



Speech By  
**Steve Minnikin**


**MEMBER FOR CHATSWORTH**

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Record of Proceedings, 2 December 2021

**TRANSPORT AND RESOURCES COMMITTEE**

**Report, Motion to Take Note**

 **Mr MINNIKIN** (Chatsworth—LNP) (3.21 pm): I want to take this opportunity as well, given it is the final sitting day of the year, to thank the members of the Transport and Resources Committee. As we have heard from a couple of the previous speakers, they have spent seven months on this particular report. I do acknowledge the member for Capalaba, the genesis behind why this committee was asked to do this particular report. After seven months, unfortunately it appeared at the very end of things that not much had been achieved. Notwithstanding that, several recommendations did come out of the report. I will touch on some of them. Before I do, a big thanks to the secretariat as well. Being the shadow minister, I particularly thank the LNP members for keeping me abreast of what happens with this committee.

Firstly, the committee recommended that the Legislative Assembly note the report. The second recommendation: that the Minister for Transport and Main Roads consider methods of how the key security message can be effectively relayed to vehicle owners. The third recommendation: the committee recommended that the Minister for Transport and Main Roads reconsider the proposed changes to the written-off vehicle scheme. The fourth recommendation continued in relation to strengthening the inspection process for repairable write-offs. The fifth recommendation: that the Minister for Transport and Main Roads consider introducing mandatory requirements that sellers of written-off vehicles notify prospective buyers of the vehicle's written-off history. The sixth recommendation: the main roads minister consider investigating potential changes to the scrap metal industry with a view to improving conditions for reputable retailers and curtailing profit motivated theft for scrap. The final recommendation: that the Minister for Transport and Main Roads consider the suggestion that an agenda paper be prepared for the infrastructure and transport ministers meeting with the view of seeking commitment by the relevant Australian ministers to national harmonisation of vehicle modification standards.

When we cut to the chase here—it has been touched on by the member who spoke earlier—what really is the crux of the matter? It really comes down to trying to avoid crime spiralling out of control as it pertains to stolen vehicles. As a dad whose youngest son received his car licence only about 72 hours ago, I made it very clear to him that you can learn how to drive but you have to always be aware of the other people around you. That is where the danger is. I have said to him—and I am sure that every parent says the same thing to every child of theirs who gets their licence—that it is the other drivers you have to be acutely aware of.

After seven months of very hard work by the committee, a lot of money and a lot of time spent, I believe that part of the genesis behind this really comes down to page 11 of the committee report that states—

... while the number of vehicle thefts across Australia has fallen by 5 per cent over the 5 years to 2020

...

Queensland has experienced a 48 per cent increase. This increase has largely occurred due to a significant and steady rise in short-term thefts (which rose from 7,103 incidents in 2015-16 to 11,171 in 2019-20.)

I used to be pretty proficient with my old 3K '72 Corolla changing the plugs and points, but I would dare not attempt to look under the bonnet—as the member for Miller is often fond of doing as he has a bit of car envy—of my beautiful cabriolet. It is more like a computer. It is almost impossible for a layperson—and I am certainly one of them—to hot-wire a car. It is virtually impossible with modern vehicles of any make and brand.

Why are people breaking into people's homes? They want to get the car keys. It is pretty obvious: that is what they are after. Page 30 of the committee report states—

Stakeholders also noted that there are some disadvantages associated with engine immobilisers including that an immobiliser will not guarantee a motor vehicle against theft. Some methods by which vehicles continue to be stolen include:

- In Australia, 70 per cent of cars are stolen with their own keys. In most cases, offenders sneak into homes to target car keys.

Let me cut to the chase: instead of dealing with the criminals, the perpetrators who are guilty of stealing these cars, the government wanted the committee to recommend making people install vehicle immobilisation. The real truth of the matter here is breach of bail. I implore the minister sitting at the cabinet table to consider that issue.