




Speech By  
**Nikki Boyd**

**MEMBER FOR PINE RIVERS**

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**TRANSPORT OPERATIONS (MARINE SAFETY-DOMESTIC COMMERCIAL VESSEL NATIONAL LAW APPLICATION) BILL; TRANSPORT OPERATIONS (MARINE SAFETY) AND OTHER LEGISLATION AMENDMENT BILL**

 **Miss BOYD** (Pine Rivers—ALP) (9.42 pm): I rise tonight to speak on the Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015 and the Transport Operations (Marine Safety) and Other Legislation Amendment Bill 2015. For the most part, these bills are harmonisations. Can I just say that it is a real delight to rise in this place twice in one day to talk about harmony?

Marine safety is something that I think is often not given the gravitas that it should. In sitting down to compile my remarks in relation to these two bills, I thought back to my memories in relation to marine safety. My old man, Jimbo, was raised in a family where fishing was a pastime, so it is little wonder that my family also got involved in this pastime and spent much time on and by the water. We were not too well to do throughout my childhood, but a joint partnership with my Uncle Dave ensured that we could afford the luxury of a modest boat. It was enjoyed mostly in the school holidays and on the long weekends. I have fond memories of spending warm summer days by the water. This, of course, provided an opportunity for much discussion on marine safety, marine rules and laws, and, in many instances, explaining why I could not do particular things. Spending time with my often working father was quite a treat, but in hindsight I often wonder whether my incessant chatting and questioning led my peaceful, reserved and often quiet dad to sell his boat and end all of our water activities. Our water activities refocused largely into swimming and snorkelling—activities that no doubt provided Jimbo with a bit more peace and quiet.

One of the takeaways from these experiences—and I am sure that there are many—is that these bills will provide for the full and complete implementation of the Marine Safety (Domestic Commercial Vessel) National Law Act 2012—the national law. This came into effect in 2013, so it is unfinished business. In terms of jurisdiction, the national law transferred the regulation of domestic commercial vehicles, or DCVs, from the states to the federal government and implemented a Council of Australian Governments—COAG—agreement signed in 2011. Why is this important? It is important because we need to ensure that we are applying consistent safety standards so that from state to state they are the same. It is important to reduce the complexity that surrounds this. It is important and essential to provide greater certainty for the industry, particularly when it comes to the tourism and fisheries industries.

The Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill 2015 will take the national law and apply it as Queensland law. Importantly, the application bill will provide for a transitional period of 12 months in order to achieve compliance with any and all new requirements. The Transport Operations (Marine Safety) and Other Legislation Amendment Bill 2015—the marine safety bill—amends existing maritime safety legislation to remove redundant provisions. These are provisions that double up with the national law. They also impact on

matters such as licensing and registration of commercial vessels and fishing ships. The marine safety bill also establishes a new class of vessel, a 'Queensland registered ship', which are recreational ships as well as ships which have been expressly excluded from the operation of the national law such as those operated by schools, community groups and surf life-saving clubs which are not commercial in nature. My electorate and surrounds have many of these kinds of vessels like the ones that the wonderful volunteer team at the Pine Rivers Fish Management Association use.

I would like to take some time to recognise the tremendous work that that team does with fish stocking and management in Lake Samsonvale in Pine Rivers and Lake Kurwongbah in Kallangur. Only weeks ago they released 145,000 golden perch—or yellowbelly—fingerlings into Lake Samsonvale. The team used 18 vessels to release the fingerlings via a scatter method around the lake. The fingerlings were supplied by Hanwood Fish Hatchery in Murgon and were in excellent condition. It took around 46 volunteers to execute the successful release. It was only through the active participation of the community that so many release spots were used, which will ensure a greater success and survival rate in the lake. Only the month before approximately 31,000 Australian bass fingerlings were released into Lake Samsonvale. Once again, these fingerlings were supplied in reportedly excellent condition by Hanwood Fish Hatchery. This spot release was supplied by 18 volunteers at the Boral Landing.

These bills are common sense. Before the arrangement, every state had a different requirement for vessel safety and certification and this just made no sense at all. If people wanted to take their boat from Brisbane down to Ballina they needed two different certifications. I am glad to be part of a government that is listening to industry and to recreational boaties. We listened to the tourism operators in Cairns, who derive their income from the pristine natural environment up there, when we delivered on our commitment to protect the Great Barrier Reef. We listened to recreational boaties when they said they wanted more marine infrastructure.

I know all about the great fun that can be had on our waterways and oceans. I was especially pleased when the Palaszczuk government was able to keep open Lake Kurwongbah in my local area in the Kallangur electorate for local waterskiers to enjoy. The expanded Marine Infrastructure Fund is a great example of delivering for Queenslanders. An extra \$30 million will build and expand heaps of boat ramps and pontoons across the state. The Cannonvale Volunteer Marine Rescue had been in great need of an upgrade to their facilities. They do such an important job for their community but did not have the infrastructure they needed. During the election, Labor promised \$3 million to deliver an upgrade for the community and for the wonderful volunteers, and we have delivered. The Palaszczuk government is building better boat ramps at waterways across the state.

We have, as promised, committed \$3 million to upgrade the Cannonvale Volunteer Marine Rescue boat ramp and construction was completed in December 2015. We have upgraded the Rocky Point boat ramp. We have constructed two additional boat ramps: a 50-metre pontoon for disabled access and two additional floating walkways at the Townsville Recreational Boating Park at Ross River, Townsville. We have constructed a new floating walkway at Hanson Road, Gladstone and we have relocated a boat ramp and floating walkway at Evans Landing, Weipa. We have also upgraded the boat ramp at Karumba, and we have gone out to tender on an upgrade of the Tingira boat ramp in Cairns.

In 2016 the Palaszczuk government will use the MIF to widen the Tingira Street boat ramp in Cairns; complete the upgrade of Ocean Creek boat ramp at Burdekin; widen the Coorooman Creek boat ramp to four lanes; build a new two-lane boat ramp and floating walkway at Twin Waters, Nojoor Road, Maroochydore; complete the floating walkway at Saunders Beach north of Townsville; and upgrade the pontoon at Abel Point Marina on the Whitsunday coast.

The Palaszczuk government is committed to seeing boating centres like Townsville, Burdekin and the Gulf of Carpentaria have great facilities that locals can enjoy as well as providing a boost for local tourism. I support these bills, which will implement the important national reforms for maritime industry which are fundamental to this state.