




Speech By
Shane King

MEMBER FOR KURWONGBAH

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TRANSPORT AND RESOURCES COMMITTEE

Report, Motion to Take Note

 **Mr KING** (Kurwongbah—ALP) (3.55 pm): I move—

That the House take note of the Transport and Resources Committee Report No. 12, 57th Parliament, *Inquiry into vehicle safety, standards and technology, including engine immobiliser technology*, tabled on 24 September 2021.

I am pleased to finally be able to rise today to speak briefly on the inquiry the Transport and Resources Committee did into vehicle safety, standards and technology, including engine immobiliser technology. This topic generated a lot more interest from stakeholders than we thought and our time line blew out so much, because of the diversity of engagement we had, that we had to put in the aforementioned interim report to get more time to wade through the submissions and come up with a comprehensive report that I suggest all members read.

The terms of reference were quite broad. They were as follows—

- a. Options to reduce or prevent vehicles being used illegally or dangerously on Queensland roads, including vehicle engine immobilisation technology, non-technology options, operational considerations or other measures;
- b. Lessons learned from other jurisdictions, particularly regarding the implementation of vehicle engine immobilisation technology to the existing vehicle fleet;
- c. The Commonwealth's role in relation to vehicle standards and safety, and measures the Commonwealth could take, including requiring all new vehicles to be fitted with remote engine immobilisation technology;
- d. The effectiveness of any proposed measures in improving road safety, preventing crime and assisting police in operational matters;
- e. A recommended framework for legislative, policy and operational implementation of any proposed measures;
- f. The benefit to and role of insurers in supporting any recommended measures;
- g. Options to improve vehicle standards and safety in Queensland, including in relation to the:
 - i. current Australian vehicle design rules;
 - ii. inspection regime for registered vehicles;
 - iii. pre-sale certification scheme, including measures to reduce fraud and improve consumer safety;
 - iv. management of written-off vehicles and 're-birthing';
 - v. after-market vehicle modification framework, including achieving consistency to ensure best alignment with other Australian jurisdictions.

We made a number of recommendations on this. We did not recommend remote immobilisers. We found from submitters that semantics surround the remote immobilisation terminology. What was actually meant was a secondary form of immobiliser. 'Ghost immobiliser' was the term that mostly came up with submitters when referring to secondary form of immobilisers.

This is what we heard from submitters. If we were to have a remote immobiliser, picture a car cannoning down the highway and someone turns it off. What happens? I know in modern cars with electric steering that the steering would lock. That would be very dangerous. The police would need

some line of sight. What if the car stopped in the middle of train tracks with a train coming? What if there was a domestic violence incident, a hostage situation or anything like that? It is not feasible. We heard that autonomous and connected vehicles would be around before this technology would become available to the whole vehicle fleet. The police would need line of sight. They would need to sight the vehicle; they could not just turn it off.

The secondary form of ghost immobilisers are things like a key pad, your mobile phone, a retinal scan, a fingerprint. That technology is out there and is able to be used. Maybe the federal government could make it a condition of importing vehicles. We do not make vehicles anymore, thanks to Joe Hockey telling Holden to leave. It is real, it is feasible and it can be used.

We mentioned in a recommendation to the minister that he look at key security. People should not leave their keys within a couple of feet of the front door. No-one wants to be broken into but the fact is that it does happen. People should look after their keys, because it is hard to start a modern car without keys.

In the time I have left I want to touch on the reparable write-off scheme. We recommended that we do not follow New South Wales and that we keep reparable write-offs. There are a lot of good cars out there that the panelbeating industry and so many others say can be re-used. All we need to do is clamp down on lemons getting back on the road. An inspection regime for reparable write-off vehicles would be a way to fix that.

I thank the hardworking committee. We had several members join our committee—the member for Mount Ommaney, the member for Ipswich and others. If I have forgotten you, I apologise—but a lot of members came through the committee.