




Speech By  
**Shane King**

**MEMBER FOR KALLANGUR**

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Record of Proceedings, 16 February 2016

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

 **Mr KING** (Kallangur—ALP) (8.40 pm): I rise to speak in support of both the transport operations marine safety bills 2015. I must say that it was exciting to work with the committee going through these bills and I would like to summarise the minister's speech and reiterate everything he said.

The first bill, the Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Bill—fondly known as TOMSDCVNLA—was written to amend Queensland's legislation to apply the Commonwealth's marine safety national law 2012 and ensure that all domestic commercial vessels operating in Queensland are covered by national law, particularly those that are beyond the constitutional reach of the Commonwealth. This bill will ensure that vessels operating as partnerships or sole traders in inland waters will now be covered under the national system, on which agreement was reached and signed in 2011. These vessels, which have slipped through a constitutional gap since 2011, will now become subject to national law.

The transitional provisions in the bill will ensure that these gap vessels will have 12 months to comply, with the exact timing dependent on the nature of the specific compliance requirement. The department will contact the known gap vessel owners and operators who will be transitioning to the national system to advise them that their current Queensland registrations will be recognised under the national law until the expiry of their registration term and again they will be notified shortly before their registration expiring and will be invited to apply for a national certificate of operation. This bill affects nine vessels under six owners and there were not any major issues from any of the submitters.

The second bill, the Transport Operations (Marine Safety) and Other Legislation Amendment Bill 2015—known as TOMSOL—serves to ensure that there is a seamless interaction between Commonwealth and Queensland legislation and also seeks to regulate Queensland's recreational vessels that are explicitly excluded from the national law such as school vessels for marine studies as well as Surf Life Saving craft. These will now be defined as Queensland regulated ships. The department responded to questioning about why school boats were included by saying that, in the case of school craft, they will require a higher level safety management system to ensure that for the parents of the kids using these boats there is an extra layer of safety above and beyond the general recreational boat level. That is basically it. These bills did not have a lot to them.

I thank the committee for all of its work on these bills, as well as everyone who provided submissions. Most of all, however, I thank our secretariat staff—Kate, Rachelle, Lisa and Julie—for once again getting all of this prepared by the deadline. I commend these bills to the House.