




Speech By
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MEMBER FOR COOK

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TRANSPORT LEGISLATION (ROAD SAFETY AND OTHER MATTERS) AMENDMENT BILL

 **Ms LUI** (Cook—ALP) (11.54 am): When it comes to road safety, we all have a responsibility to keep ourselves and those around us safe. Today I rise to speak in support of the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2019. Specifically, the bill proposes to make amendments to the Transport Operations (Road Use Management) Act 1995 to enable the introduction of a range of measures aimed at improving road safety. I acknowledge the Minister for Transport and Main Roads, the Hon. Mark Bailey; the committee chair, Shane King, the member for Kurwongbah; committee members; and the committee secretariat for their valuable contribution in examining this bill. The committee has recommended that the bill be passed with one additional recommendation that an amendment be made to the bill to include the definition of the sigma symbol, which is included in clause 39 of the bill.

According to Queensland police data, across Queensland we have a death toll of 141 cases. Of those 141 cases, 33 are specific to North Queensland and Far North Queensland. The Queensland Road Safety Strategy 2015-2021 sets the ambitious target of reducing death and serious injury by 30 per cent by 2020, meaning that we need to reduce road fatalities to under 200 and serious injuries to under 4,700. In 2017, 247 people were killed and an estimated 6,462 people were seriously injured on our roads. The bill proposes road safety amendments that are intended to help achieve the 2020 target. The data speaks for itself. What is most concerning is that this number will continue to rise in Queensland unless we take road safety seriously. Deaths and serious injuries on roads continue to cause significant devastation for individuals, families and the broader community, costing Queensland over \$5 billion every year. Improving road safety on our roads must be a priority.

A few weeks ago, my 15-year-old son brought home a class assignment to research road safety on Queensland roads, to identify the most common causes of road fatalities, examine current government policies and make recommendations to the government about what could be done to enhance road safety on Queensland roads. It was reassuring to engage in a conversation with him about responsible behaviours when operating a motor vehicle. When the conversation turned to drink-driving, he questioned why people would consider operating a motor vehicle while under the influence of alcohol. According to him, it is just not right, especially if it is going to bring harm to others.

Being so young and innocent, I want my son to continue to grow up with the attitude that drink-driving is not right. Unfortunately, situations like those are all too common and can result in devastating impacts on individuals, families and communities. As a parent I can teach my son all the risks associated with road fatalities and why it is important to foster safe practices when operating a motor vehicle. I hope to instil in him a more accepted and positive attitude towards maintaining road safety practices. At 15 years of age, he is already excited about the day he will be able to obtain his driver's licence. Like any parent, when that day comes I want him and the next generation of road users to be safe on Queensland's roads.

In 2017, the Department of Transport and Main Roads released a public discussion paper canvassing a range of options for reducing drink-driver reoffending, including education reforms and enhancements to the interlock program, which are in this bill. It attracted over 3,000 survey responses and nine written submissions from interested stakeholder groups. With such an overwhelming response, it is clear that road safety reform is well overdue and that more needs to be done to prevent road fatalities every year.

The bill includes legislative reforms designed to enhance the existing alcohol ignition interlock program. Broadly, these amendments will introduce education programs for new and repeat drink-driving offenders, extend the current interlock program to include mid-range drink-driving offences, extend the current interlock program sit-out period from two to five years and provide access to work licences for mid-range offenders participating in the interlock program. The intent of the package of reforms is to reduce road trauma, to address behaviours associated with drink-driving and to provide the means by which offenders can learn to separate their drinking from driving.

I firmly believe in an intervention program as a way to shape people's attitudes and behaviours to ensure road rules and regulations are followed and safety of self and others are maintained. Education programs will be introduced for drink-driving offenders where first time drink-drivers will be required to complete a brief intervention education program prior to them being re-licensed. This program will be delivered online and give people strategies to separate drinking and driving and outline why it is important. Repeat offenders will be required to complete a more intensive multisession education program. This program will be undertaken while the offender is participating in the interlock program and will need to be successfully completed before the interlock condition can be removed from their licence.

As we all know, there are many risk factors associated with road fatalities and hospitalisations. This bill considers each factor carefully. Allowing camera enforcement of speed limits on sections of road where multiple speed limits are displayed is another intervention measure included in this bill. For point-to-point camera systems, these amendments provide for the use of a formula to calculate the average speed limit where there are different speed limits and it is practicable to calculate an average speed limit. The amendments also allow the highest speed limit between two camera points to apply as a default speed limit for camera enforcement on a section of road where multiple speed limits may be displayed or for point-to-point camera systems where it is not practicable to calculate the average speed limit.

A further amendment relating to camera detected offences is to provide the ability for persons issued with infringement notices to nominate the actual driver of a vehicle at the time of the detected offence by an online portal without requiring a statutory declaration. The bill also includes amendments to allow passengers expected of interfering with the operation of a vehicle dangerously to be tested for intoxicating substances. The intent is to enhance the accuracy of information for courts when sentencing persons accused of interfering with the operation of a vehicle dangerously while adversely affected by an intoxicating substance.

This bill is about doing what is right for all Queenslanders. Statistics clearly show that something needs to be done now, not later. Something needs to be done right now. We all have a responsibility, whether it is teaching our kids road safety from a young age, being positive role models ourselves or engaging in intervention programs. At the end of the day it is about making informed, responsible decisions. We all want our children to be safe on roads when operating a motor vehicle. That includes putting in place appropriate intervention measures to encourage safe practices that would keep them and others around them safe. I commend the bill to the House.