




Speech By
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MEMBER FOR KURWONGBAH

Record of Proceedings, 3 September 2019

**TRANSPORT LEGISLATION (ROAD SAFETY AND OTHER MATTERS)
AMENDMENT BILL**

 **Mr KING** (Kurwongbah—ALP) (5.54 pm): I rise to make a contribution to the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2019. From listening to the contributions of other members, I am aware that no-one in this place would ever be against enhancing road safety. I am glad that we all agree that this legislation seeks to make sensible changes to reduce road trauma in our state. Every year, death and serious injury sustained on our roads cost Queensland over \$5 billion and tear apart people's lives. This bill should go a long way to help reduce that. The bill makes changes to a variety of laws, but I will largely focus on the elements that involve drink-driving, interlocks and speed cameras.

The bill will enhance the interlock program for drink-drivers by not allowing a person to have their interlock condition removed until they can show that they are able to separate drinking from driving. If a person has a positive breath test in the last four months of their prescribed period, they will get an automatic extension of a further four months. That will continue until the person can successfully separate their drinking from driving. The current two-year interlock period will increase from two to five years, meaning that a person will not be able to drive for five years if they do not participate in the interlock program. That change is in response to some who, for some reason, have chosen to sit out the existing two-year period. Extending the program will enhance the new performance based approach to the program and will encourage more people to actively participate rather than attempting to sit it out.

The bill will introduce alcohol education programs for drink-driving offenders, including a brief intervention education program and a repeat offender education program. Research has indicated that brief education programs delivered to first-time drink-driving offenders do work to encourage participants to reduce hazardous drinking and engaging in drink-driving. These programs focus on changing the behaviour of the individual drink-driver by providing the knowledge and tools to avoid drink-driving in the future. Repeat drink-driving offenders will be required to complete a more intensive multisession education program. These programs will be undertaken concurrently 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. Additionally, Queensland will be the first Australian jurisdiction to introduce these innovative approaches.

The bill will expand the interlock program to include mid-range drink-drivers. Previously, this only applied to those convicted of high-range drink-driving and repeat offenders. Mid-range drink-driving is a blood alcohol content between .1 and .149. Mid-range drink-drivers account for more than one-quarter of all offenders and have a crash risk 20 times greater than someone who has not had a drink. Access to restricted licences for mid-range drink-driving offenders will be maintained, so a mid-range drink-driver will still be able to get a work licence.

The bill makes some changes to speed camera enforcement. Point-to-point camera enforcement can apply on lengths of road where there are multiple speed limits displayed. Mobile speed camera enforcement can apply on lengths of road governed by variable speed signs. The bill will allow a person

issued with an infringement notice for a camera detected offence to notify that they were not the offending driver and to nominate the actual offender using an online process. The bill will allow a court to sentence a person who has pleaded guilty to a charge of drug driving before the laboratory test results are known.

The bill will clarify that if a person has been disqualified from holding or obtaining a driver's licence by a court in another Australian state or territory their Queensland driver's licence will also be cancelled from the date that the person became disqualified. Lastly, the bill will allow the state, if requested by particular entities, to recover the entity's reasonable costs and expenses incurred while assisting with a marine pollution incident. I think we can all agree that that is a good thing.

I will finish as I started: I do not think anyone would fail to support this legislation when we are talking about drink-driving and the safety of people on our roads. Often we hear of tragic incidents and we should do everything that we can to avoid them. As I always do, I thank the members of our Transport and Public Works Committee for their bipartisan work on our report for this important bill. As always, I thank our hardworking secretariat—Deb, Margaret and Amanda—for their input and help. I commend the bill to the House.