




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 18 September 2018

MINISTERIAL STATEMENTS

Vehicle Lifts

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.30 am): Recently there has been some considerable misinformation and consequent confusion online about the issue of vehicle lifts for four-wheel drives. Let me clear up some of the confusion for the benefit of the House and for Queenslanders. There have been no recent changes to rules relating to vehicle lifts in Queensland. Here are the facts.

The Queensland code of practice has been in place since 2012. In fact, it was brought in by the Newman government, previous to this government. Since the Newman government, the maximum lift allowable with certification by an appropriately qualified, approved person has been 125 millimetres in Queensland. This is slightly lower than the 150 millimetres allowed by other jurisdictions, but it is the Palaszczuk government that is now in the process of bringing Queensland into line with standards elsewhere in Australia.

Currently, a maximum lift of 50 millimetres without certification is allowed for vehicles with electronic stability control. This maximum is slightly higher at 75 millimetres for non-ESC vehicles. These requirements are consistent with the majority of other jurisdictions. Anything above these maximums and up to 125 millimetres must be certified by an appropriately qualified, approved person to ensure the vehicle remains safe on the road. Consultation with four-wheel-drive groups is underway on whether the current lift of 50 millimetres without certification for ESC vehicles should be the same as the 75 millimetre maximum for non-ESC vehicles. Transport and Main Roads expects to make that decision next month.

Those are the facts. A lot has been made online of so-called recent changes to these rules and this is something that I want to clear up today. In late 2017 in response to questions from industry, Transport and Main Roads updated published guidance material on how to interpret the requirements specified under the Queensland code made in 2012. These updates did not change anything whatsoever. They clarified how the Queensland code should be interpreted only.

This is a complex area and I can understand why there has been some confusion. However, it is important to remember that height-increase limits are set to ensure the safety of all on our roads, including the vehicle occupants and other road users. Exceeding those limits can impact on vehicle braking and stability and can increase the risk of rollover, especially at highway speeds. A high lift also changes the zone of impact on other vehicles in a crash and the glare from headlights as well, increasing the risk to other road users and pedestrians. The owners of vehicles with high lifts are encouraged to make sure that modifications are legal and compliant and are approved in accordance with the law.

I note the federal member for Bowman, Andrew Laming, has, sadly, played his part in spreading misinformation to save his seat in the looming federal election. Mr Laming attacked current laws which were, in fact, introduced by his own Queensland LNP when they were in power in 2012, yet somehow he blames this government.

The Palaszczuk government is committed to sensible, evidence based laws governing four-wheel drives. The safety of road users remains one of our highest priorities. We are committed to ensuring that no lives are put at risk as we bring Queensland into line with the national standard.