




Speech By
Shane King

MEMBER FOR KURWONGBAH

Record of Proceedings, 30 August 2022

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

 **Mr KING** (Kurwongbah—ALP) (3.06 pm): Today I rise to contribute to the debate on the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. The Transport and Resources Committee inquired into this legislation. Our single recommendation was that the bill be passed, so it is no surprise that I am supporting it today. I start by once again thanking the mighty Transport and Resources Committee, particularly the deputy chair—a stand-out deputy chair—those who made submissions to the inquiry, the Department of Transport and Main Roads and of course our parliamentary secretariat staff who do an amazing job as well as Hansard.

This bill makes some pretty uncontroversial changes to legislation in a number of areas. Firstly, it amends the Transport Operations (Road Use Management) Act 1995, or TO(RUM) as it is known, to modernise the language used to describe road safety initiatives that can be funded by the Camera Detected Offence Program, and I will come back to that objective later. Secondly, the bill enhances the evidentiary provisions for prosecutions of vehicle standards offences—for example, if a car has deteriorated or been modified so it no longer meets Australian Standards. I am sure I am not the only one who gets complaints as a motoring enthusiast about noise from modified cars and other issues, so this legislation can help that considerably. Just for the record, all of my cars are legal.

We need to prosecute these offences to deter others from offending and to ensure safe vehicles are on our roads. However, in order to prosecute, there has often been a reliance on expert witness testimony about vehicle standards. Organising these expert witnesses can be difficult and costly. This bill enables the court to accept objective and non-contentious technical and administrative evidence without witness testimony. Further, the bill enables the court to accept that evidence showing or describing labels, stickers, VINs and modification plates is proof of the contents of said label, sticker, VIN or modification plate as pertaining to the vehicle they were found on.

Another important objective of this bill is to support changes to the Australian Road Rules relating to motorised mobility devices, or MMDs, such as mobility scooters and motorised wheelchairs. These changes include: ensuring that people operating MMDs are classed as pedestrians in all the relevant transport legislation; introduction of a 15-kilometre-an-hour maximum speed capability for MMDs while retaining the same speed limits; removing the mass limits for motorised wheelchairs; and increasing the maximum unladen mass for mobility scooters from 150 kilograms to 170 kilograms. In Queensland we are also extending our free registration and compulsory third-party insurance to all MMDs which are captured under the amended definitions. For anyone listening, please remember that if you are using your MMD on the footpath it needs to be registered.

I will touch briefly on the last five changes this bill will make before I return to the first objective I mentioned earlier: one, we are extending the legal protections for health professionals to report when a driver becomes medically unfit to drive—currently protections exist around reporting on Queensland licence holders but not drivers with out-of-state licences, so we are bringing that in; two, we are updating the methods used to state the gross vehicle mass, GVM, of a light vehicle and establishing an order of

precedence when a GVM is stated in multiple ways; three, bringing in a five-year shelf life for digital photos used by the Department of Transport and Main Roads for persons under 15 years of age in recognition that biometric features are still changing at those young ages; four, we are clarifying that accommodation works needed as a result of a rail project can be carried out by enabling entry onto land by the chief executive or authorised person—I could do a whole speech about how that would have made life easier as the member for Kallangur when the peninsula rail line went through, and I thank the minister for that change; finally, the bill corrects a numerical drafting error in the Housing Legislation Amendment Act 2021 which implements stage 1 of our rental law reforms.

I will conclude by going back to the modernisation of language describing road safety initiatives that can be funded by the Camera Detected Offence Program. I note this bill does not change our policy on investing Camera Detected Offence Program revenue back into benefiting the community, but it updates the range of ways we can conduct and fund safety programs and research and expands our ability to work in partnership with other organisations and road user groups to achieve our aims. The bill also legislates using the term 'crash' instead of 'accident' to describe road incidents that should be preventable and clarifies that road safety funding can be proactive in using new technologies, in taking steps to address identified road safety risks, not just reacting to crash statistics, and in making improvements to areas near our roads not just on the roads.

Any revenue that we raise using camera detection technology—that is, speed cameras, red light cameras, mobile phone cameras, seatbelt cameras and cameras that detect unregistered cars and uninsured vehicles as well as some vehicle load restrictions—in excess of administration costs goes back into road safety education and awareness programs, road accident injury rehabilitation programs and road funding.

In my electorate alone funding from road safety programs such as community road safety grants, the Flashing School Zone Signs program and the School Crossing Supervisor Scheme, has benefited or is set to benefit Burpengary State School, Burpengary State Secondary College, Genesis Christian College Jinibara State School, Kurwongbah State School, Lawton State School, Mt Maria College, Narangba State School, Narangba Valley State High School, Our Lady of the Way School at Petrie and Petrie State School. One can see the good it is doing. In addition, through the Learner Driver Mentor and Road Safety Education programs, students and high schools across the Brisbane North region are serviced by the Salvation Army's learner driver program, RACQ's school road safety education programs and the RYDA Program delivered by local Rotary clubs in conjunction with Road Safety Education Limited.

Already this year 200 lives have been lost on our roads. Sadly, as we have heard, it is constantly increasing. That is an increase from 2021 and there are still a few months of this year to go. Research tells us that road safety cameras and penalties help prevent thousands of crashes and billions of dollars. We know road safety education programs work. The more drivers do the right thing the less people are likely to die, and die senselessly, on our roads. Our government is about saving lives. I commend the bill to the House.