




Speech By
Michael Crandon

MEMBER FOR COOMERA

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ELECTRICAL SAFETY AND OTHER LEGISLATION AMENDMENT BILL

 **Mr CRANDON** (Coomera—LNP) (8.39 pm): I rise to make a short contribution to the Electrical Safety and Other Legislation Amendment Bill 2025. I thank the State Development, Infrastructure and Works Committee for the amount of work they put into this. I also thank the secretariat, who did an absolutely wonderful job in pulling the report together for the benefit of this House so it can have a fuller understanding of what we are talking about and what the issues are.

The Crisafulli government is committed to restoring productivity and stamping out systemic misconduct and bullying, particularly by the CFMEU. This is why we are acting swiftly to repeal Labor's information-sharing laws that would have given unions such as the CFMEU powers to seek compliance and enforcement information directly from the regulator—information they could then use to harass and intimidate employers and workers. In fact, I will give some examples later of where I saw fear at a worksite—in talking to the managers of the worksite, in meetings with the people who were running the worksite and the Department of Transport and Main Roads on a particular project in my electorate. It was clear that the BPIC process was alive and well on that particular project. I will be talking about that a little bit later.

When I was looking through all of this and saw the number of times the word 'safety' was mentioned in the bill, I was reminded of the time several months ago when we arrived at the site to have a safety briefing and the process we went through in that safety briefing. The CFMEU-aligned safety officer was ticking off all of the different aspects at the safety briefing. He got down as far as, 'If we hit 37 degrees they are going to have to down tools' and, 'If a dribble of rain falls we will have to down tools' et cetera. It was the Queensland train maintenance facility in my electorate, which is part of the Queensland Train Manufacturing Program, that I am talking about.

Under Labor's information-sharing laws entry permit holders, union officials and health and safety representatives could request the regulator supply enforcement and compliance notices issued to businesses which include improvement notices, prohibition notices and non-disturbance notices. The regulator's core function is to protect Queensland's safety, not to assist in facilitating the CFMEU's orchestrated campaign of coercion, harassment and intimidation against non-union workplaces. As I said, I will be talking about that shortly. These laws are proof that the former Labor government backed the CFMEU's business model of bullying over the safety of workers during their decade of decline, and I will give an example of that in a short while as well. Labor's information-sharing laws are just one example of more than a decade of Labor's enabling of the CFMEU.

I said that I would be giving some examples. The most recent one, the project that I referred to a moment ago, involves some works on Goldmine Road in my electorate. It is important to give some background about Goldmine Road. It is one of two roads that provide access to one of my state high schools, Ormeau Woods State High School, which has more than 1,500 students. The first I knew they were going to be closing one road and reducing Goldmine Road to one lane was when I received some

notifications from the Department of Transport and Main Roads explaining that they were going to be closing the road that goes to the high school. There is one other road that goes to the high school, but I will come to that in a moment.

Goldmine Road, which goes to the high school, was going to be open from 6.30 to 9.30 in the morning so students could get to school. Then they were going to reduce the road to one lane from 9.30 am to 3.30 pm. Then they were going to open the road again to two lanes from 3.30 pm to 6.30 pm. That is a bit of a problem because those 1,500 students finish school at 2.30 pm. They were going to have only one lane in, and let me paint the picture of that lane. A total of 22 bus services go to that school to pick up students and there was going to be one lane. Apart from that, the parents would also be using that road to pick up students in the afternoon, yet it was going to be down to one lane.

That had another knock-on effect—and we are talking here about safety. We are talking about the safety of the community as well. The next stops for those buses, after dropping a few kids off on the way through, were three primary schools: Woongoolba, Ormeau and Norfolk Village. They are the schools they were going to next to pick up more students. Imagine this: the bus is going to a high school to pick up all these kids and then gets to the next school 20 to 25 minutes late. What does that do for that school and the safety of those students, all of whom are very young students? We are talking about primary schools in that regard.

We talk about safety and the CFMEU and their requirements for their workers on the one hand—and we are all 100 per cent behind safety for workers. There is absolutely no question about that. However, there is a bigger issue and that is safety for the broader community. I have to tell honourable members that the work we had to go through to achieve a change to a two o'clock opening of those two lanes was unbelievable. We finally got there, thanks to the minister's office supporting me in my push to ensure that occurred. Up until then there was no way they were going to do it.

When we get down to the nitty-gritty—and I am talking about safety for the workers—there was a situation where some particular pits needed to be dug and Goldmine Road would need to be closed for a full day or two half days. I asked the question: why do we need to do it over two days? Why can we not do it on a Saturday, or, God forbid, why can we not do it when the schools are on holidays? There were two reasons. First of all, they could not do it on a Saturday because they had to ask permission of the CFMEU for the workers to work on a Saturday. The CFMEU had to agree that the workers could work on a Saturday to do this very difficult job, a 10-hour job, on that Saturday. Otherwise they would have had to split it over two days and it was all too hard. That was that aspect of it; we had to ask them permission. Secondly, I asked why we could not do it when the schools were on holidays. We could not do it in the first week because of the Easter four-day weekend and then, guess what? They stitched together four more days—

Mr Bennett: RDOs.

Mr CRANDON:—rostered days off, so they could not do it then. Do not worry about the kids. Do not worry about the fact that the road was being reduced to one lane. Do not worry about the fact that those buses would be late to three primary schools. Do not worry about any of that as long as those workers could have their four rostered days off. So no, they could not do it over the Easter school holiday break, either.

I know I have run out of time. I had a lot more to say on the issue, but I have run out of time. Labor's Work Health and Safety and Other Legislation Amendment Bill, which was passed in 2024, gave virtually unfettered access to union officials to worksites. It opened the door to aggressive, intrusive and obstructive conduct. That was my experience just the other day because we are still stuck with BPIC on that particular project. I commend the bill to the House.