreement signed in 2011. I commend the bill to the House.

First Reading

Hon. MC BAILEY (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (2.39 pm): I move—

That the bill be now read a first time.

Question put—That the bill be now read a first time.

Motion agreed to.

Bill read a first time.

Referral to the Utilities, Science and Innovation Committee

Madam DEPUTY SPEAKER (Ms Grace): Order! In accordance with standing order 131, the bill is now referred to the Utilities, Science and Innovation Committee.