



Speech By
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MEMBER FOR KURWONGBAH

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LAND AND OTHER LEGISLATION AMENDMENT BILL

 **Mr KING** (Kurwongbah—ALP) (12.22 pm): Today I rise to contribute to the debate on the Land and Other Legislation Amendment Bill 2022, a bill designed to help us remain responsive to change and be efficient and effective in our resources regulatory framework. The Transport and Resources Committee inquired into this bill and tabled our report a while back. We made three recommendations, including that the bill be passed.

This bill is important for many reasons. Firstly, it makes some technical corrections to a couple of pieces of legislation; it streamlines, simplifies and increases efficiency in administrative processes governed by the Land Act 1994 and the Land Regulation 2020, including some land lease conditions and conversions; it repeals three pieces of outdated legislation where the purpose of the legislation has been fulfilled or usurped; and it amends survey and mapping legislation to recognise technological advances and new user needs in the survey standard making process.

Secondly, this bill brings into the digital age old requirements in several pieces of legislation to publish notices in newspapers such as those for placename changes by allowing notifications to be made by other suitable media channels instead. We have seen similar amendments across other legislation in recent years because we know there are far less newspapers in circulation these days, particularly in regional areas. Prior to the new *Moreton Daily* newspaper expanding into some suburbs across my electorate of Kurwongbah, my own community was forced to go online for news after the local Quest newspapers shut up shop some years ago. This is a brief digression, but I have to say that there were many cheers when *Moreton Daily* came along.

The third reason this bill is important is through its amendments to the Stock Route Management Act 2002 that will improve the ability of local governments to recover costs associated with managing the stock route network, ease the red tape around the preparation of stock route management plans and improve consultation between state and local governments to minimise risks where stock routes are located on or next to state controlled roads, waterways and other protected areas. For those who do not know, the Queensland stock route network comprises about 2.6 million hectares, or well over six million soccer fields, and includes 72,000 kilometres of roads, reserves and corridors on pastoral leases and unallocated state land. I know a lot more about stock routes having worked alongside the member for Gregory for a bit of time because of his particular passion for them.

I want to take a moment here to thank all of the local governments across Queensland that help manage our stock routes. We know it is a big job. That is why we are making amendments to allow local governments to retain permit fees and other charges and to charge an applicable fee. Our amendments also build in flexibility for local governments to waive these fees in times of hardship like drought. Our changes to stock route management follow extensive stakeholder engagement and consultation undertaken in 2019 which, in turn, formed a discussion paper. I want to thank everyone who engaged with those consultation processes including AgForce, LGAQ, individual local governments and environmental groups.

Finally, this bill will make some amendments to the Vegetation Management Act 1999. Due to feedback from the majority of stakeholders, our committee made a recommendation that the minister revisit the proposed amendment to certify the regulation vegetation status rather than this be included in the Vegetation Management Regulation. In the government response the minister said that he will address this in consideration in detail and he backed that up in his second reading speech. Vegetation management is even an issue in my area and members would be surprised—or maybe they would not be—how often property owners carrying out land clearing overshoot their legally prescribed boundaries right across Queensland, including in Kurwongbah. Land-clearing laws are regularly raised with me, even in the semirural suburb of Joyner, the most southern part of my electorate, so I welcome clarification and discussion on land-clearing laws in this bill.

I know resources legislation is not exciting to everyone but to some of us it is, and the member for Gregory is agreeing with me. However, it is critical to the success of our state. Queensland is up there with the best in the nation when it comes to recovery from the effects of COVID-19. One of the big reasons is our fantastic resources industry, so I want to leave members with a few quick facts about the contribution of the Queensland resources industry. In the 2020-21 financial year the resources sector: invested over \$38 billion in direct spending across the state; supported over 15,000 local businesses; helped 1,430 community groups with funding in areas of need including health, education, environment and the arts; and employed the full-time equivalent of almost 55,000 workers. Overall, the Queensland Resources Council estimated a contribution of \$84 billion to the state's economy in that financial year. This type of investment would not be possible without sound, responsive legislative and regulatory oversight. I thank the minister and his department for ensuring that Queensland remains an attractive place to do business while balancing the impacts on our land, water, climate and the interests of our First Nations and farming communities. It is not always an easy task.

I will conclude with my thanks to the Transport and Resources Committee and its many members across the time since then, including the changes we have had to the secretariat, which is equally hardworking and we really appreciate it. I reiterate our recommendation that this bill be passed.