



# RECORD OF PROCEEDINGS

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## FIRST SESSION OF THE FIFTY-SIXTH PARLIAMENT

### Wednesday, 13 June 2018

Subject	Page
PETITIONS.....	1437
MINISTERIAL STATEMENTS .....	1437
Budget .....	1437
Trade Mission.....	1438
Budget, Infrastructure.....	1439
Budget, Advance Queensland Industry Attraction Fund.....	1440
Budget, Innovation.....	1440
Budget, Education .....	1441
Budget, Health.....	1441
Budget, Transport and Main Roads .....	1442
Budget, Great Barrier Reef .....	1442
Budget, Agriculture and Fisheries .....	1443
Budget, Women.....	1444
Affordable Energy Plan.....	1444
National Disability Insurance Scheme.....	1445
NOTICE OF MOTION .....	1445
Toll Roads.....	1445
QUESTIONS WITHOUT NOTICE .....	1446
Budget, Taxation .....	1446
Waste Levy .....	1446
Budget, Education .....	1447
Palaszczuk Labor Government, Debt.....	1448
BIO2018 .....	1448
Infrastructure.....	1449
Budget, Jobs .....	1450

Table of Contents – Wednesday, 13 June 2018

<b>Budget, Health</b> .....	<b>1451</b>
<i>Tabled paper:</i> Extract from Queensland Budget 2018-19: Service Delivery Statements— Queensland Health.....	1451
<b>Resource Recovery Industry Development Program</b> .....	<b>1451</b>
<b>Budget, Electricity Prices</b> .....	<b>1452</b>
<b>Events, Strategy</b> .....	<b>1453</b>
<b>Member for Mansfield</b> .....	<b>1454</b>
<i>Tabled paper:</i> Email, dated 22 March 2017, between Mr John Welsh, Mr Duncan Anson and Mr Jeff Hunt, regarding referral of a matter relating to Cavendish Road State High School to the Crime and Corruption Commission.....	1454
<b>Queensland Health, Staff</b> .....	<b>1454</b>
<b>Voluntary Euthanasia</b> .....	<b>1455</b>
<b>Budget, Education Infrastructure</b> .....	<b>1455</b>
<b>Cavendish Road State High School</b> .....	<b>1456</b>
<i>Tabled paper:</i> Document, dated 22 March 2018, titled ‘Cavendish Road SHS—Former Principal Matter—Script for front office staff—for all parent enquiries’.....	1456
<i>Tabled paper:</i> Letter, dated 8 May 2018, from the Deputy Director-General, Corporate Services, Department of Education, Mr Jeff Hunt, to Ms Rachel Drew regarding a Department of Education determination to not proceed in relation to allegations against the former principal of the Cavendish Road State High School.....	1457
<b>Bus Drivers, Safety</b> .....	<b>1457</b>
<b>HEAVY VEHICLE NATIONAL LAW AND OTHER LEGISLATION AMENDMENT BILL</b> .....	<b>1457</b>
<b>Second Reading</b> .....	<b>1457</b>
<b>PRIVATE MEMBERS’ STATEMENTS</b> .....	<b>1465</b>
<b>Mental Health System</b> .....	<b>1465</b>
<b>Rosewood State High School</b> .....	<b>1466</b>
<b>Iselin, Ms M</b> .....	<b>1466</b>
<b>Bancroft Electorate, Skilling Queenslanders for Work</b> .....	<b>1467</b>
<b>Tully Showground</b> .....	<b>1468</b>
<i>Tabled paper:</i> Photograph depicting the Tully Showgrounds Grand Stand.....	1468
<b>Nudgee Electorate, Manufacturing</b> .....	<b>1468</b>
<b>Caloundra Electorate, Education Infrastructure</b> .....	<b>1469</b>
<b>Queensland Anti-Cyberbullying Taskforce</b> .....	<b>1469</b>
<b>Central West Rugby League</b> .....	<b>1470</b>
<b>Redlands Electorate, Skilling Queenslanders for Work</b> .....	<b>1471</b>
<b>Burdekin Electorate, PCYC</b> .....	<b>1471</b>
<b>Mackay, Governing from the Regions</b> .....	<b>1472</b>
<b>Helensvale Railway Station, Parking</b> .....	<b>1473</b>
<b>Project Booyah</b> .....	<b>1473</b>
<b>Central and North-West Queensland, Local Government</b> .....	<b>1474</b>
<b>Caboolture Hospital</b> .....	<b>1474</b>
<b>Teenage Adventure Camps Queensland</b> .....	<b>1475</b>
<b>Gladstone Electorate, Grants</b> .....	<b>1476</b>
<b>Toowoomba South Electorate</b> .....	<b>1476</b>
<b>Miller Electorate, Transport</b> .....	<b>1477</b>
<b>HEAVY VEHICLE NATIONAL LAW AND OTHER LEGISLATION AMENDMENT BILL</b> .....	<b>1478</b>
<b>Second Reading</b> .....	<b>1478</b>
<b>Consideration in Detail</b> .....	<b>1492</b>
Clauses 1 to 61, as read, agreed to.....	1492
Insertion of new clauses—.....	1492
<i>Tabled paper:</i> Heavy Vehicle National Law and Other Legislation Amendment Bill 2018, explanatory notes to Hon. Mark Bailey’s amendments.....	1492
Amendment agreed to.....	1497
<b>Third Reading</b> .....	<b>1497</b>
<b>Long Title</b> .....	<b>1498</b>
Amendment agreed to.....	1498
<b>MOTION</b> .....	<b>1498</b>
<b>Toll Roads</b> .....	<b>1498</b>
Amendment agreed to.....	1509
<b>BIRTHS, DEATHS AND MARRIAGES REGISTRATION AMENDMENT BILL</b> .....	<b>1509</b>
<b>Second Reading</b> .....	<b>1509</b>
<i>Tabled paper:</i> Letter, dated 5 February 2018, from Senator Janet Rice and the member for Maiwar, Mr Michael Berkman MP, to the Premier and Minister for Trade, Hon. Annastacia Palaszczuk, regarding marriage equality in Queensland.....	1516
Division: Question put—That the bill be now read a second time.....	1517
Resolved in the affirmative under standing order 106(10).....	1517
<b>Consideration in Detail</b> .....	<b>1518</b>
Clauses 1 to 6, as read, agreed to.....	1518
<b>Third Reading</b> .....	<b>1518</b>
Division: Question put—That the bill be now read a third time.....	1518
Resolved in the affirmative under standing order 106(10).....	1518
<b>Long Title</b> .....	<b>1518</b>
<b>MOTION</b> .....	<b>1518</b>
<b>Order of Business</b> .....	<b>1518</b>

Table of Contents – Wednesday, 13 June 2018

<b>ADDRESS-IN-REPLY .....</b>	<b>1518</b>
<b>ADJOURNMENT .....</b>	<b>1519</b>
Vinnies CEO Sleepout.....	1519
Wolffe, Mrs E .....	1520
FarmFest; Queen’s Birthday Award.....	1520
Ipswich, Gathering of the Clans Festival .....	1521
Watson, Sergeant M.....	1522
Woodridge Electorate, Schools.....	1522
Buderim Electorate, Cost of Living.....	1523
Iftar .....	1524
Indooroopilly, Gaming Machines .....	1524
Mount Ommaney Electorate, Health and Fitness .....	1525
<b>ATTENDANCE .....</b>	<b>1526</b>

## WEDNESDAY, 13 JUNE 2018

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The Legislative Assembly met at 9.30 am.



Mr Speaker (Hon. Curtis Pitt, Mulgrave) read prayers and took the chair.

**Mr SPEAKER:** Honourable members, I respectfully acknowledge that we are sitting today on the land of Aboriginal people and pay my respects to elders past and present. I thank them, as First Australians, for their careful custodianship of the land over countless generations. We are very fortunate in this country to have two of the world's oldest continuing living cultures in Aboriginal and Torres Strait Islander peoples whose lands, winds and waters we all now share.

### PETITIONS

The Clerk presented the following paper petitions, lodged by the honourable members indicated—

#### Collinsville-Scottville, Police Resources

**Mr Last**, from 413 petitioners, requesting the House to consider an additional permanent police officer be stationed to service the Collinsville/Scottville area to address the needs of these communities [\[857\]](#).

#### Collinsville-Scottville, Ambulance Resources

**Mr Last**, from 458 petitioners, requesting the House to consider an additional permanent ambulance officer be stationed to service the Collinsville/Scottville area to address the needs of these communities [\[858\]](#).

The Clerk presented the following paper and e-petition, sponsored and lodged by the Clerk—

#### North Brisbane Bikeway

From 648 petitioners, requesting the House to ensure the North Brisbane bikeway is built as promised [\[859, 860\]](#).

The Clerk presented the following e-petition, sponsored by the honourable member indicated—

#### Reedy Creek, Gemvale Road, Noise Barrier

**Ms Bates**, from 53 petitioners, requesting the House to erect a noise barrier adjacent to 30 Gemvale Road, Reedy Creek to mitigate the level of noise pollution caused by traffic on the M1 [\[861\]](#).

The Clerk presented the following e-petition, sponsored by the Clerk—

#### Calf Roping Ban

From 2,156 petitioners, requesting the House to enact a ban on the rodeo event of calf roping in Queensland [\[862\]](#).

Petitions received.

## MINISTERIAL STATEMENTS

### Budget



**Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (9.32 am): This government is delivering a blueprint for creating jobs and delivering infrastructure for Queensland. Over the next four years we will spend \$45.8 billion building and investing in this state: unclogging roads, building schools, expanding hospitals, growing water supplies, protecting from natural disasters and promoting productivity and efficiency. Why? Because that is what responsible governments do.

Our Capital Works Program will support 38,000 jobs in the next financial year alone. We will spend \$11.6 billion starting right now, because a job means a pay packet and a pay packet means the confidence to spend, and that is supporting Queensland business. Eighty-six per cent of jobs in Queensland are provided by the private sector. When private enterprise does well, we all do well. How do we help? We help by providing a payroll tax rebate so employers can take on more apprentices and trainees.

As I have said, we are not 'going to do'; we are getting on with the job. We are building the economy of the future with \$650 million in backing ideas, expanding the precinct in Fortitude Valley which is already attracting investment from overseas, and we are providing the skills for Queensland

jobs. A total of 13,600 workers have gone back to work since December 2016 thanks to our Back to Work initiative. We are investing a further \$155 million in our targeted regional Back to Work scheme, which does what it says: it gets jobs for the long-term unemployed in our regions. That is because this government backs our regions.

By far the biggest proportion of budget spending is outside Brisbane. Ten of Australia's biggest cities are in Queensland and we will never be a one-city state. My government has forged a new kind of politics. People are not interested in 'us and them', and they want their governments to simply get on with it. Since we were elected in 2015 we have hired an extra 4,828 nurses, 1,605 doctors, 1,488 health practitioners and 376 paramedics.

This budget provides for more. When we talk about the front line, it does not get more front line than that. That is because we are keeping our communities safe. This is a responsible government providing what taxpayers are paying for. I commend the Treasurer for handing down an outstanding budget yesterday—one that delivers for Queensland, one that builds for Queensland and one that values our people front and centre in every single aspect of what we do in this state.

### Trade Mission

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (9.35 am): My government is committed to delivering jobs for Queenslanders—quality jobs, rewarding jobs, regional jobs. That is why I was so pleased to lead a Queensland delegation of unparalleled size and quality to the world's biggest biotechnology summit, BIO 2018, in Boston last week. Queensland's 114-strong delegation represented businesses, research institutions and entrepreneurs from right across the state. I was glad to be joined at the summit by the Minister for Innovation. For the first time the delegation included seven mayors from across regional Queensland, highlighting the exciting opportunities that the biotechnology and life sciences sector can create for these communities.

BIO is in its 25th year and this was the 20th consecutive year that Queensland has attended. Alone among Australian states, our delegation has always been led by the premier of the day or a senior government minister. The level of engagement makes the investors and global institutions we deal with sit up and take notice. So does our Advance Queensland program, which in less than three years has grown to be worth more than \$650 million. Already Advance Queensland supports 2,500 start-ups and 11,000 jobs—half of those in regional Queensland.

Once again, our world-leading tertiary institutions demonstrated their ability to stand among the best in the world. I hear the Leader of the Opposition interjecting. It was interesting to see that a former minister in the Newman government, Ian Walker, was also at BIO.

**An honourable member** interjected.

**Ms PALASZCZUK:** I will take that interjection—and Mayor Jack Dempsey. Backing in BIO.

**Opposition members** interjected.

**Mr SPEAKER:** Order! Honourable members!

**Ms PALASZCZUK:** I do not know what they have against life sciences.

**Ms Trad:** It is science. They don't like science.

**Ms PALASZCZUK:** It is science; I take that interjection. Where is the former member for Southern Downs?

During BIO the Massachusetts Institute of Technology announced that Queensland has been selected to host the only workshop outside Boston in the current two-year series of its Regional Entrepreneurship Acceleration Program, REAP. QUT is a partner in Queensland's REAP team, which helps develop entrepreneurialism that is driven by innovation, helping businesses and institutions work better together.

UniQuest, the intellectual property company set up by the University of Queensland, announced that it has licensed the 100th product delivered by its researchers. The sales value of its licensed products is now more than \$21 billion. Let me say that again: the sales value of its licensed products is now more than \$21 billion.

**An honourable member** interjected.

**Ms PALASZCZUK:** Just so you could hear it.

**Mr SPEAKER:** Order! I give a general warning to all members to direct their comments through the chair.

**Ms PALASZCZUK:** This is an interesting fact to note. UniQuest has raised more capital for development than all of Australia's other sandstone universities combined. Griffith University is playing a leading role in the development of front-line weapons to fight global flu—

**Mr Bleijie** interjected.

**Mr SPEAKER:** Premier, resume your seat. Manager of Opposition Business, that is unparliamentary. You will refer to people by their correct titles.

**Mr Bleijie:** I withdraw.

**Ms PALASZCZUK:** Griffith University is playing a leading role in the development of front-line weapons to fight global flu pandemics and drug resistant bacteria. The Fraunhofer International Consortium for Anti-Infective Research on the Gold Coast is set to receive \$700,000 in Advance Queensland funding. This collaboration between Griffith's Institute for Glycomics and the Fraunhofer institute from Germany will be based at the Gold Coast health and knowledge precinct, a key legacy project of the Commonwealth Games.

We have the academic excellence. We have the innovation. We have a climate that makes us the ideal location to also research tropical diseases. We have the proximity to the growing markets of Asia. We have the biofriendly agricultural crops like sugar cane that can foster industries to feed, fuel and heal people all over the world.

### Budget, Infrastructure

 **Hon. JA TRAD** (South Brisbane—ALP) (Deputy Premier, Treasurer and Minister for Aboriginal and Torres Strait Islander Partnerships) (9.40 am): The 2018-19 state budget delivers \$45.8 billion over the next four years in capital works and productivity-enhancing infrastructure. This is more than \$3 billion higher than the 2017-18 capital program and is the largest investment since the 2011 flood recovery effort.

Investment in infrastructure creates jobs not just in the construction phase but also by boosting the longer term productivity capacity of our economy. The Palaszczuk Labor government's budget will directly support thousands of private sector jobs, including more than 38,000 jobs in 2018-19 through the Capital Works Program. I am proud that 65 per cent of our infrastructure investment this year will be spent outside the greater Brisbane area.

The 2018-19 capital program includes almost \$5 billion for transport related projects. We are putting our money on the table, unlike the Commonwealth government. This year we are spending \$733 million to continue to progress the planning, procurement and development associated with the Cross River Rail project and \$534.3 million towards the Toowoomba Second Range Crossing. There is also \$147.3 million committed toward the M1 Pacific Motorway upgrades, including the Eight Mile Plains to Daisy Hill and Varsity Lakes to Tugun projects. Our total commitment to upgrade the M1 totals almost \$900 million. The 2018-19 capital program also includes \$674.3 million for schools, early education and training. This includes \$125.2 million as part of the \$250 million allocation for new classrooms and other infrastructure in state secondary schools to accommodate six full cohorts by 2020.

To keep Queenslanders healthy, we are delivering a capital program of \$985.5 million for 2018-19, which includes investment in health infrastructure capital works. That means better hospitals, ambulances and better equipment. Queensland's regions have benefited from almost \$225 million allocated across 174 projects under our Building our Regions program, and the budget has made a further \$70 million available. Inclusive of the \$150 million for regional roads, this takes the total program to \$445 million.

These significant investments in Queensland's vital infrastructure will support thousands of jobs in Queensland over the short, medium and long term. Also, we are stepping in where we have been let down by the Australian government. Despite this, the Palaszczuk government will not stop its infrastructure investment, and we will continue to fight for our fair share from Canberra. Job creation remains our key focus in government. It is at the heart of everything we do. I am proud to deliver a budget that invests in Queensland, that invests in infrastructure and that creates jobs for Queenslanders.

## Budget, Advance Queensland Industry Attraction Fund

 **Hon. CR DICK** (Woodridge—ALP) (Minister for State Development, Manufacturing, Infrastructure and Planning) (9.44 am): The Palaszczuk government is a government that backs business. We stand for enterprise and the jobs that come from delivering on a policy agenda that drives optimism and opportunity for Queensland—and that is what this budget does. It is a Labor budget, the next chapter in an ongoing narrative that has confidence and investment at its heart.

As the Minister for State Development, Manufacturing, Infrastructure and Planning, I am delighted by the additional funding allocated in the budget by the Treasurer to the Advance Queensland Industry Attraction Fund. The extra \$40 million over the next two years will help keep Queensland growing, as we continue to build on our success in attracting companies from around the country, and around the world, to establish job-creating operations in Queensland. This investment will build on the fund's achievements to date, with nine projects already attracted to Queensland expected to create more than 580 jobs and over a quarter of a billion dollars in additional capital investment.

Boeing, after a worldwide search, has chosen to locate the development and testing of its autonomous drones here because of our industry incentives. The Qantas Dreamliners are being based in Brisbane because of our industry incentives. Swickers is staying in Kingaroy, and expanding, because of our industry incentives. Last week, we provided funding to a 60-year-old Queensland family company—Pixie Ice cream in Toowoomba—to help drive their expansion into the North America and Asia-Pacific markets.

We know the Leader of the Opposition was quick to support the Land 400 phase 2 project, the Boxer combat reconnaissance vehicle, coming to Queensland—well, at least she was after it was announced we were getting it. Mr Speaker, why do you think a German company, Rheinmetall, is choosing to build the Boxer combat reconnaissance vehicles in Queensland? It is because of the industry support provided by the Queensland government that helped it make that decision. The 450 jobs the Land 400 project will bring would have gone to Victoria if we adopted the approach of the LNP and refused to provide industry incentives to international companies, including building the new Military Vehicle Centre of Excellence for Asia-Pacific that will be built in Queensland.

The Land 400 phase 2 is a \$5 billion project. The Land 400 phase 3 is a \$15 billion project. If we do not offer these supports to these companies, we can forget about their investments and the jobs they bring—including international companies. The Palaszczuk government will always fight other states and other countries for jobs for Queenslanders, and this budget gives us the firepower to do just that.

## Budget, Innovation

 **Hon. KJ JONES** (Cooper—ALP) (Minister for Innovation and Tourism Industry Development and Minister for the Commonwealth Games) (9.47 am): Innovation is front and centre of the Palaszczuk government's state budget, with \$50 million allocated to position Queensland as a world leader in artificial intelligence and robotics. We know that advanced technologies like robotics, artificial intelligence, autonomous machines and big data are critical to Queensland's future competitiveness.

Advance Queensland is all about ensuring the future of our state and creating jobs and opportunities now and for our children. That is why we are lifting our overall investment in this year's state budget for Advance Queensland to \$650 million. We are investing \$15 million in the IndustryTech fund to back projects that develop and deploy these cross-cutting technologies here in Queensland. The IndustryTech fund will back game-changing projects that combine and leverage the know-how of start-ups, small businesses, researchers and industry partners.

This kind of support has helped place Queensland as a global centre for technology development, benefiting our defence, agriculture and resource sectors. This was very clear at the 2018 BIO International Convention held in Boston, where I joined with the Premier in leading a delegation of 120 Queenslanders, including seven regional mayors. Together we met with international investors, companies and researchers wanting to partner with Queensland experts. For example, I joined with the Mayor of Gladstone to meet with Texas A&M University that specialises in mechanical and agriculture innovation. They are very keen to partner with Queensland to develop new technologies to support these growing industries. Also, through our existing partnership with Johnson & Johnson, we discussed ways to build links with one of the world's largest life sciences companies and create opportunities for local start-ups here.

Our track record in this space has been recognised, with the Premier receiving the very prestigious International Leadership Award from BIO's CEO, Jim Greenwood. It is wonderful that she was recognised on the global stage. We will continue to invest in innovation to create the jobs of the future and to support regional communities.

### Budget, Education

 **Hon. G GRACE** (McConnel—ALP) (Minister for Education and Minister for Industrial Relations) (9.49 am): The Palaszczuk government's record investment of \$12.8 billion in the Education budget delivers on our commitment to plan for Queensland's future. We are committed to providing all Queensland students a great start in life, and of course a great start begins with a quality education. That is why we are investing in our education front line: our hardworking teachers, principals and school staff. The Palaszczuk government will employ an additional 1,000 teachers in our state schools in 2018-19 as part of our four-year commitment to employ an extra 3,700 teachers.

The Palaszczuk government has a strong track record when it comes to putting more staff into our classrooms. Since the start of 2015 we have employed almost 3,500 additional full-time-equivalent teachers and 1,135 additional teacher aides to meet continued student enrolment growth. This year's budget reaffirms the very high value our government places on the important work teachers and teacher aides do in our schools every day. It stands in stark contrast to those opposite, who have their own legacy when it comes to front-line public servants.

The Palaszczuk government is committed to supporting our state school teachers now and into the future. That is why the 2018-19 state budget includes an investment of \$107 million over three years for our Teaching Queensland's Future program for us to help prepare and nurture beginning teachers. We are also investing \$31 million over four years to establish four centres of learning and wellbeing to support staff in rural and remote areas in Queensland. The first two centres are being established in Roma and Mount Isa and will be officially opened in term 3 of this year, with the Central and Far North Queensland centres set to open during semester 1 of 2019. We are investing in specialist teachers too, with \$14.4 million delivering 15 additional instrumental music teachers each year for four years.

I was pleased to attend the Queensland Secondary Principals' Association conference last week to announce our continued partnership with Headspace over the next 12 months to focus on the wellbeing of school leaders. Our leading Curriculum into the Classroom, C2C, materials have been developed to support teachers, and these resources are seen as the exemplar in other states.

We know that state schools are great schools and that every day our teachers deliver a first-class education to Queensland students, and we should be proud.

**Mr SPEAKER:** Members, I did not catch who the offender was, but I warn all members to please ensure your mobile devices and other electronic devices are on silent. You are all important, but no-one is important enough to have their phone ringing loudly.

### Budget, Health

 **Hon. SJ MILES** (Murrumba—ALP) (Minister for Health and Minister for Ambulance Services) (9.52 am): Over these last six months I have done my best to visit as many hospitals and health sites as I can. I have now been to 15 of the 16 HHSs, with one left to go. What has struck me about our regional health staff is their absolute and unwavering dedication to their care of patients. They really do amazing work.

The Palaszczuk government takes health care in this state very seriously. We made health a priority from the moment we came to government in 2015. Yesterday's budget invests more in health services in rural and remote areas. For instance, there is funding of \$17.5 million to increase podiatry services to drive down the 70 per cent of hospitalisations and amputations that could be avoided with early intervention, and we are developing an allied health rural generalist pathway, which includes podiatry, to be offered by James Cook University and QUT.

Queensland is pioneering medical rural generalism. In the past year four other jurisdictions have used our model to roll out more training positions. Then there is the Rural Doctors Upskilling Program, which is providing greater access to training within the public sector for general practitioners and rural generalists. The Palaszczuk government will also invest \$20 million over the next four years to enhance renal services in North Queensland. The department is working with Townsville, Mackay, North-West, Cairns and Hinterland, and Torres and Cape HHSs to deliver expanded renal services closer to home for people in those areas.

Providing free universal health care in a state like Queensland is not easy. More than 50 per cent of our population lives outside our metropolitan areas. There are parts of our population, like those in the Torres Strait, who actually live closer to other countries than they do to a tertiary hospital. Despite the demand challenges, a record number of people are receiving treatment within clinically recommended times in Queensland.

Our regional doctors and nurses work tirelessly, so we need to make sure that it is in the best environment possible. That is why we are upgrading staff accommodation around the state. That includes Clermont, Aurukun, Bamaga, Kowanyama, Mornington Island, Mareeba, Hughenden and Richmond staff accommodations.

I want to thank our regional doctors, nurses, midwives and health professionals and their support staff for the amazing work they do and reaffirm our commitment to delivering excellent health care in the regions.

### **Budget, Transport and Main Roads**

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (9.54 am): For the third year in a row the Palaszczuk government is delivering record spending in road and transport infrastructure right across the state, with a \$21.7 billion investment over the next four years. This massive investment in roads, rail, marine, passenger and active transport infrastructure will also support about 19,200 direct jobs in Queensland. In the month after Queensland's population reached five million, this investment will help prepare our state for population growth well into the future.

In the 2018-19 financial year we will invest more than \$4.4 billion in our road networks, boosting productivity, creating jobs and fostering economic growth. Compared to last year, funding from the federal LNP government has been cut, from \$8.1 billion to \$7.6 billion—a 6.2 per cent reduction by Canberra. However, it has been offset in this budget by a 10 per cent increase by the state Palaszczuk Labor government. In fact, the \$700 million increase in this year's QTRIP is 100 per cent due to the Palaszczuk Labor government's increased investment in infrastructure. Importantly, it delivers on our election commitments.

From Pasha Road in Moranbah to the Newell Beach boat ramp, from Johanna Street on the Mount Lindesay Highway to the upgrade of the Peachester and Old Gympie Road intersection on the Sunshine Coast, this budget delivers on our election commitments right across the state. It demonstrates our commitment to the busiest road in Queensland, the M1, with almost \$900 million committed to upgrades between Varsity Lakes and Tugun, and Eight Mile Plains and Daisy Hill, following on from the two major upgrades that are currently underway. It also shows our ongoing commitment to upgrading the Bruce Highway, from South-East Queensland to Far North Queensland.

We are also ensuring that important rail upgrade projects across Queensland Rail's statewide network remain on track, with nearly \$22 million committed next financial year to continuing the capacity upgrade on the north coast rail line between Townsville and Rockhampton; and there is an additional \$50 million on the Mount Isa to Townsville rail line on top of the existing \$20 million in 2018-19, which will increase the productivity, reliability and efficiency of freight transport along this important rail line.

As part of our \$300 million station accessibility upgrade program, \$33 million is allocated this financial year to progress detailed designs at Cannon Hill, Albion, East Ipswich, Fairfield, Dakabin, Loganlea and Buranda stations, and we will continue to see progress on major construction already underway at Morayfield, Strathpine and Boondall stations.

It is clear: the Palaszczuk Labor government is continuing to invest in and build the transport solutions for Queensland, not just for today but also for the future.

### **Budget, Great Barrier Reef**

 **Hon. LM ENOCH** (Algester—ALP) (Minister for Environment and the Great Barrier Reef, Minister for Science and Minister for the Arts) (9.58 am): The Palaszczuk government is committed to the protection of the Great Barrier Reef for future generations. This has consistently been a priority for our government, and in the budget the Treasurer handed down yesterday our commitment continues.

As the minister for the Great Barrier Reef, I am proud to say that in this year's budget we are increasing our investment in the reef to a record \$330 million over five years. This boost of \$39.8 million over the next four years consists of an additional \$26 million for the joint field management program and an additional \$13.8 million for the Queensland Reef Water Quality Protection Program. The joint field management program, delivered in partnership with the Great Barrier Reef Marine Park Authority,

is at the front line of reef protection. Through this program rangers are taking practical actions to monitor the reef's condition and maintain its ecosystems. In addition, the program provides and maintains essential visitor facilities at the reef's iconic destinations that support world's best ecotourism opportunities and the reef's more than \$6 billion tourism industry.

The additional funding, when coupled with the Australian government's matching contribution, will see an extra 75 field officers and rangers patrolling the Great Barrier Reef World Heritage area. These rangers do vital work in maintaining island and marine ecosystems, including monitoring and reducing reef damage. While I note the federal government's contribution to the reef, let me say—as I always do—that notwithstanding this commitment, what the reef really needs from Malcolm Turnbull and his government is action on climate change. I implore those opposite to call on their federal LNP colleagues to show national leadership on climate change policy.

Reef water quality remains a key priority for the Palaszczuk government, with over \$261 million to be invested over five years. Science demonstrates that land based run-off from adjacent catchments is a major cause of the current poor state of many of our coastal and marine ecosystems. As a government we are doing everything we can to improve the quality of water flowing to the reef. The \$13.8 million boost in this budget will be used to support agricultural industries in reef catchments to more rapidly transition to practice standards which limit the amount of nutrients and sediment in farm run-off as well as sustained farm productivity and profitability. The Palaszczuk government is investing in unprecedented action to ensure the long-term health of the reef for generations of Queenslanders to come.

### Budget, Agriculture and Fisheries



**Hon. ML FURNER** (Ferny Grove—ALP) (Minister for Agricultural Industry Development and Fisheries) (10.01 am): The Palaszczuk Labor government continues to deliver for the agriculture sector in this state. We are committed to ensuring that the sector has the assistance it needs to thrive. We will continue our support for the construction of cluster fencing. Five million dollars in additional funds will support Western Queensland tackle the wild dog menace by adding to the nearly 7,000 kilometres of cluster fencing already constructed. This is in addition to the continued support from QRIDA which assists producers through Primary Industry Productivity Enhancement Scheme loans. Having regularly visited Western Queensland, I am well aware of the—

**Opposition members** interjected.

**Mr SPEAKER:** Order! Members to my left, the minister is not taking your interjections and I do not believe they are helpful.

**Mr FURNER:** Having regularly visited Western Queensland, I am well aware of the impact the drought continues to have on primary producers across Queensland. Although over 57 per cent of the state is drought declared, this is a reduction from the peak of over 88 per cent last year. Notwithstanding the recent rain that took some areas out of the drought, the Drought Relief Assistance Scheme will remain at \$20 million. This will assist producers with fodder and water freight subsidies up to 50 per cent for livestock and will work in addition to the 50 per cent Emergency Water Infrastructure Rebate. The Palaszczuk government is also delivering on our election commitment of \$10 million over three years for the delivery of rural economic development grants. I will announce the guidelines and open applications for the grants later this year.

In good news for the industry, the government will continue to support the Rural Jobs and Skills Alliance, coupled with the Queensland Agriculture Workforce Network, with \$3 million over three years. The alliance brings together QFF, Growcom, AgForce, Canegrowers and Cotton Australia. The agriculture twittersphere was abuzz yesterday with industry groups pleased that these programs will continue to be funded. I also know that many regions will be happy to know that the program will continue. Bundaberg fruit and veggie growers will be in line, with up to \$400,000 over two years to help manage fruit flies and trials to collect further agricultural data within the region. Having been on a property in Bundaberg last Saturday with a growers' group, I know that a lot of growers will be excited with this project.

The government will continue to support the implementation of the Sustainable Fisheries Strategy. An upgraded recreational fishing app and new commercial fishing app will also be funded this year as well as finalisation of the funds to support net-free zones in Cairns, Mackay and Rockhampton. Yesterday's budget continues the work of stabilising the Department of Agriculture and Fisheries and rebuilding the capacity of the department in the areas of biosecurity and fisheries. The Palaszczuk Labor government continues to deliver for agriculture in Queensland.

**Honourable members** interjected.

**Mr SPEAKER:** Order, members!

**Mr Powell** interjected.

**Mr SPEAKER:** Member for Glass House, you are warned under the standing orders. I called the House to order and you continued to interject.

### **Budget, Women**

 **Hon. DE FARMER** (Bulimba—ALP) (Minister for Child Safety, Youth and Women and Minister for the Prevention of Domestic and Family Violence) (10.04 am): When it comes to supporting women in Queensland, the Palaszczuk government leads by example. Since 2015 the Palaszczuk government has built a proud record when it comes to supporting women in our communities, and this budget further extends the allocation and highlights the innovative and significant work we are doing to achieve gender equality in Queensland. Our women's strategy focuses on participation and leadership, safety, economic security and health and wellbeing. The Palaszczuk government's 2018-19 budget shows just how serious we are about each of them.

In 2018-19 we will invest \$6.5 million to encourage women to participate in the workplace and seek leadership opportunities through new programs such as the Advance Queensland Female Founders and Researchers Program. Women and girls will continue to be encouraged to take up STEM careers and work in male dominated industries through the provision of grants and awards. The Palaszczuk government will continue to assist Queensland women and girls to access education and training, succeed in the workplace and achieve economic security. Back-to-work programs such as Skilling Queenslanders for Work, Working Women Queensland and the Care2Achieve program are just some of the innovative specialist programs the Palaszczuk government is delivering to Queensland women. The Palaszczuk government has also prioritised employment opportunities for Aboriginal and Torres Strait Islander Queenslanders and for women and school-age girls through programs such as Moving Ahead and school incentive programs.

In 2018-19 the Palaszczuk government will continue to invest to ensure the safety of women, with an additional commitment of \$14.2 million to enhance domestic and family violence services. These services include specialist domestic and family violence courts, high-risk domestic violence teams, upgrades to existing domestic and family violence shelters and the construction of additional sites. In 2018-19 the Palaszczuk government will also invest \$15 million to encourage healthy and active lifestyles for women through programs such as Start Playing Stay Playing, the Female Facilities Program and the development of specialist sports precincts.

This budget delivers many opportunities for the women and girls of Queensland, and the elderly are not forgotten. The Palaszczuk government will invest \$4.5 million to continue to provide support to victims of elder abuse. Women represent over 69 per cent of victims reported to the helpline.

It has never been a better time to be a woman in Queensland. The Palaszczuk government is creating opportunities for all Queenslanders to fully and equally participate in all aspects of life.

### **Affordable Energy Plan**

 **Hon. AJ LYNHAM** (Stafford—ALP) (Minister for Natural Resources, Mines and Energy) (10.07 am): The Palaszczuk government is always conscious of household budgets and the environment. With this in mind, we continue to help Queensland households improve their energy efficiency and take control of their power bills. We are committed to our \$2 billion Affordable Energy Plan. Some \$20 million of this goes towards aiding Queenslanders purchase energy-efficient washing machines, refrigerators and air conditioners. The project has been extraordinarily successful. To date 51,000 applications have been approved, and there is more to come. I would urge householders who purchased an eligible appliance before the 3 June cut-off date to get their applications in as soon as possible. The online application form must be submitted within 30 days of the date of purchase of an eligible appliance.

This investment in Queensland households has seen the government pay one-off rebates for minimum four-star energy rated appliances. A washing machine can attract a \$200 rebate; a refrigerator \$250; and an air conditioner \$300. We have done this because it is these household appliances that account for nearly half of a household's electricity bill, and it is also these not inexpensive one-off items that households might struggle to afford. These rebates bring short-term savings in relation to appliance purchase costs and real long-term benefits by helping lower household energy bills. These now more affordable items aid householders gain greater control over energy costs.

A household with a modern, energy-efficient refrigerator or washing machine can save up to \$50 per year on its energy bills. Similarly, they could save up to \$100 per year by installing a four-star or above energy-efficient air conditioner. Of the applications received to date, more than 15,000 have been from households in regional Queensland. Nearly 18,000 have been received from concession and health card holders, so this, along with our concessional rebates, will really benefit them.

Ultimately, the measure of this program's success will be bringing more energy efficiency to households and making people more aware of the importance of the energy efficiency star rating when purchasing new appliances. It makes sense to purchase by the stars.

### National Disability Insurance Scheme

 **Hon. CJ O'ROURKE** (Mundingburra—ALP) (Minister for Communities and Minister for Disability Services and Seniors) (10.09 am): Assisting Queenslanders with disability in their transition to the National Disability Insurance Scheme is a top priority. Of particular importance to this government is making sure that people with disability have access to advocacy services so that once they transition they can access support and protections. The budget includes \$9.5 million over three years, which delivers on our commitment to provide advocacy for people with disability who have entered the NDIS, to give them extra protection and support.

I was delighted at the end of last year to announce \$750,000 in funding to strengthen the delivery of advocacy services for people with disability. This will be delivered by Queenslanders with Disability Network over the next year for peer-to-peer advocacy services that will be provided to assist people with disability residing in South-East Queensland who are about to start their NDIS access and referral process. NDIS access and registration processes rely on applicants being proficient at using and accessing electronic platforms and having skills to collate evidentiary documentation required to meet NDIS eligibility requirements. The peer-to-peer advocacy initiative will see my department working closely with QDN to deliver individual advocacy support for up to 900 people with disability, and group workshops for a further 500 people until the end of June 2019. Supports will include training to navigate electronic platforms and meet evidentiary documentation requirements to support their NDIS access request.

We know that many challenges are faced by a broad range of people with disability in achieving a first plan within the NDIS that meets their basic, day-to-day needs. This is primarily due to participants not being clear about their support needs and the supports they currently receive from their families, support providers and the community more generally. By delivering an initiative such as peer-to-peer advocacy services, Queenslanders with disability will have the assistance they need to ensure their basic needs and support requirements for day-to-day living are met.

Queensland is leading the way in its support to assist people with disability during their NDIS access and registration process and make sure that there are advocacy services in place for them in the longer term.

## NOTICE OF MOTION

### Toll Roads

 **Mr MINNIKIN** (Chatsworth—LNP) (10.12 am): I give notice that I will move—

That the Transport and Public Works Committee inquire into and report to the Legislative Assembly by 13 September 2018 on the operations of toll roads in Queensland. In undertaking this inquiry, the committee should consider—

(a) opportunities to—

**Government members** interjected.

**Mr SPEAKER:** Members to my right, there will be an opportunity to debate this motion at 5 pm today. I would like to hear the notice of motion.

**Mr MINNIKIN:** I continue—

In undertaking this inquiry, the committee should consider—

- (a) opportunities to bust congestion on South-East Queensland roads using the existing road network;
- (b) examination of toll pricing and incentive options designed to bust congestion;
- (c) consumer issues and complaints about toll road operators and their customer service standards; and
- (d) the effectiveness and appropriateness of an industry funded interstate tolling customer ombudsman examining customer complaints.

## QUESTIONS WITHOUT NOTICE

**Mr SPEAKER:** Question time today will conclude at 11.13 am.

### Budget, Taxation

**Mrs FRECKLINGTON** (10.13 am): My first question without notice is to the Premier. In the last-minute frenzy of the 2017 election Labor announced four new taxes, amounting to \$491 million. Yesterday the reality was exposed when Labor revealed five new taxes and four new fees amounting to \$2.25 billion, ripped out of the pockets of Queenslanders. Will the Premier apologise to Queenslanders for this obscene breach of trust?

**Ms PALASZCZUK:** I thank the Leader of the Opposition for her question. At the outset I once again thank the Deputy Premier and Treasurer for yesterday handing down a good, decent Labor budget.

**Opposition members** interjected.

**Ms PALASZCZUK:** Do not worry, we will come to the LNP budget in just a moment. Let me be clear: we went to the election with clear commitments, especially in relation to taxes. I say at the outset that 99 per cent of Queenslanders will not be impacted by those taxes. Let me be very clear: we went to the election and said what we were going to do. We were up-front and we were honest. Let us contrast that with when the LNP was in government.

What did those opposite do in their very first budget? They came in and jacked up royalties, introduced insurance duty on the family home—they did not tell anyone—upped stamp duty and put in place an emergency management levy. Gaming machine taxes were increased, the health services levy was increased and taxes were imposed on casinos. The increases in taxes, fees and charges in the first LNP budget amounted to \$3.4 billion. Don't those opposite have egg on their faces today! I would like to know who is advising the Leader of the Opposition. If that was not a set-up question, I do not know what was.

**Ms Trad:** I think it was the member for Everton.

**Ms PALASZCZUK:** The member for Everton!

**Mr Dick:** 'Deb, you ask this one.'

**Ms PALASZCZUK:** That is right. We are up-front. We tell Queenslanders what we are going to do and then we deliver. There are no surprises. We say one thing and we implement what we have said—unlike those opposite, who slugged \$3.4 billion without telling anyone what they were going to do. They told not one single Queenslanders what they were going to do. That is what the LNP did.

### Waste Levy

**Mrs FRECKLINGTON:** My second question without notice is to the Premier. When it announced the waste tax Labor said it was to stop interstate dumping. Then it said it was needed because China stopped recycling imports. Then last sitting week Labor said it was to create a recycling circular economy. Does the Premier agree that yesterday Queenslanders found out the truth of the \$1.3 billion tax grab—an obscene, blatant tax grab and a breach of trust?

**Ms PALASZCZUK:** I thank the Leader of the Opposition for that lovely Dorothy Dixier. I am happy to talk about the waste levy, because we on this side of the House believe—

**Opposition members:** Tax!

**Mr SPEAKER:** Members, this is not an opportunity to randomly yell words. That is essentially what I am hearing this morning—numbers and words. If you are going to make a meaningful contribution—

**Mr Nicholls** interjected.

**Mr SPEAKER:** Very entertaining, member for Clayfield, but I am giving a ruling. Members, I need to be able to hear the member who is on their feet, in this case the Premier. I ask that you keep your interjections to a minimum. I would like to hear the answer.

**Ms PALASZCZUK:** Let me state at the outset: during the election campaign we said that we would look at the results of the inquiry into the best mechanism to stop the dumping of interstate waste in Queensland.

We then adopted the recommendations and said to the people of Queensland when we were elected that we would implement this waste levy. Let me make it very clear: we have said that the way that households dispose of their rubbish at the moment will not be impacted. We will put up-front to the councils that cost.

**Mrs Frecklington:** Who's 'we'? Is that the taxpayers?

**Ms Jones:** It's a levy on industry. Keep up!

**Ms PALASZCZUK:** Yes, please. Keep up with it.

**Ms Trad:** This is embarrassing.

**Ms PALASZCZUK:** It is embarrassing. That is paid up-front to the councils. The next point is that we then heard that China was stopping the import of waste from a lot of countries, including Australia, and many of our councils across Queensland are now hurting and have stockpiles because China has closed the door. Firstly, we will not be the dumping ground for New South Wales. Secondly, we have a moral obligation to ensure that we dispose of our waste in Queensland.

**Mr Watts** interjected.

**Mr SPEAKER:** Member for Toowoomba North, you are warned under the standing orders.

**Ms PALASZCZUK:** We are going to create tens of thousands of jobs in Queensland through new industries in terms of waste recycling, including biofuels, including waste to energy. I urge the Leader of the Opposition to use her one trip as Leader of the Opposition to go overseas and have a look at how people are disposing of their waste. I have had the opportunity to go to Nevada to see how it is turning waste into energy into a biofuel. We are also putting \$100 million up-front now—

**Ms Simpson** interjected.

**Mr SPEAKER:** Member for Maroochydore, you are warned under the standing orders.

**Ms PALASZCZUK:** We are putting in place \$100 million up-front now to give industry the kick-start and incentive that it needs to get waste recycling ongoing and new industries here in Queensland. What does that do? It creates jobs. Those opposite can continue to be against it.

*(Time expired)*

### Budget, Education

**Mrs MULLEN:** My question is directed to the Premier and Minister for Trade. Will the Premier please update the House on the Palaszczuk government's commitment to education in this year's state budget?

**Ms PALASZCZUK:** I thank the member for Jordan for that question. I know that the member for Jordan understands how important education is because she represents a growing community given that her electorate includes Springfield. With many new families moving out there and the new schools that successive governments have built, education is absolutely fundamental. Once again we are delivering a record budget when it comes to education in this state. Once again Labor governments deliver in key areas of health and education. Once again what did those opposite do in their first LNP budget? They put out a huge hit list of schools they wanted to shut down and close, including the travelling show school. What kind of heartless government gets rid of the travelling show school?

**Mr Langbroek** interjected.

**Ms PALASZCZUK:** There goes the member for Surfers Paradise. Come on. Here we go, member for Surfers Paradise. He was the education minister. He had—

**Ms Trad:** He didn't like the Commonwealth Games until he got an invitation.

**Ms PALASZCZUK:** That is right; I take that interjection. He loved the Commonwealth Games when he was there. We are committed to employing teachers. As we have reached five million people in this state, we will continue to ensure that we have the teachers and the teacher aides for our classrooms. We will ensure that we continue to invest in new schools. Queensland education is even being showcased overseas. I had the opportunity to go to Tokyo recently—

**Opposition members** interjected.

**Mr Bleijie:** Nevada, Tokyo—

**Ms PALASZCZUK:** You might learn something, member for Kawana. You might learn just something little if you listen. You might be incapable of the second aspect. An education precinct is being set up in Tokyo and Queensland is the only state in Australia that is represented in this precinct where Queensland teachers will be in Tokyo teaching our curriculum to Japanese students. Why are we doing that? Firstly, because we are proud of our education system and, secondly, we want to encourage those young Japanese students to come and study here in Queensland. When they come here to study in Queensland then their families come to visit, so it is good for education and it is good for tourism and jobs. A big thankyou to our trade commissioner over there for helping Queensland secure our presence in that precinct, showing that Queensland education is a stand-out in Japan.

*(Time expired)*

### **Palaszczuk Labor Government, Debt**

**Mr MANDER:** My question without notice is to the Treasurer.

**Ms Palaszczuk** interjected.

**Mr SPEAKER:** Order! Members to my right, the question will be heard in silence.

**Opposition members** interjected.

**Mr SPEAKER:** Members to my left, the question will be heard in silence.

**Mr MANDER:** My question without notice is to the Treasurer. Labor has left Queensland with a debt bomb of \$83 billion and has given up on trying to pay off or even stabilise Queenslanders' whopping debt. Can the Deputy Premier tell the House: will the five millionth Queensland, baby Elizabeth, see Labor's debt paid off in her lifetime?

**Ms TRAD:** I thank the member for Everton for his—I hope—first question on the 2018-19 Palaszczuk Labor government budget. I hope to get a whole lot more this week. I am absolutely anticipating the engagement with the shadow Treasurer on this excellent Labor budget that was delivered yesterday.

**Honourable members** interjected.

**Mr SPEAKER:** Members, there is far too much interjection and cross-chamber chatter from both sides today. I ask you to cease your constant interjections or I will start sending members outside the chamber.

**Ms TRAD:** When Labor came into government in 2015, debt was actually higher than we are projecting in the year 2021-22. What those opposite left us was a significant debt problem in Queensland and over the past three years we have worked assiduously in reducing our level of debt in Queensland. I know that those opposite do not like to talk about their own track record. They did want to come in and talk about additional revenue measures, but when the Premier stood up she had to actually remind them of the \$3.4 billion of additional taxes they put on Queenslanders when they were in government. Let us have a conversation about what we are doing with borrowings. What are we doing? We are building the infrastructure that our community needs. I am pleased to say that yesterday the ratings agencies came out and recognised that, as a fast growing state with a fast growing population, we do have responsibilities in terms of meeting the infrastructure needs of that fast growing population.

What we will not do is what those opposite did when they were in government, and that is a radical acceleration by sacking, cutting, selling and a mass privatisation program. We will not do that. The people of Queensland respected that blueprint. What they wanted from a Labor government was a focus on jobs and a focus on infrastructure, and that is what we will deliver for Queenslanders. We will deliver responsible, measured management of our budget with Queenslanders front and centre—their jobs, their future, their security. That is what they can expect from the Palaszczuk Labor government and that is what they will never get from the Liberal National Party in Queensland.

### **BIO2018**

**Mr BUTCHER:** My question is to the Premier and Minister for Trade. Will the Premier update the House on Queensland's participation in the BIO 2018 biotechnology conference in Boston? Is the Premier aware of any alternative views?

**Ms PALASZCZUK:** I thank the member for Gladstone for that question. I know he is very interested in BIO and the opportunities that it presents to his electorate of Gladstone. I also want to acknowledge that the mayor of Gladstone, Matt Burnett, was there. He was very well received over at the Boston BIO conference because of the technologies and the advances in technologies that are currently being utilised in Gladstone, which is being supported by my government.

We know how important biofuels are. Currently, in Gladstone we have a plant that is operating. In fact, we are very fortunate to have secured Southern Oil to Queensland. Now, Southern Oil is getting worldwide recognition. I am quite sure that New South Wales is going to be very envious in the future about the opportunities that Northern Oil—we have changed its name to Northern Oil—will be presented with across the world. When it comes to biofuels, we have huge opportunities. We have opportunities in other aspects of renewable energy. They are doing some great work as well in terms of waste disposal.

As I said, I was joined overseas by a number of mayors. One of those mayors was the mayor of Bundaberg, who was a former LNP minister. He was also very well received at BIO. Unfortunately, we heard some criticism from those opposite about the attendance at BIO. That is disappointing, because governments have been represented at BIO now for many years. It is about time we get behind our researchers, because we have great innovation happening in this state. Through our Advance Queensland, I am very keen to pursue the commercialisation that will create jobs here. There are two projects in particular that I am very keen to follow up on and that is Daniel Timms and the mechanical heart that he is working on and the young QUT professor who is working on 3D imaging at the new precinct at Herston.

Finally, it was interesting to note that Campbell Newman has also been in the US. He was there recently to support Alkira Software. He put out a tweet with '#advanceqld', so it looks like the former premier is on the Advance Queensland bandwagon.

**Ms Trad:** Not the Frecklington bandwagon.

**Ms PALASZCZUK:** No, he is not. We have Campbell Newman supporting Advance Queensland, the mayor of Bundaberg supporting Advance Queensland and—

*(Time expired)*

**Mr SPEAKER:** Deputy Premier, I noted you did not use a member's correct title. I ask you to please withdraw those comments.

**Ms TRAD:** I withdraw.

### Infrastructure

**Mr POWELL:** My question is to the Deputy Premier—although I am not sure who that is.

**Mr SPEAKER:** Member, I ask you to get to your question.

**Opposition members** interjected.

**Mr SPEAKER:** Order!

**Mr Butcher** interjected.

**Mr SPEAKER:** Member for Gladstone, were you speaking while I was on my feet? You are warned under the standing orders.

**Mr POWELL:** My question is to the Deputy Premier. Last year, Labor failed to deliver \$500 million worth of infrastructure it promised. Next year, Labor is promising capital spending as a percentage of the Queensland economy that is substantially less than the investment delivered by the former LNP government. Will the Treasurer tell the House this is not just an infrastructure con job?

**Ms TRAD:** I thank the member for Glass House for the question. Let me be really clear about which side of this chamber is putting forward a con. Those opposite like to talk about infrastructure spending under them, but let me be very clear about what a lot of that infrastructure was for: it was for recovery efforts after the 2010-11 season of natural disasters. Those opposite like to take credit for what was agreed to before they came into government, such as Gold Coast Light Rail stage 1. They rejected that, they opposed it, but they were there for the ribbon cutting. I wonder who commissioned and funded the rail line out to Springfield? It was not those opposite, but they liked to cut the ribbon. The Moreton Bay Rail Link would never have happened without Labor at a state and federal level. Recently, I heard from the member for Redcliffe that, since that line opened, patronage on that rail line has increased by 30 per cent.

It took Labor governments to deliver that infrastructure that has changed people's lives. The members opposite are taking credit for what was commissioned by Labor and funded by Labor.

**Mr MANDER:** The numbers don't change. The numbers don't lie, Jackie.

**Ms TRAD:** For the benefit of the member for Glass House, I am talking about the numbers—

**Mr SPEAKER:** Deputy Leader of the Opposition, will you please withdraw those comments.

**Mr MANDER:** I withdraw.

**Mr SPEAKER:** I give you caution that you are very close to receiving a warning.

**Ms TRAD:** I will stand by Labor's infrastructure record any day of the week compared to that of those opposite. They did not support the Commonwealth Games, they do not support the Townsville stadium, they support no regional infrastructure, they cut funding for western roads and council roads. I will stand up for our infrastructure record any day of the week.

I want to know when the members opposite are going to stand up for Queensland. On the weekend I was proud to announce that we are going to contribute money to the duplication of the Beerburrum to Nambour rail line. I stood with Mark Bailey—he is a little bit taller than me; it was a bit difficult. I am proud of our investment in that. In the last term, we accelerated the work on that project. We got the business case done, submitted it to Infrastructure Australia, got federal funding and we have put money on the table.

In December 2014, the federal LNP government said that it was going to be instigating the traditional 80-20 split for land transport network projects, including the duplication of the Sunshine Coast rail line. It said that in black and white. Those opposite need to hold their party to account. When are they going to stand up for Queensland on infrastructure, on the GST, on schools funding, on health funding, on funding for remote Indigenous communities, on Queensland jobs? When are those opposite going to stand up for Queensland? I do not think that we should be holding our breath.

### **Budget, Jobs**

**Mr MELLISH:** My question is to the Deputy Premier. Will the Deputy Premier update the House on how the Palaszczuk government's budget will support jobs?

**Ms TRAD:** I thank the member for Aspley for his question. Since his addition to the chamber it is refreshing to have someone in the seat of Aspley who is interested in the future, interested in jobs, interested in the economy and the fast-changing economy. I thank the member for Aspley for his very keen interest in things that matter.

I am immensely proud of the fact that this budget delivers on our No. 1 commitment and that is jobs for Queenslanders. It is about ensuring that our infrastructure spend in this budget alone is supporting 38,000 Queenslanders into work. I am proud of the fact that we are driving programs such as Skilling Queenslanders for Work and Back to Work and Works for Queensland to make sure that Queenslanders have a place in our economy. All of our innovation and industry attraction programs are really making a difference, particularly in regional Queensland where we have seen apprentice numbers increase because of our Jobs and Regional Growth Fund. I am incredibly proud of the fact that our infrastructure spend is going to be delivered through the Buy Queensland policy.

This means that companies tendering for infrastructure projects absolutely have to ensure that they use local employment—they get local Queenslanders on the job. Today I am very proud to announce that the Cross River Rail project will be the first project where we are actually guaranteeing that 50 per cent of the workforce will be apprentices and trainees. This means 450 apprentices and trainees will get their skills and qualifications on this No. 1 infrastructure project. This will be a project that not only changes public transport in the South-East Queensland region for decades to come, but also will change our city. It will redevelop vast areas of the South-East Queensland corner and now it will give many Queenslanders their qualifications and their skills.

I am immensely proud of the fact that this project will employ some 1,500 Queenslanders each and every year and, at the peak of construction, 3,000 Queenslanders and now 450 of them will be gaining their qualifications in electrical work, in welding, in signalling, in a whole range of skills and qualifications that we need for our economy going forward.

### Budget, Health

**Ms BATES:** My question is to the Premier. I table a page from the health department budget. Will the Premier explain why the Palaszczuk government has planned for 393 Queensland Health workers to lose their jobs in the Metro South HHS in the next year?

*Tabled paper:* Extract from Queensland Budget 2018-19: Service Delivery Statements—Queensland Health [\[863\]](#).

**Ms PALASZCZUK:** I will have a look at that document. What I can say very clearly is that we are delivering a record Health budget and that means putting on more doctors, more nurses and more health professionals. I will take that on notice.

**Dr Miles** interjected.

**Ms Jones** interjected.

**Mr SPEAKER:** Order! The Premier has the call.

**Dr Miles** interjected.

**Mr SPEAKER:** Order! Minister, you are warned under the standing orders. The Premier has the call and I will not have interjections from my right or my left. If a member wishes to make a statement, rise to your feet.

**Ms PALASZCZUK:** We will not cut over 4,000 staff as the LNP did in its first budget. Where did they get that from? They employed Peter Costello to do a commission of audit. That was the blueprint for cuts, selling and sacking. Let me make it very clear: we value our health workforce in this state. We value the health practitioners and the professionals, the nurses, the midwives and everyone who makes our hospitals function. That is why we are committed to a record Health budget.

Having just come back from the US, let me say how impressed I am with the quality of our health services here in Queensland. When I was in Boston I had a briefing about the federal implications of health care. I was told that the No. 1 cause for bankruptcy in the US is the inability of people to pay for the rising costs of health care. We are very lucky in this country to have universal health care. We value our health system and ensure that people, no matter where they live in this state, have access to good quality health services.

As I said yesterday and I will say it again, we have over 159 hospitals in Queensland that service a state that is roughly five times the size of Japan and 2½ times the size of Texas. We are a decentralised state. Health is an important issue.

**Mr BLEIJIE:** I rise to a point of order. I want to draw your attention to the fact that the shadow minister tabled a document. The document has gone back and forward and it looked like it was being written on. I want to ensure that it ends up back at the table.

**Mr DICK:** I rise on a point of order. I inadvertently highlighted a relevant footnote. I should not have highlighted it and I apologise for that.

**Ms TRAD:** I rise to a point of order.

**Mr Mander** interjected.

**Mr SPEAKER:** Deputy Leader of the Opposition, you are warned.

**Ms TRAD:** I actually tabled this document yesterday with the budget papers. It has already been tabled.

**Mr SPEAKER:** I thank the Manager of Opposition Business for raising the point of order. For clarity, whilst the document may have been previously tabled, every document that is tabled is an original tabled document and it should not be interfered with. The Minister for State Development, Manufacturing, Infrastructure and Planning has apologised to the House for inadvertently marking up that document. I accept that as a mistake. The matter is now finalised.

**Ms PALASZCZUK:** In conclusion, my understanding of that footnote is that it was in relation to the rollout of the digital system of the hospital. The Minister for Health will clarify that for the House later on.

### Resource Recovery Industry Development Program

**Ms HOWARD:** My question is to the Minister for State Development, Manufacturing, Infrastructure and Planning. Will the minister please advise the House how the Resource Recovery Industry Development Program will help address the landfill issue in Queensland and is the minister aware of any other approaches?

**Mr Crisafulli** interjected.

**Mr SPEAKER:** Member for Broadwater, the minister has not even risen to his feet and you are already interjecting. You are warned under the standing orders.

**Mr DICK:** I thank the member for Ipswich for her question. I know she is positive about our state Labor budget, unlike the members opposite, including the Leader of the Opposition, who could not be more negative. Yesterday we saw Donald Trump and Kim Jong-Un come together and we still cannot get the Leader of the Opposition to support more jobs and infrastructure for Queensland. One of the greatest policy failures of the failed Newman government was the disaster it created when it decided that Queensland should be the only mainland state without a waste levy.

This week the Leader of the Opposition attacked our industry attraction fund. He said we do not need those jobs in Queensland. He was attacking us for bringing jobs to Queensland! What did the LNP bring to Queensland when it was in government? Garbage! Mountains of it! A tsunami of waste rolling across the border waved through by the dumper-in-chief, Campbell Newman. The tenure of those opposite, although highly destructive, was mercifully short.

What will make a positive difference is the waste levy that will be introduced by our government. Not only will it address the rising mountains of landfill, it will accelerate investment in emerging waste-to-energy industries. The \$100 million Resource Recovery Industry Development Program announced in the budget will support a range of projects. We will stimulate more investment in Queensland and more jobs and we will reduce that mountain of waste. Access Economics estimates that every 10,000 tonnes of waste that goes into landfill supports 2.8 jobs. The same volume of waste going to recycling supports 9.2 jobs. That is more than three times as many jobs. There will be more jobs that come from this fund.

I know how fond the LNP is of three word slogans on border protection so here is one those opposite should get behind to protect our Queensland borders: stop the trucks! It is cheaper for a company in Sydney to send their waste to Ipswich, as the member for Ipswich knows, than to dump it in their own state. What an absolute policy failure. It was policy vandalism by the LNP and all of those members who voted for it when they were in government. Their legacy is: Queensland—beautiful one day, the dumping ground of Australia the next. That is what those opposite left behind. The waste levy is a sensible policy initiative and it signifies the difference between an effective Labor government and an entirely incompetent opposition leader.

### **Budget, Electricity Prices**

**Mr HART:** My question without notice is to the Premier. Last year's budget planned for the government owned generators to make \$482 million income from selling power. Yesterday's budget showed that that income had spiked to over \$1.2 billion. Will the Premier explain why Labor charged \$759 million more than they said they would, gouging Queenslanders on their power bills?

**Ms PALASZCZUK:** I thank the member for the question. I am always happy to talk about energy, because there cannot be a starker contrast between us and those opposite than the fact that we own our state's income-generating assets and they wanted to sell them off. Our energy assets are in public hands. We went to an election about that. Those opposite wanted to sell them off. The money coming in ensures that consumers do not have the huge increases that they have seen in the past. As Minister Lynham outlined today, part of our energy plan is to ensure that people also have access to energy efficient appliances. I commend Minister Lynham and his department for rolling that out, because I have had feedback from consumers that the process is easy and that they get their rebates within a couple of weeks.

We know that those opposite very clearly wanted to sell our power assets. They commissioned Peter Costello to produce a strategic plan—here it is, in black and white—which was the blueprint for their first budget to sell off our power assets.

**Ms Trad:** How much did it go up by under them?

**Ms PALASZCZUK:** I take the interjection. Under the LNP, we saw electricity price rises of more than 40 per cent.

**Mr Hart:** Answer the question.

**Ms PALASZCZUK:** I am answering the question. Under us, we own our power assets; under you, you wanted to flog them off. That is answering the question.

**Mr SPEAKER:** Order! Premier, I ask you to direct your comments through the chair. Member for Burleigh, you have asked the question and the Premier is entitled to answer the question without interruption.

**Ms PALASZCZUK:** While I am speaking about energy, I will say this: at least on this side of the House we back renewable energy. There is \$20 billion on our books to build across our state the infrastructure that will ensure that we get to our 50 per cent renewable energy target by 2030. Finally, federal Minister Littleproud has come on board and is starting to say that perhaps renewable energy is a good thing. Why is he saying that? Because it is happening in the regions.

Those opposite do not support renewable energy. They do not support keeping our power assets in public hands. They did not support lowering electricity prices for consumers and families across the state. It was my government that put downward pressure on electricity prices. Now we see competition with the retailers, which is driving electricity prices further downwards for families. If they want to talk about electricity, I am more than happy to talk about it on any day of the week.

**Mr Crandon** interjected.

**Mr Molhoek** interjected.

**Mr SPEAKER:** Member for Coomera and member for Southport, you are both warned under standing orders. You have been repeatedly interjecting and I can hear you clearly above all others. I warn you under standing orders.

### Events, Strategy

**Mrs McMAHON:** My question is to the Minister for Innovation and Tourism Industry Development and Minister for the Commonwealth Games. Will the minister please update the House on the government's strategy to deliver more events in Queensland?

**Ms JONES:** I thank the honourable member for her question and for her interest in growing Queensland's economy. We know that attracting major blockbuster events to Queensland generates jobs and economic activity in our state. We have a very proud record in that regard. In our very first term of government, we doubled the value of Queensland's event calendar from under \$300 million to over \$600 million by focusing on those events that we know will drive visitation to our state and ensure that money is spent in local economies. We are very proud that this year's events calendar will deliver \$780 million through the visitor economy.

Excitingly, the 40th Gold Coast marathon is coming up, which is absolutely sold out. For the first time in its history, it has sold out. The organisers of the Gold Coast marathon are crediting that to the exposure that the Gold Coast had during the Commonwealth Games. As members will know, we made a deliberate decision in drafting the marathon—

**Ms Bates** interjected.

**Ms JONES:** They are still knocking the Commonwealth Games. I am talking about the legacy of the Commonwealth Games and the member for Mudgeeraba cannot help herself. Given her performance, maybe the member for Mudgeeraba might like to come to the Logies. For the first time, the Logies will be held on the Gold Coast. The Premier and I will be there, celebrating this win for Queensland that we have now secured. We support the Gold Coast.

**Ms Bates** interjected.

**Ms JONES:** Maybe our little mermaid can come along and do a dance?

**Mr SPEAKER:** Minister, I ask you to use members' correct titles. Will you withdraw?

**Ms JONES:** I withdraw. We are talking about major events that are driving economic advantage for our state, such as the Gold Coast marathon, which has sold out for the first time, and securing the Logies for Queensland. The Logies are about acknowledging some of the best actors and performances in our country. And doesn't the Leader of the Opposition deserve a Logie for her performance this week! I do not know how she maintains a straight face when we look at her budget position: no new taxes, no new debt, but can you please build and build and build and build. Come on! Do you believe in magic puddings, Leader of the Opposition?

**Mr SPEAKER:** Minister, direct your comments through the chair.

**Ms JONES:** We have made prudent decisions to ensure that we deliver for Queensland. The big bang out of this budget is \$46 billion worth of infrastructure that will drive Queensland's economy. My advice to the Leader of the Opposition is this: she should not go on *Have You Been Paying Attention?*,

because she would do very poorly on that TV show. She has failed to acknowledge that in this state budget we are doing the heavy lifting that her federal colleagues failed to do. Whether it is front-ending the funding—

*(Time expired)*

### Member for Mansfield

**Mr BLEIJIE:** My question without notice is to the Premier. I table an email sent on the day the member for Mansfield admitted to repaying money following an Ethical Standards Unit investigation.

**Ms Jones** interjected.

**Mr SPEAKER:** Member for Cooper, you are warned under standing orders. Member, please begin the question again.

**Mr BLEIJIE:** My question without notice is to the Premier. I table an email sent on the day the member for Mansfield admitted to repaying money following an Ethical Standards Unit investigation.

*Tabled paper:* Email, dated 22 March 2017, between Mr John Welsh, Mr Duncan Anson and Mr Jeff Hunt, regarding referral of a matter relating to Cavendish Road State High School to the Crime and Corruption Commission [864].

I quote—

... can you please advise when the DoE referred the Cavendish Rd issue to the CCC and what was the result of the referral thanks. The AG is asking.

Will the Premier advise whether the member for Mansfield was referred to the Crime and Corruption Commission?

**Ms PALASZCZUK:** I am happy to take that on notice.

### Queensland Health, Staff

**Ms RICHARDS:** My question on notice is for the Minister for Health and Minister for Ambulance Services. Will the minister inform the House what the Palaszczuk government is doing to restore Queensland's front-line health staff?

**Dr MILES:** I thank the member for Redlands for that question. It is good to see that those on this side of the House still have questions to ask about the budget. I note that those opposite have run out. I will very briefly address the earlier own goal from the member for Mudgeeraba. The document that the member tabled included a footnote that answered the member's question. I know it is in tiny font and is easy to miss, but it is now highlighted. The member might want to check it out. The member for Woodridge has helped her out there. I will read it for the benefit of the House and for her record. Footnote No. 5 states—

The decrease in FTEs from the 2017-18 Estimated Actual to 2018-19 Budget is due to a reduction in staff required for the implementation of the Digital Hospital Program, partially offset by the department purchasing additional activity ...

Not only have the team that implemented the integrated electronic medical record moved onto other hospitals, but they have been partially offset by more front-line staff. The member for Nanango is always keen to criticise Queensland Health for keeping on too many non-front-line staff. Now the member for Mudgeeraba wants us to keep on the non-front-line staff involved in implementing the digital hospital program. They are all over the shop. I suggest the member reads the footnotes before she tables another document in this place.

The member for Redlands has asked an excellent question. While those opposite might want to come in and mislead about health staffing numbers, it is Labor that is rebuilding front-line services in our hospitals and right across this state. We are delivering a world-class health service with a record budget of more than \$18 billion.

We promised to employ 3½ thousand more nurses by 2020. We have already employed 2,800 more nurses, midwives and nurse navigators. They do incredible work. Navigating our hospital service can sometimes be complicated. That is why those 400 nurse navigators that we are employing are so crucial. We have already employed 210 and they are getting great results, such as fewer readmissions.

It is the LNP that cuts health. It is Labor that builds. It is the LNP that sacks nurses. It is Labor that employs nurses. They sacked 4,400 health workers—1,800 of them nurses—whereas Labor is employing 3,500 more nurses. We have already employed 2,800 of them.

**Mr Hunt** interjected.

**Mr SPEAKER:** Before calling the next questioner, I warn the member for Nicklin under the standing orders. I can hear you from all the way down the back.

### **Voluntary Euthanasia**

**Ms BOLTON:** My question without notice is to the Premier. With reference to consideration of law reform for voluntary euthanasia, will the Premier outline what plans are underway to address this and would this process include an open public inquiry by a parliamentary committee?

**Ms PALASZCZUK:** I thank the member for Noosa for that question. Of course the issue around voluntary euthanasia is a big issue. As a government we are very keen to look at what has happened in Victoria. I have asked the Attorney-General and the health minister to keep an eye on that and review what is happening there.

I have made it very clear that the priority for my government this term is to see the results of the Law Reform Commission's review of abortion laws. That is a very important issue. From memory, I think Queensland and New South Wales are the only states that still have abortion as a criminal matter under the Criminal Code. We are looking forward to the results of that.

I thank the member for Noosa for her question on voluntary euthanasia. It is an important issue for a number of families. A number of families have written to my office. I am quite sure there are many members in this House who either know of a family member or a loved one who has been terminally ill and has gone through not a very pleasant end to their life. I think everyone in this House values life, but at the end of the day we want to ensure people have a say in what they want to do in their last days. I encourage families to talk to their loved ones about their advanced health directive and that they make sure everyone is very clear on that.

My government also supports a very strong palliative care system in this state. I saw my grandfather pass away from cancer. I have seen friends pass away as well. We want to make sure that their last journey is a peaceful and safe one. We will look very carefully at what has happened in Victoria. It is something that I think Queenslanders want to have a conversation about. In the meantime, I re-emphasise to the House that our priority will be abortion law reform.

### **Budget, Education Infrastructure**

**Ms PUGH:** My question is for the Minister for Education and Minister for Industrial Relations. Will the minister advise the House how this year's record education budget will deliver new education infrastructure for Queensland communities?

**Ms GRACE:** I thank the honourable member for the question. I am really looking forward to working with her on at least three of the schools in her area. Centenary State High School, Mount Ommaney Special School and Oxley State School will get new classrooms, maintenance and upgrades. It is a wonderful infrastructure spend. I look forward to working with the member, who I know is passionate about delivering for her education community.

I am very proud to be the education minister. I thank the Treasurer and Premier for another record education budget spend—a record education budget committed to infrastructure of more than \$1 billion for new schools, classrooms, maintenance, classroom upgrades for communities right across the state. It is wonderful that it includes more than \$923 million for infrastructure in state schools and a further nearly \$100 million in capital assistance grants to the non-state school sector. We are boosting our Building Future Schools Fund with an additional \$308 million committed over the next six years, taking the total to \$808 million.

The Building Future Schools Fund will deliver two new secondary colleges in Brisbane's inner city and will fund master plans for 35 inner-city schools so they can plan for the future. Is it not wonderful that one of those schools is in my electorate. I can guarantee one thing: people in the inner city will not have to face the trauma of for sale signs in front of their schools under Labor. That is what they had to face under those opposite.

They had the trauma of walking past and seeing one of the oldest schools in this state—the oldest school in Fortitude Valley—with a big for sale sign out the front. Let me tell members that under Labor that will not happen. We saved that site. We are going to build a state-of-the-art inner-city school to deliver for the students of the future. We will do that in cooperation with QUT—giving those students the best education they wish for. I am proud that the tender goes out today so that we can get that moving ready for 2020.

We have also allocated funds for six new schools. These include a new primary and secondary school at Ripley Valley, a secondary school at Coomera—thank you, I am quite happy to deliver that for the member—Yarrabilba and Mango Hill and a new special school at Caboolture. We have also allocated \$235 million over four years for the Renewing Our Schools program. There is \$97 million for our Advancing Clean Energy Schools program. There is \$250 million for new classrooms. There is \$210 million for maintenance and \$52 million for IT. We are building the schools of the future.

*(Time expired)*

### **Cavendish Road State High School**

**Mrs WILSON:** My question without notice is to the Premier. I table this script sent to the receptionist of Cavendish Road State High School from the department to be used to respond to concerned parents about the Cavendish Road issue. This script plays down the issue as just a rumour. Will the Premier now order the release of the Ethical Standards Unit report?

*Tabled paper:* Document, dated 22 March 2018, titled 'Cavendish Road SHS—Former Principal Matter—Script for front office staff—for all parent enquiries' [865].

**Ms PALASZCZUK:** I thank the member for the question. Let me say from the outset that this is budget week. We had the budget delivered yesterday and they have run out of budget questions. They have actually run out of budget questions—hopeless.

**Mr Mickelberg** interjected.

**Mr SPEAKER:** Order! Member for Buderim, you are warned under the standing orders. I cannot hear the Premier. The House will come to order.

**Ms PALASZCZUK:** If you do not have the budget documents, we can give them to you so you can have a read and—

**Mr SPEAKER:** Premier—

**Ms PALASZCZUK:**—so members can have a look through.

**Mr SPEAKER:** Premier, I ask you again to put your comments through the chair. Also, I have heard the question and I ask you to be relevant under standing order 118(b).

**Ms PALASZCZUK:** Yes. Thank you very much, Mr Speaker, but this is question time in budget week. The budget was handed down yesterday. My point is very clear: the opposition have run out of budget questions. They are a hopeless opposition—an absolutely hopeless, lazy opposition. This is a joke. It is an absolute joke.

**An opposition member:** Answer the question!

**Ms PALASZCZUK:** I am happy to answer the question. Those opposite are very good at muckraking. They are incredibly good at muckraking.

**Ms Trad:** It's what they are best at.

**Ms PALASZCZUK:** It is what they are best at. In terms of trying to discredit—

**Mr SPEAKER:** Premier, you are beginning to debate the question as opposed to providing a response.

**Ms PALASZCZUK:** I will get to that.

**Mr SPEAKER:** Thank you, Premier. I ask you to get to the core of the question.

**Ms PALASZCZUK:** The member for Mansfield explained to the House what had occurred. The member advised the House that she had not been advised of any investigation by Education Queensland and had not been provided an opportunity to respond to any concern that might have been raised. I am advised by the member that Education Queensland have now advised that the investigation is now closed as there was no prospect that allegations could, even if proven, have given rise to demotion or dismissal had the member remained an employee.

I am not surprised that the LNP would stoop to this smear campaign. We remember the allegations around the personal file of the member for Stafford when he was a doctor and the smear that happened there against the good credibility of the member for Stafford, now a minister of this government. We remember the attacks on Mr Robert Hough when he was an employee—once again, smear and innuendo on another member of the Public Service.

**Mr Dick:** It's all Kawana. He's behind this.

**Ms PALASZCZUK:** I table the letter from the education department.

*Tabled paper:* Letter, dated 8 May 2018, from the Deputy Director-General, Corporate Services, Department of Education, Mr Jeff Hunt, to Ms Rachel Drew regarding a Department of Education determination to not proceed in relation to allegations against the former principal of the Cavendish Road State High School [866].

**Opposition members** interjected.

**Mr SPEAKER:** Order, members!

**Mr Dick:** Grubby.

**Ms PALASZCZUK:** Mr Speaker, I will end on this because it is relevant.

**Mr SPEAKER:** Sorry, Premier. Minister for State Development, can you please withdraw that comment.

**Mr Dick:** I withdraw.

**Ms PALASZCZUK:** Mr Speaker, what you have on that side of the House is an opposition and an opposition leader who have absolutely no credibility when it comes to asking questions of the government and the Treasurer about the budget—absolutely nothing.

**Ms Trad:** Lazy and incompetent.

**Ms PALASZCZUK:** They are lazy and incompetent when it comes to asking budget questions in budget week. Heaven help us when we get to estimates. Let me make it very clear: the estimates will be—

*(Time expired)*

**Mr BLEIJIE:** Mr Speaker, I rise to a point of order. In answer to a previous question that was asked two questions ago, the Premier advised that she would take the question on notice.

**Ms Palaszczuk:** I answered it.

**Mr BLEIJIE:** I am seeking clarification because it was with respect to the Crime and Corruption Commission Queensland, which the Premier has not mentioned anywhere. I ask whether the question was taken on notice pursuant to standing order 113(3).

**Ms Palaszczuk:** Mr Speaker, I have answered the question.

**Mr SPEAKER:** Premier, I am taking advice from the table. Member for Kawana, the advice I have received is that the Premier was required to take that on notice under the standing order which she did not do. She said she would take it on notice in a general sense. The standing orders require the minister to actually say that it is taken on notice. There was no response from the opposition to request that of the Premier. However, the Premier has followed up with a response. If you have further questions, you still have three minutes left in question time.

### **Bus Drivers, Safety**

**Mr HEALY:** My question is to the Minister for Transport and Main Roads. Will the minister update the House on how the Palaszczuk government is keeping bus drivers safe?

**Mr SPEAKER:** Question time has expired.

**Ms Palaszczuk** interjected.

**Mrs Frecklington** interjected.

**Mr SPEAKER:** Order! Premier and Leader of the Opposition, you are both warned under the standing orders. It was unbecoming and unparliamentary.

## **HEAVY VEHICLE NATIONAL LAW AND OTHER LEGISLATION AMENDMENT BILL**

### **Second Reading**

Resumed from 12 June (see p. 1424), on motion of Mr Bailey—

That the bill be now read a second time.

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (11.14 am), continuing: Under current legislation, a roadside police officer who conducts an initial roadside drug test is unable to conduct subsequent saliva analysis. Changes in this bill will amend this process and allow roadside

police officers to conduct subsequent drug analysis in addition to an initial drug test. This change reflects improvements in drug testing technology and will lead to greater efficiency in the enforcement of drug driving. The changes will be especially beneficial for regional police officers, allowing them to better perform their duties and ensure the safety of roads in these areas.

In relation to careless and dangerous driving, the bill also includes amendments to enhance penalties for leaving the scene of a crash and for careless and dangerous driving offences where a person is killed or seriously injured. As this issue has been subject to significant comment during the committee process and in the media, I will address these amendments in detail. Road crashes where a person dies or suffers grievous bodily harm are devastating to families and communities.

**Mr SPEAKER:** Minister, sorry to interrupt. Members, can you please leave the chamber quietly. I would like to hear the minister's contribution. I also want to acknowledge that we have in the gallery students from Beenleigh State School in the electorate of Waterford. Welcome to the Queensland parliament.

**Mr BAILEY:** I acknowledge the fortitude of family members who have been so greatly impacted by serious road crashes. I also acknowledge the valuable contribution of those affected by these horrific incidents to the committee process and their commitment to enhance road safety for all Queenslanders. By raising awareness of the tragic outcomes of careless driving, they have reminded us all to take more care.

I can advise the House that I personally met with a number of affected families last week to hear their stories firsthand and to discuss the changes proposed in this bill. I would like to take this opportunity to again reassure those families that their comments and feedback have been considered very carefully in the formulation of these amendments. I would like to acknowledge the member for Murrumba, who also met with affected families during the period when he was acting minister for main roads and road safety. I also note that the member for Burnett recently sponsored a petition in this House in relation to these amendments. I would like to thank the member for the support that he has given to his constituents and for his role in highlighting how important these changes are to the community.

The Palaszczuk government is determined to make Queensland's roads safer, and that is the intent of this bill. As was identified by the coroner in the inquest into the death of Audrey Anne Dow, there is currently a significant legislative gap in Queensland law between careless driving offences and dangerous driving offences. The amendments proposed in this bill will close this gap by creating two new offences. These new offences will give courts more capacity to deal with people who commit careless driving offences where a person is killed or suffers grievous bodily harm.

Currently in Queensland, the maximum penalty for careless driving is \$5,046 or six months imprisonment. While this may be an appropriate level of punishment for an offence where there is no harm caused to others, the government recognises that this is entirely inadequate for careless driving where it results in death or grievous bodily harm. That is why the changes in the bill propose to create the new offence of careless driving causing death or grievous bodily harm. The penalty for this new offence will be double that of the existing offence including a maximum fine of \$10,092 or a maximum of 12 months imprisonment. This doubles the current maximum penalty and aims to specifically recognise the seriousness of crashes that result in death or grievous bodily harm.

The maximum penalty will again be doubled to \$20,184 or two years imprisonment for the new offence of careless driving causing death or grievous bodily harm while also unlicensed. The government recognises that the offences and penalties need to reflect community expectations and that is what we are trying to achieve through these amendments. The bill also introduces a new minimum mandatory licence disqualification period of six months for the new careless driving offences that result in death or grievous bodily harm. It also increases the mandatory disqualification period for dangerous driving offences that result in death or grievous bodily harm from six to 12 months, doubling the current minimum licence disqualification period for this offence.

It is important to note that these are minimum licence disqualification periods. It is up to a court to consider the particular circumstances of each case, and these amendments will allow a court the flexibility to impose a longer licence disqualification period if it sees fit.

There has been comprehensive consultation throughout the formulation of these important amendments. This process has seen a number of suggestions and comments put forward relating to the severity of the proposed penalties and alternative measures that could be implemented in addition to the proposed tiered penalty regime. I would like to take a moment to address some of these.

In relation to harsher penalties, as I mentioned earlier, the proposed changes will provide the courts with greater flexibility in sentencing to impose a penalty that reflects the specific circumstances of the crash. However, it is important that the maximum penalties reflect that the majority of careless driving offences involve momentary inattention or a simple mistake on the part of a driver. The penalties must also reflect that there are different offences which may be applicable in different circumstances. For example, the offence of dangerous operation of a motor vehicle—dangerous driving—is a more serious offence in terms of the offending driver's behaviour or actions. Therefore, this offence has different implications with higher maximum penalties.

A court will determine the penalties to apply in an individual case based on the specific facts of the offence and within the legislative framework—that is, it has discretion to apply penalties up to the maximum thresholds in legislation. Case law may also be referred to by the court to order penalties that are consistent with the facts of the offence. There is currently no mandatory requirement for a court to order a minimum period of licence disqualification for a careless driving offence, even for a careless driving offence that results in the death or grievous bodily harm of another person.

It is proposed to introduce a mandatory minimum licence disqualification of six months for careless driving offences that result in death or grievous bodily harm. The minimum licence disqualification for a dangerous driving offence resulting in death or grievous bodily harm will be doubled from six to 12 months. However, these are minimum periods so the court will still have the discretion to order a longer period of licence disqualification having regard to the facts of the offence.

The Penalties and Sentences Act 1992 provides that a person may be disqualified from holding or obtaining a Queensland driver's licence if they are convicted of an offence in connection with the operation of a motor vehicle. This gives courts the discretion to disqualify an offending driver based on the specific facts of a case. There is no limit on the court's discretion to order a period of licence disqualification. It can be absolute. The government has approached the drafting of these amendments in a way that balances community expectations while aiming to maintain the independence and discretion of the courts in sentencing.

In relation to driver retesting and regression, another suggestion that has been put forward is that where a driver is charged with a careless or dangerous driving offence they should be retested or made to complete their learner or provisional licence period again. In Queensland, it is already the case that if a driver is disqualified from holding or obtaining a licence by a court they are subject to a probationary licence when the period of disqualification ends. This means that for a period of 12 months the driver must carry their licence at all times and must have a zero blood alcohol concentration while driving. Additional restrictions also apply to drivers under the age of 25.

In relation to retesting drivers who are convicted of these offences, while it is true that practical driving tests are a useful step in assessing whether a novice driver has developed the skills they need to drive, driving retests are limited in their ability to assess a person's future driving behaviour. This is because generally a person will show a higher level of compliance with and knowledge of the road rules during such a test. This type of reassessment is not necessarily reflective of future road safety attitudes.

In relation to the committee recommendation, I again thank all members of the Transport and Public Works Committee including the chair, the member for Kurwongbah, for the work they have done on this bill. In its report, the committee asked the government to consider including the term 'negligent' in the amendments, whether that be in the careless driving provision or in a new provision. This was intended to better reflect that the tiered penalties closed the gap between careless and dangerous driving offences.

The government gave this recommendation a lot of consideration, including consulting with independent, experienced and well-respected legal experts in the field. Following detailed examination, I am confident that the full spectrum of driving behaviours that cause serious crashes are covered by the available offences. The advice suggested that introducing a new offence of negligent driving or adding the term 'negligent' into the careless driving provision could have serious undesirable consequences. This includes making it more difficult to prosecute drivers for unsafe behaviours and potentially undermining the new penalties that are introduced by the bill.

As mentioned earlier, after having received the committee's report and reviewing the independent legal advice, I met with a number of affected families to discuss the issues I have just outlined and explain the government's position in relation to the committee's recommendation. I am confident that the bill, as drafted, will make available more appropriate penalties to deal with the more serious careless driving offences. I trust that the prosecutors and courts will apply the new penalties appropriately.

I want to conclude by emphasising that financial penalties, terms of imprisonment and licence sanctions are only one part of how the government addresses unsafe driving conduct and improves road safety. The Palaszczuk government continues to educate to better influence driving behaviour and adopt innovative road safety measures. We are committed to working toward a safer road network for all in the hope that one day charges under these offences are rarely needed, if at all.

In relation to the Container Refund Scheme, as I noted earlier, I intend to move an amendment during consideration in detail regarding the Container Refund Scheme made under the Waste Reduction and Recycling Amendment Act 2017. This amendment was originally included in the Mineral and Energy Resources (Financial Provisioning) Bill 2018 and is now proposed to be made through this bill. The change will defer the commencement of the Container Refund Scheme from 1 July 2018 to 1 November 2018. This change, which has significant support, follows consultation with beverage manufacturers and community groups, and advice from the recycling sector and local governments to allow sufficient time to roll out infrastructure for the container refund points and container-processing facilities.

Extending the time frame for introduction will ensure the scheme is right for Queensland from the beginning and that we avoid the rollout issues experienced in New South Wales when its scheme started on 1 December last year. It also provides more time to build community awareness of the scheme and communicate the location of the refund points. This is a scheme for the whole state, not just for the populated south-east corner. We need to make sure that all Queenslanders have the ability to receive or donate the 10-cent refund.

This amendment will ensure that, from the outset, the Queensland scheme will be able to deliver on environment and community group expectations. It will also ensure that beverage manufacturers can prepare for the scheme and are able to meet their scheme obligations well in advance of it commencing. I commend the bill to the House.

**Madam DEPUTY SPEAKER** (Ms McMillan): Order! Before I call the member for Chatsworth, I remind the House that the following members were issued with a warning under the standing orders this morning by the Speaker: the members for Glass House, Toowoomba North, Maroochydore, Gladstone, Murrumba, Everton, Broadwater, Southport, Coomera, Cooper, Nicklin, Buderim, Nanango and Inala.

 **Mr MINNIKIN** (Chatsworth—LNP) (11.28 am): I rise to contribute to the debate on the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. In particular, I want to lend my support to the introduction of a range of measures that have been designed to contribute to improvements in safety outcomes for the road transport sector. There is no doubt it is incumbent on each and every one of us in this chamber to do what we can do to ensure that these hardworking people in the transport industry arrive home safely after fulfilling their driving duties, and the proposed amendments have this aim the mind.

Just as importantly, I am looking for these measures to also deliver safety enhancements for all those who travel on our roads. Road safety is indeed a shared responsibility. Any initiative aimed at reducing the road toll is deserving of our careful examination, and where assessment of the measure proves positive then we get in and support it. I do not believe in opposition merely for the sake of opposition. To this end, although this bill is predominantly dedicated to the regulation of heavy vehicles, as mentioned previously, there are a number of road safety amendments with much broader application that are also contained in this bill and they, too, are worthy of our support.

Sadly, in 2016 just over 250 people were killed on our roads and an estimated 6,400 were seriously injured. Death and serious injuries on Queensland's roads continue to cause significant devastation for individuals, families and the broader community. On this point, I would like to acknowledge the fine advocacy work the member for Burnett has undertaken with members of his local community in and around Bundaberg who have experienced tragedy within their own families and with whom this bill has significant personal interest. It goes without saying that improving safety on our roads must be a priority.

The bill amends the Transport Operations (Road Use Management) Act 1995, referred to as the TORUM Act, and the Transport Planning and Coordination Act to improve road safety by: increasing penalties for driving offences involving death or grievous bodily harm; allowing a registered operator of a vehicle to be notified of offences committed in their vehicle by another person; and allowing a police officer who conducts a roadside test for drug driving to also conduct any subsequent saliva analysis.

While recognising road safety education plays a key role in communicating the dangers involved when negotiating our roads, the use of penalties to deter drivers from potentially endangering the lives of other road users—as well as their own life, of course—can also play a pivotal role in discouraging dangerous driving behaviour. As already stated, in this regard the bill looks to increase the penalties for driving offences involving death and grievous bodily harm and seeks to make the penalties for these areas even more of a deterrent. Whilst this is to be welcomed, I am of the view—as are many members on this side of the chamber—that there is potentially further scope to revisit these penalties down the track to make sure the courts have more scope to apply penalties for dangerous driving offences that are appropriate to the circumstances.

I would like to refer to the coroner's report into the findings of the tragic death of Audrey Anne Dow, and this report was also referred to by the minister in his earlier speech. The coroner's report contains 60 paragraphs and I would like to quote from two paragraphs. The first is paragraph 53, which states—

In addition Counsel Assisting pointed out an anomaly that the lower offence of driving without due care and attention is contained within the TORUM Act ... and is regulated by the Department of Transport, under the Minister for Transport's direction, whereas the higher offence of dangerous driving is contained in the Criminal Code, under the responsibility of the Minister for Justice and Attorney General.

The coroner went on to state—

It was pointed out to me that any mid-range offence dealing as it does, with causing death, would best be contained within the Criminal Code, so it is under the responsibility of the Minister for Justice and Attorney General, and can sit as an alternate charge for a jury to consider whenever the prosecution proceeds with a charge of dangerous driving.

In paragraph 59 of the coroner's report, he went on to say—

Accordingly the Recommendation I make is:

a. That the issue of a new mid-range driving offence be referred to the Attorney General to consider changing the law to introduce a new mid-range driving offence between the existing Criminal Code s.328A Dangerous Driving offence, and the TORUM s.83 Driving without Due Care and Attention offence, and in that review to consider whether it is appropriate:-

i. to include a circumstance of aggravation for offending drivers—

At the end of the coroner's report, he went on to state—

... whether any recommended new mid-range offence, if any, should be legislated in the Criminal Code or the TORUM legislation.

I note the minister's comments in his earlier contribution.

The Heavy Vehicle National Law Act 2012 commenced on 10 February 2014 and provides a single national law for the consistent regulation of heavy vehicle operations across most of Australia. The act also established the National Heavy Vehicle Regulator, the NHVR, to administer the heavy vehicle national law contained in the schedule of the act. In relation to the heavy vehicle matters, the proposed amendments seek to make improvements to the heavy vehicle national law, including from an administrative point of view and regulatory point of view. It is also noted that the amendments were primarily jointly developed by the National Transport Commission, the NTC, and the National Heavy Vehicle Regulator in consultation with state and territory transport authorities.

The bill contains amendments to implement a key heavy vehicle policy initiative relating to extending positive executive officer due diligence obligations to all major safety related duties in the HVNL as endorsed by the Transport and Infrastructure Council. These amendments will: bring executive officer liability under the HVNL more in line with the officers' duty provisions under the model Work Health and Safety Act by focusing the obligation of executive officers on safety related matters; encourage a more proactive approach to addressing heavy vehicle safety risks; reduce regulatory complexity and compliance costs associated with having two different approaches to executive officer liability in the WHSA and the HVNL; limit the obligations on executive officers to those that have a direct safety link; cover all major safety duties in the HVNL; and not increase the range of parties covered or the scope of executive liability.

The bill also addresses several operational, minor or technical drafting issues that will improve roadside enforcement, reduce the compliance burden for industry and reduce the administrative burden for the NHVR, including: clarifying what is a minor risk breach in relation to vehicle ground clearance requirements; allowing operators to make certain documents available electronically; clarifying certain record-keeping requirements for drivers and their record keepers; clarifying information-sharing provisions; and providing that new penalties in the HVNL are indexed in the same manner as existing penalties.

Notwithstanding this, while the bill is worthy of support, it should be noted that the overall approach still being advocated represents a continuation along the existing and well-worn legislative path. In fact, its origins date back many decades. The heavy vehicle industry is part of a highly competitive environment and contends with the challenge of digital disruption every single day. This means that as legislators we too should fundamentally challenge the traditional approach and develop a new legislative framework to bring a more agile suite of laws to the table.

It has been estimated that Australia's freight task will grow by 26 per cent over the next decade. This being the case, it is vital that we not only build on the work being done to date, as contained in this particular bill, but also look to construct a new, low-cost regulatory pathway that takes advantage of the disrupters in the market and helps to deliver significant improvements in productivity for many years to come.

One of the recommendations made by the Transport and Public Works Committee relates to the importance of continual improvement in the regulatory environment for the heavy vehicle industry. The recommendation supports this issue being considered further by the minister in consultation with the Transport and Infrastructure Council. I am keen to place on the record today that not only do I support a review of the heavy vehicle national law being undertaken within 12 months, but I strongly urge that this review be undertaken by an independent expert—someone who brings a whole new perspective and a fresh way of thinking about the freight task, which is vital to this nation's future.

Furthermore, it is essential that the operating impediments—such as the decision-making process and time taken by agencies to approve, or otherwise deal with, permits for heavy vehicles—are examined and that innovative measures, such as GPS tracking models, be considered for future application. As legislators, we need to be cognisant of advances in technology and keep this in mind when introducing legislation to try to make it robust and flexible in this fast paced and changing world. The technology exists today. We just need a fresh approach to take full advantage of it.

The bill also includes a range of amendments related to how heavy vehicles will be registered in the future. Fortunately, the intended closure of the Federal Interstate Registration Scheme does not represent a major setback, as the heavy vehicle registration functions will still be maintained and administered by each state and territory.

Importantly, the amendments in the bill will establish a national heavy vehicle dataset and allow the NHVR immediate access to this information as required for enforcement purposes. The HVNL places certain obligations on drivers as well as off-road parties involved in the transport and logistics chain, known as CoR, and contains a range of enforcement powers. This is basically a positive due diligence obligation that is reflective of national workplace health and safety requirements. This bill contains amendments that extend the due diligence requirements to include non-chain of responsibility safety related offences for executive officers, thereby encouraging them to take the necessary steps to meet an organisation's safety obligations under the law.

I am sure a further measure contained in the bill will be welcomed by the industry. It will enable the Department of Transport and Main Roads to notify the registered operators of vehicles of offences that were committed in their vehicle by other persons. From a road safety point of view, this initiative will place both the parents and guardians of P-plates as well as employers and vehicle fleet operators in a much better position to influence driver behaviour for improved road safety outcomes.

As previously stated, I do not believe in opposing bills merely for the sake of opposing them. I support this bill and again acknowledge all families who have been touched by tragedy on our roads. I again acknowledge any members present in this chamber who, as part of the formulation of this bill before us today, have taken the time to reach out and meet with the families of those who have tragically been beset with the death of a loved one on the road. Although some might say this bill is dry in nature, some of it contains, I believe, amendments which will make our roads much safer for generations to come.

In closing, it would be remiss of me if I did not at least make some reference to the fact that even though this is the Heavy Vehicle National Law and Other Legislation Amendment Bill, we are unbelievably also looking at a waste reduction and recycling amendment which has been tacked onto this bill. If anything, this goes to the very fact that, whilst it might be noble for members in this august chamber to want to try to get real with family friendly hours—and there is certainly a thrust behind that that most people would actually support—at the end of the day, why do we actually come to this hallowed chamber? We are here as politicians to debate legislation. It behoves all of us to make sure, amongst everything, that we actually get real.

I thought that under normal consideration I would probably be speaking outside the long title of the bill. However, unbelievably, I am not because one of the amendments being tacked onto the Heavy Vehicle National Law and Other Legislation Amendment Bill is a waste reduction and recycling amendment, the objective of which is to amend the Waste Reduction and Recycling Amendment Act 2017 to defer the commencement date for the Container Refund Scheme from 1 July 2018 to 1 November 2018.

Normally one would think that if a member was on their feet talking about the Heavy Vehicle National Law and Other Legislation Amendment Bill the Speaker would stop them and say, 'Member, you are speaking outside the long title of the bill,' but I definitely am not. It was referred to by the minister—and it had to be because it is contained in one of his amendments. He must have received the phone call to say, 'Oops, sorry!'—I almost want to channel my inner Basil Fawlty—'We have actually mucked up the calendar. We have to get this one through. Someone has mucked up. Someone better go through those doors, go out there and say, "You know what, Minister Bailey? We have this little thing we have to add on as well. It is a little thing, but relax; it is very, very relevant to your heavy vehicle national law bill.'"

**Ms Grace** interjected.

**Mr MINNIKIN:** I hear the interjection from Minister Grace. Of all the people to try to interject here it is the minister who single-handedly holds the record for not reducing waste. The amount of paper that we have to stride through to fix up her mess on not one but two bills has been extraordinary.

**Madam DEPUTY SPEAKER** (Ms McMillan): Order! I ask the member to come back to the bill.

**Mr MINNIKIN:** With great relish, I will come back to the bill. The bill before me is the Heavy Vehicle National Law and Other Legislation Amendment Bill of 2018. I was merely making some comments in relation to the objectives of this amendment bill before I was distracted. It comes back at its very heart to the essence of time. When I studied at QUT literally a few hundred metres to my left as I am looking at you, Madam Deputy Speaker, time, quality and cost were part of Management 101. The leader of government business needs to do a much better job with time management. Why are we debating a waste reduction and recycling amendment? It is merely because they cannot get their time management together.

In the spirit of bipartisanship, I absolutely support the first part of the actual bill—in fact 95 per cent of the bill. I have to make the closing comment that the government needs to do a better job of getting on with the business and the management of proper government business in a timely and orderly manner.

 **Mr SORENSEN** (Hervey Bay—LNP) (11.45 am): I rise to make a contribution to the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. The Heavy Vehicle National Law and Other Legislation Amendment Bill was introduced on 15 February 2018 and was subsequently referred to the Transport and Public Works Committee for detailed consideration. At the outset I would like to thank my fellow committee members: Shane King, Colin Boyce, Robbie Katter, Bart Mellish and Jo-Ann Miller. I also thank Deb Jeffrey, who has put a lot of time into consideration of this bill.

Quite a number of officials appeared at the committee hearings. I would like to thank all the submitters to our inquiry and also the officials who attended the public departmental briefing on 5 March 2018 from the Department of Transport and Main Roads, National Heavy Vehicle Regulator, the National Transport Commission and the Queensland Treasury—the Office of State Revenue—also the officials at the public briefing on 4 April from the Department of Transport and Main Roads and the National Heavy Vehicle Regulator; and also the witnesses on the day, the individual stakeholders, who talked about losing loved ones. I reach out and give my sympathies to all those people who gave evidence that day. Some of their stories were pretty heartbreaking. I will read some of the evidence of those people. One stated—

My name is Angela Meiklejohn. On 31 July 2013 a suspended driver, a repeat offender, drove across double lines in broad daylight to the wrong side of the road—his car colliding head on with the car driven by our mother ... causing her death. My young niece was also injured in the crash. ...

The loss of someone like my mother does not just affect our family but so many other people. I am here to speak for all of us.

She went on to explain—

You would think that perhaps causing a death and getting another disqualification and a large fine would be a deterrent. Let me tell you that it is not.

She continued—

We expected remorse from the offender; we got none. We expected justice from our courts; we got none.

That is how she feels about what happened. She continued—

What we ask is that you please bring us into line with most other states in Australia and introduce the mid-range charge of negligent driving, as the coroner has recommended and has been in place in other states for quite a while.

She thanked us for allowing her to give evidence at that inquiry.

It was quite emotional to hear parents and relatives give evidence on what it is like to suffer the death of a loved one on the road. I would also like to thank Bicycle Queensland, the Queensland Law Society—especially Bill Potts, the deputy president, for defining what a lunatic is because it was quite interesting—the Queensland Council for Civil Liberties, Queensland Trucking Association, Australian Trucking Association, National Road Transport Association and AgForce Queensland. You have some idea what that inquiry entailed with all of those people giving evidence at the public meetings we had. This bill will mean a lot to many people.

The bill will amend a range of laws to improve driver safety outcomes on roads in the transport sector; maintain a database of heavy vehicles; change the maintenance process in relation to the heavy vehicle national law; and remove unnecessary administrative and regulatory burdens. It does not make sense that each state has a different law in relation to loading and other things. We really have to have a national law right across Australia because it will make a difference. After hearing from stakeholders about driving and mid-range offences, it is good to see we are making those recommendations and to better describe them. It will assist the courts. Heavy vehicle transport in Australia will grow by about 26 per cent. Recommendation No. 2 of the committee's recommendations states—

The committee recommends the Minister consider the issue of the stakeholders' support for a timely review of the Heavy Vehicle National Law, in consultation with the Transport and Infrastructure Council.

As things move so quickly with technology, we really need to look at that. I know there are a lot of trucking companies in Hervey Bay—even with milk deliveries—who track their vehicles all the time. They are on computers and they can track them. Even Australia Post tracks their delivery vans, and when they drop parcels off they have to scan them in. There is a lot of technology out there to take pressure off drivers. If they are tracked by satellite navigation, instead of filling out logbooks they are able to see where a particular truck is and what time it arrived. I think we really have to look into some of those recommendations. An important part of the committee's recommendation is to review the heavy vehicle national law in consultation with the Transport and Infrastructure Council. The third recommendation of the committee states—

The committee recommends that the Government consider an amendment to include the term 'negligent' to better reflect the intention of tiered offence provisions to close the gap between the existing offence of dangerous driving and driving without due care and attention.

Repeat offenders who continually break the law and incur SPER fines do not take any notice, and I have seen that happen time and time again. The police have said to me that repeat offenders who pay off their SPER debts one dollar a week are never going to pay them off. That is not good enough. They go back out onto the roads and they are killing people because, as Bill Potts said, they are lunatics with no respect for society. It is a shame that SPER fines are allowed to build up. Some of those fines are up to \$30,000, \$40,000 or \$50,000, and that is not good enough. We have to make our roads safer and the penalties have to be tougher. I would like to thank everyone who took part in this review, and once again I would like to thank the committee.

 **Mr BOYCE** (Callide—LNP) (11.55 am): I rise to speak on the Heavy Vehicle National Law and Other Legislation Amendment Bill. The Heavy Vehicle National Law and Other Legislation Amendment Bill has been examined by the committee. The bill seeks to increase penalties for driving offences involving death or grievous bodily harm. It recommends increases in the maximum penalty from \$5,046 or six months imprisonment to \$10,092 or one year's imprisonment. These changes reflect the potential serious consequences of careless driving and provide the courts with the discretion to apply these higher penalties. We recognise that careless driving offences can result from a wide range of circumstances, and it is the courts who are best placed to deal with and determine how these penalties should apply.

The committee also recommends that the government consider an amendment to include the term 'negligent' to better reflect the intention of tiered offence provisions to close the gap between the existing offence of dangerous driving and driving without due care and attention.

The bill also implements a mandatory minimum driver disqualification for careless driving offences that cause death or grievous bodily harm to six months and seeks to extend that to 12 months. I note that the Queensland Law Society is opposed to any form of mandatory punishment as it prevents the courts from exercising their judicial discretion as to the facts and circumstances of each individual case. However, public sentiment demands harsher penalties for such offences.

The bill also allows for a police officer who conducts a roadside saliva test to conduct any subsequent saliva test. From a practical point of view, this allows a single police officer to fully complete roadside drug testing particularly in regional and remote Queensland where there may be only one officer deployed. The bill clarifies the duties of a driver involved in a crash where someone is dead or apparently dead: they must remain at the scene. It addresses a driver's duty to provide information to police and others involved in a crash.

The bill aims to improve the customer experience for persons participating in the learner licence online training and assessment program by allowing for their photo and signature to be retained for up to one year to cater for those who may have taken the maximum permitted period to complete online training and assessment programs, PrepL. The bill also allows for the registered owner-operator of a vehicle to be notified of offences committed in their vehicle by another person. This allows people to be aware of what is happening with their vehicle. For example, when children drive their parents' car and commit a driving offence, the parents will be notified.

The Heavy Vehicle National Law and Other Legislation Amendment Bill recommends that the minister consider the issue of stakeholder support for a timely review of the heavy transport law in consultation with the Transport and Infrastructure Council.

Debate, on motion of Mr Boyce, adjourned.

Sitting suspended from 11.58 am to 2.00 pm.

## PRIVATE MEMBERS' STATEMENTS

### Mental Health System

 **Ms BATES** (Mudgeeraba—LNP) (2.00 pm): Under Labor our mental health system has lurched from one crisis to another, all while the focus should be on helping those who need better treatment and more support. Let us go through it. There have been unlawful appointments to the tribunal, claims of nepotism and thousands of client cases under a cloud. The latest scandal to plague our mental health system is covered in an article in today's *Australian* titled 'Mum's anger at psychiatrist's tell-all murder book'. Sonia Anderson had to read information about the final moments of her daughter, Bianca Girven, in a book released last night by Dr Donald Grant, a Queensland Health psychiatrist formerly appointed by the Mental Health Court to provide an independent report on Bianca's killer.

**Mr DEPUTY SPEAKER** (Mr Stevens): Members, there is too much audible conversation. Please take your conversations outside.

**Ms BATES:** The excuse used—that this information was published to contribute to the national conversation on mental health—is an insult to Bianca's memory and her mother, and Sonia Anderson is rightly outraged. Anyone who knows Sonia and her story knows that she is a tireless advocate for the families of victims and for reforming the system to prevent harm to others. Sonia maintains that this was not public information. The DPP had the reports and she was not allowed to know what was in those reports. The information that was public was what was physically heard in court or what the judge published in her findings. No other information was ever made public. Sonia is rightly concerned about the events around the publication of this book. No mother should learn about the last words of her daughter before she was choked to death through a book that she was not even consulted about.

Sonia was a tower of strength in her campaign to help the LNP pass important bail and parole reforms for domestic violence victims in Queensland in the last term of parliament. She deserves much better. I am absolutely shocked and appalled that Sonia has had to relive this trauma all over again. I am calling on health minister Steven Miles to apologise to Sonia for having to go through this. We also need an investigation into how someone who was employed by Queensland Health can put into the public domain information that was never known to the families of victims. We should also stop the profits from this book going to the author. We need to ensure that we are looking after the real victims in this scenario—the families of those who have been killed. Sonia deserves answers from this minister and this Labor government. That is what we are calling for today. They should show her some decency,

explain why this has happened and outline what will be done to ensure it does not happen again. The minister also needs to guarantee to Sonia and the people of Queensland that the perpetrator of Bianca's murder will not harm anyone else if he is released back into the community.

### Rosewood State High School

 **Mr MADDEN** (Ipswich West—ALP) (2.03 pm): I rise to speak about the Palaszczuk government's continued commitment to Rosewood State High School, located in my electorate of Ipswich West. Principal Nicole Sherlock and her staff, as well as the school's parents and citizens association, are absolutely committed to providing the best possible education facilities for Rosewood High students. I am pleased to work closely with them.

Soon after I was first elected in 2015, major roadworks were undertaken by the Department of Transport and Main Roads to reconstruct Lanefield Road, the primary access point for the school. Ongoing improvements to Lanefield Road and nearby Rosewood Laidley Road have continued, and most recently there was an upgrade to the very busy intersection of Lanefield Road and Albert Street, improving pedestrian safety.

In January 2017 the school benefited from the Palaszczuk government's \$667 million school infrastructure program, with \$820,000 for works to refurbish the special education classrooms, demolish modular units, refurbish the resource centre, construct a dance floor and repair the sports hall flooring. In March this year Rosewood High was one of the state's public schools that benefited from the Palaszczuk government's \$97 million Advancing Clean Energy Schools program that saw the installation of a solar energy system, delivering huge savings for the school and supporting the environment.

The Rosewood State High School captains—Jayden Woodley, Jasmine Bourke, Daniel McCarthy and Neil Browning—met with the Minister for Police and Minister for Corrective Services, Mark Ryan, in March when he visited Rosewood while the Queensland cabinet was in Ipswich for Governing from the Regions. Rosewood High has also benefited from a state government Get Playing Places and Spaces grant of \$105,000, announced in May and received by the Rosewood branch of Little Athletics, which is based at Rosewood High. The grant will fund the installation of an automated irrigation system and water storage tanks for the Rosewood High sports field. The grant will also deliver a high-quality running track with an automated timing system for the use of club members as well as students of Rosewood High.

Yesterday the state government demonstrated the government's commitment to Rosewood High with \$130,000 for construction of facilities for the school's agricultural students. As well, Hands on Learning is currently delivering a program for disengaged Rosewood High students. Rosewood High students will also benefit from the Palaszczuk government's grant of \$2.69 million to the Ipswich City Council for the construction of a badly needed Rosewood public library.

I am pleased to be part of a government that is committed to world-class education facilities not just for Rosewood High but also for all other public schools in Queensland. I acknowledge the presence here in parliament today of students from Walloon State School.

**Mr DEPUTY SPEAKER:** Thank you, member for Ipswich West. That is exactly what I was going to do in terms of welcoming those students. Thank you for doing that for me.

### Iselin, Ms M

 **Dr ROBINSON** (Oodgeroo—LNP) (2.06 pm): I rise to inform the House of the recent passing of a wonderful, passionate and remarkably inspiring woman, Aunty Margaret Iselin. Born on the Myora Mission in 1930, Aunty Margaret Cecilia Iselin was first and foremost a dedicated wife to the late Uncle Pat Iselin, with whom she made an incredible team in championing for their people, and a loving mother to Christine, Patsy, twins Brian and Mary, and Darryl, who tragically passed away as the result of an accident. Aunty Margaret's family will tell you that she was the proud and devoted grandmother to 23 grandchildren and the adored 'Old Nan' to 31 great-grandchildren.

Aunty Margaret was also an outstanding community worker who over a great many years played a major part in shaping Straddie's future and opportunities for its people. Her knowledge of the island and its Indigenous history was extraordinary. She had grown up there and attended school at Myora. It was a very special part of her life. Aunty Marg's strong leadership qualities saw her take on the role of chairwoman of the Minjerribah Moorgumpin Elders in Council on North Stradbroke Island. She published an Indigenous dictionary, pioneered education programs for youth in the criminal justice

system and co-authored several books on the native flora and bush tucker of the island. Aunty Marg also took part in negotiations to bring about the first agreement between an Australian local government authority and a native title claimant. A dream for Aunty Marg and the elders came to fruition in 2006 with the opening of Terra Bulla Leumeah on the site of the Myora Mission. Through her work she achieved so much in bringing about change and enlightening people from all walks of life about historical Aboriginal knowledge and culture.

Aunty Marg received many accolades and awards for her work, including a tourism award for her cultural and heritage talks in 1998 and a Commonwealth medal as part of the centenary of Federation celebrations in 2000. Appropriately, she was named the inaugural Grand View Living Treasure. She received a citizenship award at council's Australia Day ceremony in 2002. She was also honoured with a community safety award in 2010 for the vital contribution she made to closing the gap on Indigenous disadvantage. I was extremely honoured to nominate Aunty Marg and to accompany her to the Speaker's breakfast at Parliament House when she received a Queensland Inspiring Women Award in 2013. Witnessing her accept her award was a memorable occasion and one that was celebrated within her community in recognition of the true inspiration that she was.

Aunty Marg poured her heart and soul into serving the Indigenous community of North Stradbroke Island. Her invaluable wisdom and knowledge was matched by her gentleness and unique ability to connect with us all. Whilst she will be sadly missed, her legacy will live on in the hearts and minds of all those who knew her and those whose lives will be enriched by her work for generations to come.

**Mr DEPUTY SPEAKER** (Mr Stevens): Order! Before calling the member for Bancroft, I want to acknowledge and welcome students from the Lockyer District High School in the electorate of Lockyer. Welcome.

### **Bancroft Electorate, Skilling Queenslanders for Work**

 **Mr WHITING** (Bancroft—ALP) (2.09 pm): Today I rise to speak about one of the most important outcomes of the budget just delivered this week, and that is the Skilling Queenslanders for Work program. Skilling Queenslanders for Work is a crucial program for the hopes and aspirations of many residents of Bancroft who are searching for work. It provides the training and education they need, both of which are the keys to make a better and more secure life for these residents. Skilling Queenslanders for Work gives them confidence and the ability to help them look after their families and kids. In fact, Skilling Queenslanders for Work is the government program that provides that key most often in the seat of Bancroft. In Bancroft \$5 million has been invested in 25 community driven programs under Skilling Queenslanders for Work. Some 683 people have been assisted and 514 have got a job as a result of Skilling Queenslanders for Work. That is a great outcome—514 Queenslanders and 514 families whose lives have been changed.

There are many great stories through Skilling Queenslanders for Work. There was one story I heard through the Deception Bay Community Youth Programs, a great organisation that runs the Busi Events program which is funded under Skilling Queenslanders for Work. That story is of a local mother who was facing a range of issues, including kids with a disability, so there were many barriers and many obstacles and many demands for her to overcome, but through this 20-week program she got a certificate I in training and a part-time job. That is a great outcome for her. She got linked with job agencies and, most importantly, she got established with a peer group. Howard Buckley from Deception Bay Community Youth Programs tells me that the best thing they get out of Skilling Queenslanders for Work is confidence—confidence about themselves and confidence to put themselves forward to get a job.

There was another story of a lady with children who was once struggling. She got a certificate I in business administration and she now works with the youth programs at Deception Bay Community Youth Programs. I am so proud of these organisations in my area in terms of what they are achieving for Queensland families. Lives have been turned around and I am so pleased that the Palaszczuk government has boosted Skilling Queenslanders for Work by \$20 million to \$80 million this financial year. Not only that, we have extended the program for two years to the tune of \$160 million, and that is \$420 million over the life of this program over six years. We are seeing an incredible investment in Queenslanders with this program that is, as I said, helping to turn Queensland lives around. This program is supporting 54,000 Queenslanders into work. As I said, the lives of tens of thousands of Queensland families have been turned around and made so much better by this program. I thank the Palaszczuk government for bringing this program in.

## Tully Showground

 **Mr KNUTH** (Hill—KAP) (2.12 pm): I rise to speak about a matter of great importance to the Tully region, and that is funding for a new grandstand at the Tully Showground. The Tully Showground is the central hub and the only venue capable of hosting sporting, social and cultural events. Used all year round, it is the home to 12 different regular users including the Tully show society, Tully netball, the tennis association, the kennel club, the Rotary club, touch football, the Tully Lions Club, the gym club, Girl Guides, the Australian stock horse association, Tully Junior Rugby League and the Tully Tigers senior Rugby League male and female players. In 2017 Tully hosted a pre World Cup Rugby League game. The Tongan team was also based in Tully, using the showground facilities on offer at the time. The Cassowary Coast Regional Council is currently in discussion with Queensland Rugby League to host an annual match between the Cairns based Northern Pride and the Townsville Blackhawks. Both are feeder clubs to the North Queensland Cowboys. Unfortunately, the current 90-year-old grandstand is now condemned, leaving the showgrounds without dressing sheds, showers or toilets and the inability to attract future events. I table a picture of the condemned grandstand.

*Tabled paper:* Photograph depicting the Tully Showgrounds Grand Stand [\[867\]](#).

The region has been active in attracting state, national and world events which provide a boost to the local economy and showcase the region. For the first time Tully secured the hosting rights to the World Rafting Championships to be held in May 2019. Some 54 nations, 1,000 competitors and 10,000 attendees are expected during the week-long event which will be telecast worldwide through Fox Sports, but we have no grandstand. The Tully Showground is the central hub and staging area, providing entertainment, activity zones as well as showers and toilet facilities at the venue. The government invested heavily to ensure facilities were up to standard for attendees and competitors at the recent Commonwealth Games. We are asking for the same privilege to be provided to Tully to build a replacement grandstand in time for the World Rafting Championships.

The requested funding is a relatively small investment when compared to the hundreds of millions of dollars spent on stadiums and cultural centres in the south-east corner. The current makeshift solution at the Tully Showground does not offer disabled access or adequate weather cover. The demolished canteen has impacted on raising valuable revenue to assist the operation of volunteer junior and senior sporting clubs and organisations. Tully deserves the right to a new grandstand built for spectators and users of this venue. Planning has been completed and the grandstand is ready for construction. Tully needs a firm commitment from the government to provide funding so that work can commence as soon as possible.

## Nudgee Electorate, Manufacturing

 **Ms LINARD** (Nudgee—ALP) (2.15 pm): Nudgee is home to iconic brands Arnott's Biscuits and Golden Circle cannery. We lay claim to Sanofi Pharmaceutical, Triple Eight/Red Bull Race Engineering, Youfoodz and many more across the spectrum, from traditional broad based to advanced manufacturing. With large industrial precincts in Geebung, Virginia, Banyo and Northgate, manufacturing has long been an important source of local employment and economic activity in my electorate. Building the productive capacity and resilience of our state's traditional and emerging industries such as manufacturing remains a critical focus for our government, both to maintain economic momentum and to support the ongoing prosperity of Queensland families and communities. Integral to this is our Advance Queensland vision, initiatives and programs to support innovation led growth and enhance Queensland's capacity to adapt and thrive. So, too, are the priority industry sector road maps and action plans to support the growth of these emerging sectors.

One of the true pleasures of being a local MP and community champion is having the opportunity to celebrate the outstanding achievements of individuals and organisations in your electorate. One such success story in my electorate is Watkins Steel in Banyo. This structural steel and metalwork fabrication company is celebrating its 50th year this year. Watkins has completely transformed from a traditional manufacturer to one that now combines the latest 3D technology with advanced robotics to deliver a superior product, increased production and employment opportunities. Notably, it was commissioned to build the architectural harbour in the Commonwealth Games Athletes Village on the Gold Coast. Watkins Steel has commissioned three lines of advanced robotics and a four-step linked process incorporating digitalisation within steel fabrication. This four-step process has taken an estimated 1,500 work hours per month out of the factory yet has doubled its turnover and actually created more jobs. For every line of robotics commissioned, Watkins has employed an additional 10 people. It is continually

investing in its people and in their training, with over 15 per cent of the workforce engaged in apprenticeships and traineeships. In fact, Watkins Steel is a finalist in the 2018 Queensland Training Awards and I wish it every success on 28 July when the winner is announced.

This is an example of how robotics can create jobs, not replace jobs. Watkins is an example of how we can keep production onshore, not offshore, supporting the growth of and investing in advanced manufacturing and particularly robotics as a Queensland competitive advantage, and it is not the only one. The Minister for State Development and Manufacturing, Cameron Dick, visited my electorate recently to see the extraordinary work of global public art design and manufacturing firm UAP. UAP in Northgate is a world leader in architectural design and is using advanced robotics to keep projects and jobs here locally. Working alongside QUT and major industry partners, UAP is passionate about developing an advanced manufacturing hub that will only serve to enhance the competitiveness of other manufacturers in my local community and further afield. Work currently underway by Jobs Queensland will be instructive in identifying the opportunities ahead but also the support and assistance required to transition our manufacturing industry and workers so that no-one is left behind in this changing industry.

### Caloundra Electorate, Education Infrastructure

 **Mr McARDLE** (Caloundra—LNP) (2.18 pm): I rise to talk about Baringa State Primary School in the seat of Caloundra, the newest state school in Caloundra. It opened this year as a STEM school—the first in the state—and takes students from prep to grade 6. Baringa is in the Aura development south of Caloundra, a very fast growing population base. It attracts young families with young children, so many young people and those families are coming to reside in Baringa. It is a new school, a new suburb and a new beginning.

The Baringa state secondary school will not open until 2021. The ABC News bulletin on Monday of this week quoted the Treasurer as saying—

Getting our schools ready for 2020 means we need to make the investment in this year's budget to have the additional infrastructure and classrooms available for that full Year 7 cohort that will hit in 2020.

The government claims that preparing schools for year 7 students is important, so why is Baringa state high school not opening before 2021? Why is it not opening in 2020? Parents have told me that next year year 6 students will travel to Meridan State College, be there for about a year, and then come back to Baringa state high school the following year. That means at the least new uniforms for a 12-month period. It also means that next year parents who have two children—one in year 3 and one in year 7—will have to make a round trip from Baringa state school to Meridan State College in the morning and then again in the afternoon. Meridan State College is a good school, but that is not the point. The point is that it is hard to believe that a government that planned for a school from P to 6 to open this year, knowing that the population base in Baringa would grow exceptionally quickly, is not preparing for a state high school to open in time to transition year 6 students into year 7.

Anybody who knows Meridan State College knows that it is a good school. It also sits on Parklands Boulevard, which is a major thoroughfare between Caloundra Road and Nicklin Way. If people go there one hour before school opens and one hour after it closes, they will find the road jammed with students, cars and parents. There are 2½ thousand students now at Meridan State College. We are going to add more students to that cohort for a period of 12 months and then bring them back the following year.

The year 2021 is too long to wait for Baringa state high school. The year 2020 is the relevant date. I ask the government to let year 6 students at Baringa transition to year 7 in the new school at Baringa adjacent to the primary school. Deborah Hardie, the head petitioner, is running a strong petition to get the government to understand that what it is doing is wrong. These students need consistency, as do their parents.

### Queensland Anti-Cyberbullying Taskforce

 **Ms McMILLAN** (Mansfield—ALP) (2.22 pm): I am sure all members of this House were as shocked as I was at the tragic death of Dolly Everett in January this year as a result of repeated cyberbullying. In response to this tragic event and also in light of the increasing prevalence of cyberbullying of our young people, the Premier established the Queensland Anti-Cyberbullying Taskforce. The Queensland government maintains a zero tolerance for bullying and cyberbullying and is committed to working with children, parents, schools, communities and experts to address this complex and pervasive issue.

I am proud to bring my experience and expertise in educational administration to the Premier's 16-member task force of young Queenslanders, parents, schools, communities and experts who will provide the Queensland government with advice on tackling cyberbullying. Together, we will establish a framework that will recommend community and government action to address this issue of cyberbullying among our young people.

The task force has now finished the consultation phase of its work across communities, gathering ideas and solutions via round tables with invited education, health and other professionals and student forums, forums of young people outside mainstream secondary schools and, of course, public forums. The task force has worked to foster creative community driven solutions that use contemporary ways of engagement, including social media platforms and multimodal communication. Members of the task force have harnessed ideas and research to develop and oversee strategies that address the complex causes of cyberbullying.

Empowering and engaging our young people in particular will be a significant part of delivering effective solutions. The task force has also invited written submissions from the public with ideas about how to prevent or reduce cyberbullying of young people and how to respond to cyberbullying generally. Submissions closed on 1 June.

On 21 May I was honoured to host a community forum in my own electorate of Mansfield at Mansfield State High School, which is the largest high school in my electorate. Many members of my community came along to make a valuable contribution to this very important work.

Meanwhile, the task force will work in parallel with the national work of the Council of Australian Governments and the Queensland Family and Child Commission. The COAG meeting outcomes identified that, if we are to successfully reduce the incidence of cyberbullying, we must better understand its underlying drivers and adopt a whole-of-community approach. The task force is excited to be reporting its findings to the Premier by 31 August 2018.

I am proud to be part of a Queensland Labor government, led by Premier Anastacia Palaszczuk, that is committed to tackling complex social issues such as domestic violence and cyberbullying. The anti-cyberbullying framework is important work that will guide the future governing of this state and community leadership—

*(Time expired)*

**Mr DEPUTY SPEAKER** (Mr Stevens): Before calling the member for Gregory, I will advise the member that he is wearing a prop and, if he is not prepared to table it, he should remove it right now.

### Central West Rugby League

 **Mr MILLAR** (Gregory—LNP) (2.25 pm): Mr Deputy Speaker, I will take your advice. Although the drought in Western Queensland has not broken and the people there face their seventh year without a wet season, the Rugby League premiership drought has broken for the mighty Blackall Magpies. Last Saturday night a crowd of well over 1,000 Western Queenslanders descended on the Ilfracombe sports oval where the Blackall Magpies Rugby League team won the Central West Rugby League grand final, breaking a 30-year drought on the football field for the town. The Blackall Magpies defeated last year's grand finalists, the Ilfracombe Scorpions, 22-8.

Although the drought has been constant and a never-ending natural disaster for the people of Western Queensland, Rugby League and their passion for the game is still strong. The quality of the game was good and as good as any game played down here in South-East Queensland. The game flowed, there were very few penalties given, there were great hard hit-ups and hard tackles and, when it comes to Rugby League, it was a great showcase of the brilliant talent that we have in the west.

The Blackall Magpies and the Ilfracombe Scorpions should be very proud of their great display of Rugby League. It was great to be there to witness that fantastic game that night. At the sounding of the final siren, there was no stopping hundreds of Blackall Magpies supporters running on to the ground to embrace their players and claim the Blackall Magpies' first premiership for 30 years. Some of those people were members of the last victorious Blackall Magpies team in 1988. They had travelled from all over Queensland to lend their support and witness this historic occasion.

The drought has taken its toll on sport in Western Queensland. For the first time we saw the mighty Winton Diamantina Devils not being able to field a team. When it comes to Rugby League in Western Queensland, many members know the passion of the late, great Butch Lenton. The ongoing drought and the loss of people from the west have seen many sporting clubs struggle. We hope to see

them and the Aramac Bush Pigs field a team next year. We will also see another great season next year when the Blackall Magpies defend their title against the great Ilfracombe Scorpions, the Longreach Tigers and the Barcaldine Sand Goannas.

Rugby League has not finished this year in Western Queensland; it is only the finish of the regular season. Western Queensland has the Arthur Beetson Outback Carnival on 16 June. I encourage all members and their families to go to Barcaldine to watch a great display of Rugby League. We have the Bedourie Rugby League Nines in the Channel Country later in the year. That is another great display of Rugby League.

It was fantastic to be there to watch the Blackall Magpies win their first grand final in 30 years. For members to understand how long that has been, they last won their grand final when I left high school. It has been a long time. They played well and I wish them all the best in the future.

### **Redlands Electorate, Skilling Queenslanders for Work**

 **Ms RICHARDS** (Redlands—ALP) (2.28 pm): I rise to talk about the enormous value the Skilling Queenslanders for Work program has delivered to my community. Yesterday, it was fantastic to see in the budget the honouring of the Palaszczuk government's and Minister Fentiman's commitment to Skilling Queenslanders for Work, with a boost to the budget for the program to \$80 million in 2018-19 while extending the initiative for two years to 2020. This initiative will be extended for six years and will help many thousands of Queenslanders, with more than 15,000 having secured jobs as a direct result.

This program is doing a fantastic job of helping a range of people, including mature age Queenslanders and Redlanders in my community, to skill, reskill and become job ready. In the Redlands, I have been privileged to witness the enormous success of this program. It really changes lives.

Importantly, this program has changed the lives of those on the southern Moreton Bay islands, where we have high unemployment and what can only be described as complex remote regional community conditions.

Running Wild is an organisation based in the Southern Moreton Bay Islands that has been successfully delivering the Skilling Queenslanders for Work program in environmental conservation and construction skills. They are a local organisation delivering this wonderful program for our community. This program is delivering in spades and there have been great outcomes through Running Wild's engagement with various other community groups such as Coastcare and Bushcare. They are adding enormous value to the project and bringing our community together. They are also working with the Macleay Island Progress Association and looking for opportunities to take the program beyond environmental and construction skills and into the hospitality space and creating bush tucker training for young people on the islands.

Running Wild, in delivering the Skilling Queenslanders for Work program, has been working collectively with the community to achieve meaningful environmental outcomes whilst providing on-the-job learning opportunities. The environmental outcomes have been fantastic and at the most recent graduation the students took me through the work that they had done next to the Tingara Boat Club on Macleay Island. They had rehabilitated all of the bushland that surrounds it and created handcrafted timber picnic shelters. They created kayak stacking racks that were used in the most recent 10th Macleay Island Classic kayaking race which brought in 45 entrants from across Queensland and as far down as Northern New South Wales. The work that they continue to do includes seed collection and propagation to rehabilitate the vegetation, vegetation management across the island sites working with bushcare groups, walking track construction, firebreak management, construction of bird watching hides and nesting boxes and environmental interpretive signage.

Running Wild has been shortlisted as a finalist in the upcoming training awards. Chook, who is the lady who runs it—Julie Larson—is an incredibly passionate Redlands woman.

*(Time expired)*

### **Burdekin Electorate, PCYC**

 **Mr LAST** (Burdekin—LNP) (2.31 pm): Many times I have stood in this parliament and spoken to members about my electorate punching above its weight. I am pleased to inform the House that there is now absolute and undeniable proof that Burdekin does just that. In recent months, two young boxers from the Burdekin PCYC have achieved amazing things.

Emma Lawson has had a meteoric rise in the sport of boxing over the past few years. After impressing at the junior world championships in 2015 and the women's world youth championships last year, Emma has continued to set herself goals and achieve them. 2018 has certainly started the right way for Emma after she claimed the title for the 60 kilogram youth females at the Australian titles in Perth in March. She has also been selected in Boxing Queensland's talent identification squad. Just two weeks ago Emma won gold in the Oceania championships and in doing so earned a spot on the Australian team at the youth world championships in Budapest. This will be Emma's third international tournament. Emma has also been selected to participate in the Road to Buenos Aires camp which is seen as a clear pathway to the summer youth Olympic Games.

For a small club like the Burdekin PCYC one national champion would be a great achievement. However, there is more than just one champion to celebrate in my electorate. Damon Pitcher claimed the 66 kilogram schoolboys title at the Australian championships in March and also won gold at the recent North Queensland Games after stepping up an age division. He has also been selected in the Queensland development squad by Boxing Queensland. To say that the Burdekin is proud of these two young champions would be an understatement. They symbolise perfectly what can be achieved by the young people of regional Queensland. They are great role models for not only the people of the Burdekin but also young Queenslanders throughout the state.

Achievements like Emma's and Damon's do not come without the support of others. Congratulations are due to their families, as well as the staff and volunteers from the Burdekin PCYC. Both Emma and Damon are coached by Alex 'Chook' Lawson and supported by a small dedicated group of volunteers, including Russell Dingle, who travel thousands of kilometres each year to help these young people achieve their goals. Unlike some of their counterparts from the big cities, Emma, Damon and the other boxers at the Burdekin PCYC do not have the luxury of air-conditioned training facilities or world-class gyms. They are all perfect examples of Queenslanders from small country towns getting in and getting the job done. If you have been in North Queensland during summer you would certainly appreciate just how tough the environment is up there for these young athletes. As the member for Burdekin, I am inspired by their achievements and I wish them all the best for the future in their chosen sport.

### **Mackay, Governing from the Regions**

 **Mrs GILBERT** (Mackay—ALP) (2.34 pm): Recently I was honoured to have the Palaszczuk government cabinet govern from the Mackay-Whitsunday region. The Premier and the ministers fanned out across the greater Mackay region to get a real understanding of the community and the economy. People in my region, from Sarina in the south to Bowen in the north, were excited to have a chance to have a one-on-one with a minister or the Premier.

Mackay is a vibrant city with its eyes on the future. That is why the community was excited to have Minister Cameron Dick approve the Mackay Waterfront PDA. That will be a real win for our city. This PDA approval will allow the regional council to get on with planning for the trunk infrastructure needed for the new use of the land. Mayor Williamson expects this will take up to a year and then it will be time for development. The PDA will bring to life some under-utilised prime waterfront areas of Mackay and help to develop our emerging tourism industry.

The community were also excited by the number of announcements made during the week. Our regional netball players have been strong lobbyists for a modern facility so that they can hone their talents and host North Queensland titles. This will be a win-win for the sport and for our community, with hundreds of visitors attracted to Mackay needing accommodation and meals.

In case the netballers get injured, Minister Miles unveiled our new state-of-the-art Mercedes Sprinter ambulance service. This vehicle will deliver emergency prehospital care. One of its key features is a power assisted stretcher that will raise and lower patients with the touch of a button, saving paramedics from potential lifting issues. The paramedics working in my region are dedicated professionals and they deserve the best equipment that a government can provide.

Everyone loves a fire truck and it was wonderful to join with the Premier and Minister Crawford at the opening of the Mackay Fire Station. The fire station will service the Mackay region and will be home to our 50 firefighters. Our front-line workers will now have room for training with a modern communications room. Thank you to all of our brave firefighters for keeping my community safe.

We also visited the new police communication centre now open for business after an \$800,000 upgrade. The upgrade means that when someone from Mackay or the Whitsunday region calls for help they will talk to someone local. The new system improves officer safety by improving the vision of all jobs for priority assessment to promote and improve community and officer safety. Because we value our emergency services workers, the SES received new vital equipment.

*(Time expired)*

### Helensvale Railway Station, Parking

 **Mr O'CONNOR** (Bonney—LNP) (2.37 pm): I rise today to speak about an issue that annoys people and impacts their lives more than many other interactions they have with government: parking around public transport. The entirety of the light rail stage 2 from the hospital to Helensvale is in my electorate of Bonney. With a cost of around half a billion dollars I want people to use it as often as possible. Whether you are commuting to work, heading into uni, just going down to Pacific Fair for the day or taking a quick trip into Southport, the G:link takes just about as long as it does to drive. It is a similar story with our rail services. The *Gold Coast Bulletin's* recent survey found 77 per cent of people would rather take the train to Brisbane than drive on the M1, but they do not predominantly due to the cost. I have no doubt difficulties in parking would factor in as a deterrent to catching the train as well.

People in our area need easy parking to access public transport. I am proud to have Helensvale station within my electorate because it is a vital hub. It is where light rail meets heavy rail. Every day I eagerly await the approval of the visit and briefing request I submitted to QR in January. Helensvale is the access point to light rail for anyone who lives in the surrounding suburbs of Arundel, Pacific Pines and the areas further north. I want it to be as easy as possible for my locals to use the heavy rail so they actually travel to Brisbane from Helensvale. Not only that, but this station is vital for those making the one-stop trip to Nerang station to watch the Suns at Metricon. It is an important ritual for our regularly dejected Suns' fans to be there to support each other on the train home.

Commuters want to use the public transport from here but at present they are forced to park on the grassed areas and verges around the station. Every day we are seeing easily 80 to 100 cars parked like that, let alone how many are parking within the Westfield car park. Commuters are forced to risk big fines from council. I am told they would be slugged with a \$157 fine if the City of Gold Coast was to take action. Soon we will also have thousands of new residents just across the road at the Surrounds estate.

We need greater investment in park-and-ride facilities at our stations when they are clearly at capacity. In yesterday's budget we saw funding for Brisbane, Springfield, Virginia, Lindum, Geebung, Lawnton, Darra and Salisbury stations. If it is good enough for all of them, it is good enough for Helensvale. There is an upgrade underway at Helensvale station, but I am not confident that the car parks to be returned will be enough with the new bus interchange. We simply need more car parks or less people will use our public transport.

### Project Booyah

 **Mrs LAUGA** (Keppel—ALP) (2.40 pm): Today I rise to speak about a program that is very dear to my heart and that is making a huge difference to the lives of young people in the Keppel electorate and in Central Queensland more broadly. Project Booyah is an early intervention youth program that changes the lives of young people. I have seen firsthand the difference that the program is making to people in my community, not only the young participants but also their families. In 2015, alongside a couple of community members who are really passionate about early intervention programs, I fought really hard to have Project Booyah rolled out in Central Queensland. In 2016, the first cohort of Project Booyah participants graduated. Last week, I attended the graduation ceremony of the fifth cohort of graduates from Project Booyah in Central Queensland. It is always a great pleasure to attend those graduation ceremonies, see the difference that the program makes and talk to the graduates themselves about the difference that the program is making to their lives.

Today I rise especially to draw attention to the fact that the federal government is mercilessly cutting \$720,000 from Project Booyah. The state Palaszczuk Labor government is funding the program to a tune of \$7.4 million over three years. I am very proud that the Palaszczuk government is funding that important program, which is shown to be working. I cannot believe that the federal LNP government is so mercilessly and cruelly cutting over \$700,000 from a program that is making a huge difference to the lives of people in my community.

I thank Project Booyah staff who work so tirelessly to help mentor and guide the young people from the Central Queensland community who participate in the program. In particular, I acknowledge Senior Constable Joe Ramsay, Senior Liaison Officer Randall Wawkill, Youth Support Officer Clare Warrington, Youth Support Officer Phil Nati and also teacher Samantha Cowie. Those people work incredibly hard to change the lives of young people who, having perhaps found themselves on the wrong side of the tracks, have decided that they need to make a change in their lives, so have become involved in Project Booyah. Those people are helping them along.

It is absolutely outrageous that the federal government would cut funding to a program that is shown to be working. We know that programs such as Project Booyah are making a difference. We know that they are helping people stay on the right side of the tracks in life. I call on the federal LNP government and Michelle Landry, our federal member for Capricornia, to talk to their Canberra colleagues about making sure that Project Booyah continues to be funded. The program needs more funding, not less.

### Central and North-West Queensland, Local Government

 **Ms LEAHY** (Warrego—LNP) (2.43 pm): I have been meeting with local governments in Central and North-West Queensland about their plans for their communities and the challenges that they face. Firstly, I highlight to the House the situation with the staff at the Doomadgee Aboriginal Shire Council who were caught in the crossfire, due to no fault of their own, when the minister's bungled timing meant that a press release was issued prior to Governor in Council approval of the legislation to automatically suspend mayors and councils. The staff at Doomadgee were getting phone calls from the media and their families, asking them if they still had jobs. That was a situation that they could not answer at that stage, as they had no formal notification of the automatic suspension. It was a really difficult time and situation for staff. I know that they would appreciate an apology from this government.

In the north-west, councils' challenges range from cyclones, floods, drought, mining upturns and downturns, and government, especially the need for certainty in funding programs from state and federal governments. Sometimes it is not the quantum of funds, but it is the peaks and troughs and the constant change that make it difficult for local governments to maximise the benefits of funding to their communities. The mayors and councillors are working really hard. They are being innovative to address population decline and cost shifting, whilst at the same time trying to grow their agricultural, energy, resources and tourism industries.

The Longreach Regional Council, a great supporter of agriculture, have taken on the exclusion fencing challenge. They told me that they have seen the difference flowing through in the number of additional fleeces of wool being exhibited in local shows. With the help of former minister for local government David Crisafulli, the Richmond Shire Council, which I understand is very close to your heart, Mr Deputy Speaker, have put in place a bore water treatment plant to enhance water quality. That has been a real game-changer for Richmond. Councils such as Richmond, Flinders and Ethridge have lots of water, but they need to be able to develop it for agriculture, meat processing, tourism and community amenities. Councils are also on the hustings when it comes to seeking funds to seal key roads and freight routes through their areas. Charters Towers, Tablelands, Mareeba, Croydon and McKinlay face a similar theme with road upgrades on key freight routes, water development and tourism opportunities.

In addition, a cost shifting of biosecurity compliance is really causing councils grief. In the current budget, there is no funding to assist councils with developing their biosecurity plans, as required under the Biosecurity Act. That is a cost shift onto local government. The Shire of Burke is seeing the ups and downs of mining and Cloncurry is dealing with the difficulties brought about by FIFO mining. Carpentaria deals with some 70,000 visitors to the gulf who all use the roads, water and sewage; even though they are very welcome, they are not rateable. That is another challenge for councils right across the region.

### Caboolture Hospital

 **Hon. MT RYAN** (Morayfield—ALP) (Minister for Police and Minister for Corrective Services) (2.46 pm): This year the Caboolture Hospital turns 25. I am so proud of the staff at our hospital. They are dedicated and selfless public servants. I am very grateful to them for the work that they do for our hospital. For decades, our hospital has been the heart of our community. I can tell the House that it has always been Labor governments that have backed our hospital. After years of broken promises, it took a Labor government, elected in 1989 under Wayne Goss, to build the hospital. After years of cuts under

the Borbidge government, it took Labor governments under Peter Beattie and Anna Bligh to restore those cuts and expand our hospital. After years of cuts by Campbell Newman to the staff at our hospital, it is our Palaszczuk Labor government that is restoring cuts and investing in the infrastructure that our hospital needs.

Since I have been elected, we have seen expansions at our hospital: a new children's emergency department, a new outpatient facility, more car parking, a mental health facility, a training centre developed in partnership with the then federal Rudd-Gillard government and, of course, more doctors, more nurses and more allied health professionals for our hospital. Our hospital deserves it because our community deserves it. I am very proud that it is always a Labor government that invests in our hospital, always ensuring it has the resources, the staff and the infrastructure that it needs to serve our community.

Of course, as a community we will never forget the dark days when those opposite cut services and staff at our hospital. They took to our hospital with an axe. Again, we are seeing an LNP government that is true to form, with Malcolm Turnbull and his mates in Canberra taking an axe to funding that was promised to our hospital. I have been told that \$2.9 million in funding that was intended to go to the Caboolture Hospital, promised by a federal government, has now been cut by Malcolm Turnbull. That will lead to an impact on services at our local hospital.

On the other hand, in this year's state budget our Labor government is investing in more services and an expansion at our hospital—not only an expanded emergency department but also a commitment to a \$253 million major refurbishment of our hospital. That is an outstanding commitment from our government. However, the commitments do not stop there, because Bill Shorten and Susan Lamb, our Labor candidate in Longman, have promised a \$10 million chemotherapy service for the Caboolture Hospital. The only way to get that is to vote Labor and vote for Susan Lamb.

### Teenage Adventure Camps Queensland

 **Mrs STUCKEY** (Currumbin—LNP) (2.49 pm): Teenage Adventure Camps Queensland, TAC-Q, is a non-profit, all volunteer organisation that has been operating an annual camp in the Currumbin electorate for many years. Their sole purpose is to bring happiness into the challenging lives of teenagers with life-threatening illnesses.

I imagine every single one of us in this House knows people whose friends or family members are suffering from diseases like cystic fibrosis, muscular dystrophy, cerebral palsy, various forms of cancer and other debilitating illnesses. These individuals live in our electorates and are part of the rich tapestry of our community. As the proud patron of TAC-Q for over a decade, I am continually inspired by the courage and the confidence these brave youngsters exhibit during their week-long adventure based in Currumbin at the Rocks Resort, which generously part sponsors this yearly event.

The aim of TAC-Q's annual camps is to create interaction between teenagers with life-threatening illnesses in order to inject some fun and positivity into their lives by providing them with the holiday of a lifetime, doing things they do not normally get the chance to do. They are challenged, encouraged and motivated to participate in unforgettable activities and leave knowing that they can achieve anything they set their minds to.

Judging from the rave reviews these kids give the camp and the fact that many come back in successive years, it is clear that this week is a major high spot. Campers talk about the fun they had, friendships they established or rekindled and the realisation they are not alone with their adversities and limitations. Mind you these limitations seem to disappear when you picture these teens on Harley motor bikes, at Dreamworld, swimming in the ocean or on the dance floor at a disco.

TAC-Q's 23rd annual fundraising luncheon was held a couple of months ago. The guest speaker was Ollie Collins. Ollie, who has the condition fibrodysplasia ossificans progressiva, FOP—an extremely rare connective tissue disorder in which muscle tissue and connective tissue are gradually ossified, forming bone outside the skeleton that severely constrains movement—was an absolute delight. Ollie attended TAC-Q as a 14-year-old and inspired everyone as he shared the tests he has faced in overcoming adversity to be admitted to the Bar as a solicitor. To say his talk was motivational and goosebump inducing is an understatement, and his humour was delightfully mischievous.

TAC-Q can only support young people like Ollie with the generosity and kind hearts of the wider community. The luncheon is their major fundraising event for the year. Congratulations to president, David Cameron, the wonderful volunteer carers and dedicated committee who work so industriously

and with so much love to brighten the lives of these teenagers. Their reward is seeing the smiles on the faces of teenagers whose lives have been changed as has their belief in their capabilities. We can all learn so much from people like Ollie about living life to the full and not wasting energy on trivial things.

### **Gladstone Electorate, Grants**

 **Mr BUTCHER** (Gladstone—ALP) (2.52 pm): I rise this afternoon to talk about the importance of grants to the local sporting clubs and not-for-profit associations in my community. Raising crucial funds needed to upgrade fields, update and maintain clubhouse facilities, replace or install lighting and solar panels, build new storage sheds, purchase a ride-on mower, tractor or sporting equipment is a constant battle for many clubs in my electorate.

The city of Gladstone is doing it very tough. Gone are the days in my electorate where one could go up to one of the big businesses and ask them for funds to help provide critical items that these clubs in Gladstone use. Gone are the days of getting those big bucks. The clubs now have to go to other measures.

Since being the state member for Gladstone, the electorate has been delivered \$7.966 million in state government grants to local not-for-profit groups under the Palaszczuk government. Our clubs create a sense of belonging and connectedness within the community and supporting those organisations is one of the most important ways to grow and nurture harmony and community spirit. I am always excited to make a phone call to the tennis club or the Orchid and Foliage Society to tell them they have been successful with one of these grants. Whether it be for big bucks of \$100,000 or smaller amounts of \$5,000, it makes all the difference to these clubs. The excitement in their voices as I talk to them is honestly one of the best parts of my job.

In the Gladstone electorate we are very fortunate to also have grants from our local industry partners including Rio Tinto, QAL, Gladstone Ports Corporation, Santos GLNG, Orica, QGC and Conoco Phillips. They also play a huge part in helping our community and our not-for-profit organisations get funding for equipment they need.

I recently hosted a grant writing workshop, which gives attendees a chance to gather information from the various grant providers and also to learn about what makes a good application. With over 80 people in attendance, the feedback has been overwhelmingly positive. Many tips and tricks were shared. I look forward to a successful year of grants to come. Thanks must go to Lyndal Hanson for conducting the writing workshop.

I would like to give a special mention to the volunteers who keep these organisations afloat. These are people who often have other jobs, families and various commitments, yet they give up their time in the evenings and on the weekends to take the minutes, to look after the fields, to apply for grants or to host special events in my community. I would like to take this opportunity to thank each and every one of those groups and those people for the contribution they make to my community of Gladstone.

### **Toowoomba South Electorate**

 **Mr JANETZKI** (Toowoomba South—LNP) (2.55 pm): I rise to speak about a number of very distinguished citizens of Toowoomba and the Darling Downs. Let me begin with the Queen's Birthday honours. A number of local Toowoomba people were honoured and recognised.

Firstly, I mention Trevor and Shirley McIvor who are constituents of mine. They ran a space pilots program out of the Rangeville Community Church for 27 years. Young boys in particular could indulge their interest in space and rocket making.

Next there is Derek Tuffield who is the longstanding CEO of Lifeline in Toowoomba. It was wonderful to see Derek recognised. I got to know him quite well when we served together as trustees on the Toowoomba disaster appeal after the terrible flooding in 2011. Derek is a passionate Toowoomba man who is working with our underprivileged. It was wonderful to see him recognised as well.

It was wonderful to see Ros Scotney recognised. Ros was a long-term councillor and mayor on the Pittsworth shire council. She also served two terms on the Toowoomba Regional Council. Today she has a wide range of community interests. She is most well known for Downs Steam. Downs Steam is a great little tourist organisation in the electorate of the member for Condamine. It seeks to preserve our rail history. It has some grand plans for the future. It was wonderful to see Trevor and Shirley, Ros and Derek recognised.

I next wanted to acknowledge Betros Bros. The owners of Betros Bros, like so many Lebanese families in the Toowoomba community, are a pillar of our business community. Others are the Hannas, the Bou-Samras and the Cooreys. They have made an extraordinary contribution. This week they celebrated 80 years in business. They have fed Toowoomba, they have nourished Toowoomba, they have supported the Toowoomba community and more importantly than anything else they have employed the Toowoomba community. Boys and girls get their first jobs at Betros Bros. To Kerry, Bevan, Murray—and I had better give a shout out to Kerry's wife, Di, because she is an avid political watcher—I say congratulations to you and your family. Thank you for your contribution.

Finally, I want to acknowledge one of our great Queenslanders, Gordon Vandersee, founder of Vanderfield. Vanderfield is the largest agricultural equipment business in Australia. Gordon's is the quintessential Queensland pioneering story. He was born and raised on a dairy farm in Crows Nest. He, with his brother, Claude, won a land ballot and farmed at Clermont. They cleared scrub. He forced his new wife to live in a tent. They erected their own telephone pole. Then they went on to establish Vanderfield. It is not just Australia's largest agricultural equipment business but also the most respected and successful John Deere franchise in the world. Gordon was known for his kindness and his humility. He will be sorely missed. We thank the Vandersee family for their contribution.

*(Time expired)*

### Miller Electorate, Transport

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (2.58 pm): Traffic and transport moving around my electorate of Miller is very important. In the new suburbs of my electorate—Graceville, Sherwood, Chelmer—traffic and traffic congestion is a major issue. I have been very supportive of a second Walter Taylor Bridge in the existing corridor which the Brisbane City Council has allocated. I understand the Lord Mayor has brought down his budget. I am hopeful the Brisbane City Council will come forward and start doing their fair share when it comes to traffic in my electorate, particularly when it comes to the new parts of my electorate.

The state government is certainly doing its fair share. There is \$200 million to six-lane the Ipswich Motorway from Granard Road to the Oxley Road roundabout. There is Cross River Rail—a \$5.4 billion project that will benefit every rail line and every commuter across South-East Queensland, including the two lines through my electorate. The upgrades to the Graceville station have been very well received—a \$20 million investment—and Fairfield is next. Planning is underway for the Centenary Bridge upgrade, as well as the Sumners Road upgrade, which is a \$68 million investment on the Centenary side.

**Ms Pugh:** Hear, hear!

**Mr BAILEY:** It is not in my electorate but it is certainly one that is of interest to people who move around regionally. I hear the enthusiasm of the member for Mount Ommaney, who was critical in getting that project up and running. We are building Veloway 2, the second section of the Veloway along the South East Freeway, for those people who wish to ride a bike to get around.

The state government is absolutely doing its fair share, but we need local government to partner with us not just to get the design work underway for a second Walter Taylor Bridge and to involve the community but also to deal with the Oxley Road choke point where the rail line goes over Oxley Road. It is a bugbear of local constituents who want to see action there. We have committed to doing our work to widen the rail corridor. All we need is for the Brisbane City Council to agree to doing the bitumen and footpath readjustments around that area. That is probably a minor part of that project, so I am hopeful that the Brisbane City Council might come to the party and invest in the area when it comes to traffic along Oxley Road, because that has been sadly neglected over the last decade or so.

Even if there is action today by the Brisbane City Council, it is probably a four- to five-year period before we will see anything constructed along the lines of a second Walter Taylor Bridge. We need to get the process started now. The best case scenario is that we will see another five years of congestion. My view is that it should be a minimal size bridge. The community needs to be intimately involved in how it is designed and how the local road network is designed both north and south of the river. My community needs to have genuine input. It needs to be a genuine two-way process. By the time we get a detailed design done, consultation through, tenders done and construction started, that is a long process. It is time that the Brisbane City Council stood up and started investing in my electorate in the Graceville, Chelmer and Sherwood areas.

*(Time expired)*

**Mr DEPUTY SPEAKER** (Mr Stevens): Order! The time for private members' statements has expired.

## HEAVY VEHICLE NATIONAL LAW AND OTHER LEGISLATION AMENDMENT BILL

### Second Reading

Resumed from p. 1465, on motion of Mr Bailey—

That the bill be now read a second time.

 **Mr BOYCE** (Callide—LNP) (3.01 pm), continuing: I rise to conclude my address on the Heavy Vehicle National Law and Other Legislation Amendment Bill. The bill recommends that the minister consider the issue of stakeholder support for a timely review of the heavy transport law in consultation with the Transport and Infrastructure Council. This would allow for a review of heavy transport requirements and laws that have become outdated and do not address the requirements of the transport industry as time has moved on, and laws and regulation need to be uniform across the industry.

The bill also addresses the encouragement of a more proactive approach to addressing heavy transport safety risks and executive officer liability and responsibilities to be more in line with provisions under the model Workplace Health and Safety Act. It reduces regulatory and compliance costs associated with having two different approaches in regard to executive officer liability in the Workplace Health and Safety Act and the heavy vehicle national law.

It is noted that the agricultural sector, through AgForce and the National Farmers' Federation, has concerns regarding the communication of these changes and the sector's ability to adequately prepare for them. Within the agricultural industry there are overwhelming misconceptions as to the impact these changes will have upon on farm operations. The NHVR has some primary producer specific information that starts to distil the difference between how a primary producer is expected to behave when they contract a transport service versus how they are expected to behave when their staff and their vehicles are being used to undertake a transport task on the road network. AgForce has advised the committee that primary producers have a role to play in improving safety outcomes. I own a road train which I operate within my own private business with my sons. I can assure the House that we are forever aware of safety concerns when operating large machinery on the road network.

The bill also provides for the NHVR to maintain a database of heavy transport vehicles. This will allow Queensland to continue to perform registration related functions for heavy transport vehicles. It will provide for a one-off exemption for registration duty for heavy vehicles transitioning from the federal interstate registration scheme to the Queensland registration scheme.

In conclusion, there is an amendment to be moved by the Minister for Transport and Main Roads. The objective of the amendment to the Waste Reduction and Recycling Amendment Act 2017 is to defer the commencement date for the Container Refund Scheme from 1 July 2018 to 1 November 2018. I do not have a problem with this amendment, but I concur with and reiterate the member for Chatsworth's comments to the House about the untimely introduction of this amendment and wonder why this has happened. Perhaps it has something to do with family friendly hours being forced upon us by the House.

 **Mr BENNETT** (Burnett—LNP) (3.05 pm): Today I dedicate my contribution to Sarah and Daniel Walker—two young siblings whose lives were cut tragically and unnecessarily short. I stand here in this House deeply saddened for Sarah and Daniel's family and friends, and for the many other lives that have been needlessly lost due to the careless and dangerous actions of others on our roads. Sarah, 30, and Daniel, just 22, were in their prime. They had their whole lives ahead of them before they were so cruelly taken away from them on Easter Monday last year following a multivehicle head-on crash on the Bruce Highway. The person responsible for the crash that killed Sarah and Daniel, and seriously injured their friend, Peter Knowles, and Sarah's son, Sam, was fined a measly \$3,000 and had his licence suspended for just three months.

I have met Sarah and Daniel's mum, Kerri, many times and have seen the unimaginable pain in her eyes as she recounts the day she lost her children. There is nothing that will bring her children back. There is nothing I can say or do to make everything okay. What we can all do in this House is back this tenacious family in their quest for change so that no other family has to go through the pain and suffering of losing loved ones on our roads.

It is for the Walker family that my contribution today will focus on the Transport Operations (Road Use Management) Act 1995 amendments and important changes. However, I do want to acknowledge changes that make improvements to safety for the very important road transport operations. All initiatives that contribute to reducing traffic related tragedies for our road users need to be supported.

I would like to take a moment to pay tribute to the Walker family, and their dear friend Trisha Mabley, for their ongoing efforts to raise awareness and ultimately to save lives on our roads. Their strength, determination and commitment for change is why we are here today debating this legislation. Through their 'Walker's law' campaign, including a petition which collected more than 8,100 signatures from passionate people across the state, the family has made this government—indeed, all of us—sit up, listen and admit that the current laws concerning careless and dangerous driving are not strong enough. I acknowledge the 8,100 petitioners who called for changes. We should applaud you all for your efforts. It is truly remarkable that within a year you have delivered real changes not only to the penalties within the act but also to Queensland.

As Trisha Mabley and the Walker family have pointed out time and time again, Queensland's current driving laws are weak. They believe the current penalties for those charged with negligent driving causing death or serious injury do not reflect the community's expectations and the seriousness of those offences. In fact, this was highlighted in a coroner's report back in 2015 following an inquest into the death of a Mackay woman who was killed when her vehicle collided with a disqualified driver.

Coroner David O'Connell observed that a legislative gap existed between the Queensland Criminal Code offence of dangerous operation of a vehicle causing death and the Transport Operations (Road Use Management) Act 1995 charge of careless driving. The coroner stated clearly in recommendation 55 that the law in Queensland needed to change to allow for a mid-range offence to include a circumstance of aggravation for drivers who cause death or grievous bodily harm when driving without due care and attention and/or where their licence is disqualified or they are unlicensed.

Recommendation 59 from the coronial inquiry details what a new mid-range driving offence might look like. The recommendation does reference that the Attorney-General would be the minister responsible. Such an amendment would give the authorities in Queensland the power, in appropriate circumstances, to lay a charge which inherently recognises the death of a person and also allows a court to impose a heavier penalty than in other cases without having to resort to the laying of a very serious criminal charge which should be reserved only for those circumstances in which the driving reaches a certain threshold. To be clear, the existing dangerous operation offence in Queensland should remain.

I acknowledge the minister's contribution earlier. We will be supporting the legislation as it stands. I do say, though, on behalf of the families that I think there is more to be done at a later date.

Until now these recommendations have been ignored by both sides of this House. I know that Kerri Walker, Trisha Mabley and their supporters were disappointed. They believed more changes could have occurred. I know they were disappointed with what they understood were the minister's commitments prior to the last election, but those have been explained through consultation and engagement. We need to ensure as a House of Representatives that we treat these stakeholders with respect. They believe Queensland is out of step with the majority of the country in that, as pointed out in the coroner's report, we have only two charges available to authorities when a person causes the death, or serious injury, of another through poor driving. Their strong position was that section 83 of the Transport Operations (Road Use Management) Act 1995 should be amended.

I also want to take this opportunity to acknowledge other brave families who have made such a tremendous contribution to these amendments and the changes to this legislation. Just like the Walkers, all these families have lost so much and have a lot at stake to ensure justice—justice for others when tragedy occurs. Noela, Neil and Ian McCrossin lost their son and brother Gerald in May 2015. The at-fault driver in the crash that led to the death of Mr McCrossin, who was a pedestrian at the time, was charged with an offence of driving without due care and attention—careless driving. The McCrossin family indicated support for some of the changes but believe the changes that are proposed do not go far enough.

Ms Hardwick lost her father, Mr Bryan Baker, in a crash on Mother's Day in 2017 while riding his motorcycle. The at-fault driver in the crash was charged with a careless driving offence. Ms Hardwick noted in submission to the committee that the current penalty regime for careless driving offences under section 83 does not differentiate between outcomes including grievous bodily harm or death. Ms Hardwick noted that to say the 'gaping hole' compounds her family's loss and grief is a 'gross understatement'.

Mr Thomas Harnell lost his daughter Yasmin McAllister on 14 June 2017. The at-fault driver in the crash that led to the death of Ms McAllister, who was a pedestrian at the time, was charged with a careless driving offence. Mr Harnell indicated his view that the proposed amendments do not go far enough. He proposed that a new law of negligent driving causing injury or death be introduced as soon as possible with penalties that align with community expectations, such as a term of imprisonment of up to 10 years depending on the circumstances with a minimum of two years without parole; a monetary penalty of up to \$10,000 with a minimum fine of \$3,000; a loss of driving licence for a period of up to 10 years with a minimum of two years if someone is injured and five years if someone is killed. Mr Harnell also expresses disappointment that a foreign licence holder who was in the country for 1½ years was in a position to obtain a full licence. That is another issue for another day, I am sure.

Ms Meiklejohn, Mr Dow and Ms Garnett—the Dow family—lost their mother, Audrey Anne Dow, in a crash in Mackay. The Dow family have noted that in a subsequent coronial inquest Coroner O'Connell recommended the introduction of a mid-range driving offence between the existing Criminal Code section 328A dangerous driving offence and the TORUM driving without due care and attention offence. The coroner also recommended a review to consider whether it is appropriate to include circumstances of aggravation for drivers who cause death or grievous bodily harm or where driving while their licence was suspended or disqualified and whether a new mid-range offence should be legislated in the Criminal Code. The Dow family have indicated that there should be an avenue to expand the options available to the courts to include imposing suspended mandatory sentences on disqualified drivers so that if they are subsequently caught driving while suspended they go to jail. They are seeking changes to the legislation as recommended by the coroner.

As is hopefully clear from the debate and reflections on the maximum penalties, one charge—careless driving—is a relatively non-serious offence. It can proceed via a traffic infringement notice at the recommendation of police, while the other dangerous operation is an extremely serious criminal offence for which the tariff in court is an inevitable prison sentence.

The night and day charging options which are available in Queensland have two undesirable results. Firstly, in circumstances which are purely the result of carelessness, the appropriate charge of careless driving gives no recognition to the fact that a person was killed and does not provide any scope for the court to impose a greater penalty because of that fact if there has been no death caused. The second undesirable outcome is that, even if the circumstances of a case might not otherwise be serious enough to warrant it, police are sometimes persuaded to lay the extremely serious charge of dangerous operation simply because a death has been occasioned and there is no lesser charge which can recognise that fact.

Contrast this position with New South Wales which provides for three separate careless driving offences called 'negligent driving' including a specific 'negligent driving causing death'. New South Wales also has a serious criminal offence of driving dangerously but the existence of a negligent driving occasioning death offence means that in circumstances where purely careless or negligent driving causes death the police have an option to lay a charge which both recognises that the driving was not at the level of culpability requiring a serious criminal charge but that a person died and the penalty open to the court is therefore elevated beyond the simpler charge. It is all complicated but all relevant and it has been well canvassed by the committees.

I acknowledge that a lot of correspondence received from the aforementioned grieving families wanted more action, particularly around section 83 of the Transport Operations (Road Use Management) Act, wanting amendments to incorporate the wording as per the Office of the State Coroner recommendations. I acknowledge the minister's explanations and diligence in this respect and the family's continued efforts.

In closing, I want to acknowledge the efforts of those brave families who have lost loved ones and stepped up to help make our roads safer for all. May the tragic deaths of their loved ones not be in vain. May their lives be worth making meaningful changes to our driving laws which will make people stop and think before they get behind the wheel.

 **Mr KING** (Kurwongbah—ALP) (3.15 pm): I rise today to make a contribution to the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. As we are the host jurisdiction for the heavy vehicle national law, our Queensland parliament must first consider and pass these amendments to the national law before it can be applied by the other participating jurisdictions.

This bill will require the National Heavy Vehicle Regulator to maintain a database of heavy vehicles. It will provide a one-off exemption from vehicle registration duty for heavy vehicles transitioning from the Federal Interstate Registration Scheme to the Queensland registration scheme.

Importantly, it will allow Queensland to continue performing registration related functions for heavy vehicles beyond 1 July 2018. Finally, it will seek to improve road safety by increasing penalties for driving offences involving death or grievous body harm, which we have heard a lot about today; allowing a registered operator of a vehicle to be notified of offences committed in their vehicle by another person; allowing a police officer who conducts a roadside test for drug driving to also conduct any subsequent saliva analysis; making amendments relating to the duties of drivers involved in crashes; and improving customer identification processes for the learner licence online training and assessment program.

I will first touch on the increase of penalties for driving offences causing death. At the public hearing we heard from many families, some of whom have been named previously, who tragically suffered the loss of a loved one due to a driving offence. It was hard to listen to and very emotive. Their stories moved the whole committee. I commend those families who took the time to come in and share their grief with us. It was a brave effort and one that certainly got our attention.

One of our recommendations about this part of the legislation was 'that the government consider an amendment to include the term 'negligent' to better reflect the intention of tiered offence provisions to close the gap between the existing offence of dangerous driving and driving without due care and attention'. I am pleased to see that the minister has listened to this recommendation, and, although the wording of 'negligent' will not appear, the intent is now there as the gaps have been filled and much stronger penalties have been applied. I sincerely hope the families feel that their persistence has paid off with this result.

Simplifying the work of police officers by allowing a police officer who conducts a roadside test for drug driving to also conduct any subsequent saliva analysis will be accepted warmly. I know this from conversations I have had with officers from both police stations in my electorate of Kurwongbah. I think the biggest benefit of this streamlining will be felt in the regions where this will allow policing resources to be used more efficiently.

I will touch on the concerns and confusion that has been felt by the agricultural sector where there is the mistaken belief among producers that they would be required to monitor and evaluate if a driver and their vehicle is fit for purpose, entailing the need for producers to check logbooks and maintenance logs. The member for Traeger was concerned about this also in his statement of reservation. I am happy to say that this is not the case. At the public hearing AgForce acknowledged this and agreed to help with an education campaign to let their members know that the chain-of-responsibility amendments in this legislation are there to help safety and not to create this sort of inconvenience.

AgForce Queensland also helped outline that the chain of responsibility is there to help all stakeholders with their acknowledgement that—

... primary producers have a role to play in improving safety outcomes and we must do our bit to ensure that everyone gets home safely at the end of the day, irrespective of whether you are a farmer, a transporter or a general road user.

I thank them for that. Finally, currently there is only a six-month retention period for a licence holder's photo and signature. This causes an unintended inconvenience for people who have attended a licence issuing centre to have their photo and signature recorded yet do not complete the online course within a six-month period, as the enrolment period can be 12 months. In this case, they would have to go back to a licence issuing centre to get their photo taken again. This legislation will allow a photo and signature to be retained for a period of 12 months. This will allow TMR to issue the learner licence automatically once the person has satisfied all requirements for the licence—that is, the learner will not be required to attend a licence issuing centre again.

Our Transport and Public Works Committee made two other recommendations—the first being that the bill be passed and the other asking for the minister to consider the issue of stakeholders' support for a timely review of the heavy vehicle national law in consultation with the Transport and Infrastructure Council, and we thank the minister for his action on this. I would like to thank my fellow members of the Transport and Public Works Committee for their work in getting our report done. I also thank our hardworking secretariat staff—Deb, Margaret, Lyn and Mishelle—the departments and all of the stakeholders who put in submissions and appeared at our public hearing. I commend the bill to the House.

 **Mr LAST** (Burdekin—LNP) (3.20 pm): I rise to make a brief contribution to the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. I note that there are a number of provisions contained within this bill and that this legislation is the cornerstone of the COAG national heavy vehicle reform agenda ensuring that the industry can operate across state borders without conflicting regulatory requirements.

I will in my response relate my experience as a former police officer in dealing with heavy vehicle regulation and compliance. I can certainly attest to the problems that we used to experience in enforcing heavy vehicle legislation in this state, particularly for interstate truck drivers. I note the bill amends the heavy vehicle national law to create a positive due diligence obligation on executive officers that will apply to all safety related offences and to require the NHVR to maintain a database of heavy vehicles. This database is important for a number of reasons, not the least of which is the need to have consistency in the application of laws across the country. We know that heavy vehicle operators work across Australia and the maintenance of a database of heavy vehicles is pivotal to understanding who is operating heavy vehicles on our roads, where they are operating and, more importantly, whether they are committing offences.

Heavy vehicle registration can be a complex issue. If you speak to staff involved in the registering of heavy vehicles, they will certainly tell you that it is both time consuming and multifaceted. I note that Queensland will continue performing registration related functions, and I certainly hope the appropriate level of support and training is ongoing and is being provided to departmental and police staff to assist them with the performance of this function.

I want to turn to the road safety aspects of this bill and, in particular, the amendments to the Transport Operations (Road Use Management) Act 1995 and the Transport Planning and Coordination Act 1994. These amendments will improve road safety by: increasing penalties for driving offences involving death or grievous bodily harm; allowing a registered operator of a vehicle to be notified of offences committed in their vehicle by another person; allowing a police officer who conducts a roadside test for drug driving to also conduct any subsequent saliva analysis; and clarifying the duties of drivers involved in road crashes.

Usually, the officer who conducts a roadside drug test is the same officer who arrests the offender. Currently, when testing for drug-driving offences, the police officer who operates a subsequent saliva analysing instrument must not be the same officer who arrested the driver or who performed the preliminary roadside saliva test. The current legislative requirement for two officers to be involved provided for corroboration of questions asked of the driver and of the indicia displayed by the driver. This of course presents significant problems for single officer police stations, particularly those in isolated or remote areas of the state. The technological advances in saliva analysing instruments mean that the restriction preventing the roadside officer operating the analysing instrument is no longer necessary. This means that officers in localities such as Laura in Cape York, where I used to be stationed, can conduct these tests.

There is nothing more callous or offensive than a driver failing to remain at the scene of a traffic accident where someone is dead or apparently dead. I am pleased that this bill clarifies that a driver involved in an accident where someone is killed or apparently dead must remain at the scene.

I note the three recommendations from the committee and, in particular, recommendations 2 and 3. I certainly support a review of the heavy vehicle national law as it is highly likely further changes or amendments will be required in due course regarding this legislation. Having regard to recommendation 3, I want to make a comment on the inclusion of the term 'negligent'. At the present time, we have a simple offence of driving without due care and attention and we have the much more serious criminal offence of dangerous driving. I will give some examples of what might constitute driving without due care and attention. It would be someone who is playing with their car radio or someone who spills coffee in their lap and momentarily takes their eyes off the road. I have had drivers who have dropped cigarette butts into their lap. Those sorts of things are examples of driving without due care and attention.

If we contrast that with dangerous driving—where someone might be travelling at excessive speed, driving through a red traffic light or crossing double lines—we can see that there is a significant difference. Where the problem arises is if someone who is fiddling with the radio in their car is involved in a traffic accident where a driver or pedestrian is killed. It makes it very difficult to take that to a court of law or to decide what to actually charge that person with because it may not constitute 'dangerous driving' in the true sense of the word, but someone has been killed and there is an expectation from the broader community and from relatives—as we have heard my colleague the member for Burnett already elaborate—that there would be a significant term of imprisonment imposed and/or a fine and the disqualification of the driver's licence for a period. That is where the issue arises with regard to this legislation.

If the minister is to include the term 'negligent', I would ask for clarification as to whether that is to be included in the offence of driving without due care and attention or the offence of dangerous driving or whether a separate new offence is to be created. It is my submission here today that a new

criminal offence be created of negligent driving causing death or grievous bodily harm with relevant circumstances of aggravation around intoxication, unlicensed driving or disqualified driving. It may well be that section 289 of the Criminal Code—that is, duty of persons in charge of dangerous things—could be amended to incorporate this provision. With the House's indulgence, I will read that section. It states—

It is the duty of every person who has in the person's charge or under the person's control anything, whether living or inanimate, and whether moving or stationary, of such a nature that, in the absence of care or precaution in its use or management, the life, safety, or health, of any person may be endangered, to use reasonable care and take reasonable precautions to avoid such danger, and the person is held to have caused any consequences which result to the life or health of any person by reason of any omission to perform that duty.

As members can see, it would very easily fit within the premise of what we are talking about here today to incorporate the term 'negligent' into that particular definition which would make it a criminal offence. There is certainly a community expectation out there—as I alluded to previously with what was said by my colleague the member for Burnett—that drivers who cause death or serious injury to a third party are appropriately punished. As legislators, we have a duty to ensure appropriate legislation is in place that reflects community expectations, and I certainly hope that the minister is taking that on board. I listened to the minister's contribution today and I appreciate where he is coming from with this, but to me there is a definite need to have some legislative changes made which create an offence between driving without due care and attention and dangerous operation of a motor vehicle. I certainly hope that going forward we can take that on board and look at implementing legislation which reflects that.

 **Mr MELLISH** (Aspley—ALP) (3.29 pm): Heavy vehicle related amendments in the proposed bill were developed by the National Transport Commission in consultation with the National Heavy Vehicle Regulator and all state and territory road transport authorities, and they received unanimous agreement from the Transport and Infrastructure Council. Queensland is the home jurisdiction for the National Heavy Vehicle Regulator and heavy vehicle national law—law which is the cornerstone of COAG's heavy vehicle reform agenda. The proposed bill amends the Heavy Vehicle National Law Act 2012 to implement: nationally agreed reforms to executive officer liability provisions, development of a national operator fleet dataset of registered heavy vehicles, and amendments to application provisions allowing Queensland to continue performing registration related functions for heavy vehicles beyond 1 July 2018.

The bill also introduces amendments to improve road safety by increasing the penalties for driving offences involving death or grievous bodily harm, simplifying testing procedures for drug driving, allowing the registered operator of a motor vehicle to be notified of any driving offences committed in their vehicle by another person and improving the customer experience for persons participating in the learner licence online training and assessment program.

With regard to the heavy vehicle national law, the amendments are part of an ongoing review and maintenance process. The bill amends the laws to implement nationally agreed upon reforms. The major changes are: extending executive officer liability due diligence obligations, ongoing registration of heavy vehicles under the legislation of participating jurisdictions and development of a national operator fleet and dataset of registered heavy vehicles. Stakeholders were by and large supportive of these changes, which are sensible reforms.

With regards to the extension of executive officer liability due diligence, these were largely seen as the extension of existing workplace health and safety laws and regulations into the transport sector. I also congratulate the NHVR on their communications and awareness campaign on this in making sure all stakeholders were aware of what was happening at each step of the process, particularly for primary producers.

It is also pleasing to see a recommendation of the committee regarding the NHVR has, in fact, already been acted on. Consistent feedback from all sides of the industry was that the pending review of the NHVR should be brought forward. We heard this in our written submissions as well as during the public hearings. The committee was more than happy to recommend this in the report, which has led to the recent Transport and Infrastructure Council agreeing to bring forward the review from 2020-21 to 2018-19—the next financial year—with the terms of reference for the review to be shortly finalised.

The bill also contains certain amendments relating to driving offences. The views of families and friends impacted by fatal crashes where the offending driver had committed a careless driving offence have been expressed through correspondence to the government, public forums and the media over a period of time. We also heard firsthand from those families in the committee hearings. I certainly congratulate those families who appeared before the committee.

There is a community view that the current penalties for careless driving offences resulting in death or grievous bodily harm are inadequate. There have also been calls for lengthy or lifetime licence disqualification periods from some members of the community and family members impacted by fatal crashes. It is therefore pleasing to see that it is proposed that penalties for certain driving offences involving death or grievous bodily harm be increased. This bill also consolidates the duties of drivers following a crash, including clarifying that drivers involved in a crash where there is a fatality must remain at the scene.

The penalties for careless driving offences will be significantly increased in the event of the death or grievous bodily harm of a person, with a further increase to apply where at the time of the offence the offender was also unlicensed. There are also two new offences related to careless driving: a one-year maximum term of imprisonment for careless driving resulting in death or grievous bodily harm and a two-year maximum term of imprisonment for careless driving resulting in death or grievous bodily harm where the driver is unlicensed.

In conclusion, this is sensible legislation; these are sensible reforms. I commend the bill to the House.

 **Mr WEIR** (Condamine—LNP) (3.32 pm): I rise to make a contribution to the debate on the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. There is not a more important industry in the seat of Condamine than the transport industry. With agriculture being the largest industry in the region, be it grain, cotton livestock or the other associated industries, all rely on the heavy transport industry.

The Heavy Vehicle National Law and Other Legislation Amendment Bill 2018 was introduced into the Legislative Assembly and referred to the committee on 15 February 2018. In February 2010 Queensland was named the host jurisdiction to lead the implementation of the NHVL. The Heavy Vehicle National Law Act 2012 was introduced into the Queensland parliament in July 2012. In 2016 amendments introduced chain-of-responsibility provisions which require parties to focus on overall safety outcomes, enable a more flexible approach to compliance, reduce the regulatory burden and more closely align the HVNL with other national safety laws. The bill amends the HVNL to expand positive due diligence obligations on executive officers to apply to all safety related offences with respect to the operation of heavy vehicles. The National Road Transport Association explained—

Chain of responsibility provisions in transport law are designed to ensure that any party in a position to control and influence on-road behaviour, including our friends from the primary production sector, are held accountable. CoR provisions recognise that on-road behaviour and safety outcomes are often influenced by the actions of parties within the transport industry other than the driver.

The Australian Trucking Association advised that they and the Australian Logistics Council with support from the Australian government, the NHVR and extensive consultation with those involved in the supply chain are developing a master registered industry code of practice, which is nearing completion, to help businesses comply with the law.

AgForce stated that the agriculture sector had raised concerns regarding the communication of the changes and the sector's ability to prepare for them. They stated—

Unfortunately, and as is often the way, some negative media started to talk about the idea of all responsibilities being pushed onto a farmer. A classic example is thinking if a farmer pays for a contractor to undertake a transport task and they are now responsible for ensuring the road worthiness of that vehicle is up to scratch, that the logbooks are in order and that the driver is not impaired by drugs, alcohol or fatigue. Naturally, producers were absolutely aghast at how that is legal or fair and reasonable.

In its response, the NHVR stated—

The NHVR continues to work with industry and participating jurisdictions to ensure a smooth transition to the new approach to Chain of Responsibility in the lead up to a commencement date being announced.

The explanatory notes identify that in conjunction with proposed amendments to the HVNL registration, the Federal Interstate Registration Scheme will be closed and all registration functions will be maintained and administered directly by each state and territory based on a vehicle's garage address. The explanatory notes also identify that the legislation to repeal FIRS is expected to be passed by the Australian parliament before 1 July 2018. The closure of FIRS will require all heavy vehicles registered under FIRS to transition to state or territory based registration systems during the transition period from 1 July 2018 to June 2019.

With reference to the heavy vehicle database, clause 13 amends section 4 to include the keeping of a database of heavy vehicles by the NHVR. This is a consequential amendment resulting from the omission of chapter 2. Clause 39 inserts new sections requiring the NHVR to maintain a database of

heavy vehicles. This amendment is intending to enable the identification of a heavy vehicle registered under a law of a participating jurisdiction and to allow great information sharing of registered owners of heavy vehicles.

The National Heavy Vehicle Regulator, along with the Queensland Trucking Association, the National Road Transport Association and AgForce, expressed the need for a review of the HVNL. The NHVR advised the committee—

You would have heard industry say that the NHVR is hamstrung by the way that the law was written when we were established. There are simple small changes that can be made as bandaids to the problems that arise in areas like government decision-making, but the law needs to be reviewed in its entirety and reviewed now. It is more than five years since the law came into effect, and it is time that it was assessed for its effectiveness in delivering safety and productivity through harmonisation.

This bill will also increase penalties and licence suspensions for careless driving causing death. All would agree that as legislators we should do all in our power to ensure that all road users in the state arrive safely at their destination. Having been involved in an accident while driving a heavy vehicle, I know only too well how quickly life-threatening situations can occur. I remember the occasion very well.

I was driving a truck that was loaded with grain. I was going to Dalby. A small car, a Gemini, came to an intersection. It basically came to a stop, and then it pulled out onto the road in front of me. I thought, 'If this car turns to the left we could get away with this,' because there was no indicator on, but it turned to the right and directly in front of me so I knew that we were going to have a serious accident. There was no way of avoiding it. I could not stop. I was going to hit the car.

I concentrated as much as I could to hit the car as far forward as I could because I knew if I hit it further back near the driver door nobody would survive. I managed to hit it just in front of the front door. I then ran off the road. I eventually stopped the truck without rolling it, which was a miracle. I jumped out of the truck, ran back and the car was already on fire; it must have ruptured a fuel hose. There was a heavily pregnant woman in the front seat who was unconscious without a seatbelt. All of the dash was on fire. I did not know how badly she was injured, but I knew I could not leave her there, so I picked her up and I carried her away.

Thankfully, she and the child recovered well. Young Josh played soccer with my son and I knew the lady, but in the instant she disappeared beneath my bull bar she still had not seen the truck. If I had hit the car another metre back from where I did there would have only been one witness to that accident: me. That is how accidents can happen so quickly, and that is why I was pleased to see the committee recommend that the government consider an amendment to include the word 'negligent' to better reflect the intention of the tiered defence provisions to close the gap between the existing offence of dangerous driving and driving without due care and attention.

The committee also noted that whilst many stakeholders have called for mandatory jail sentences, the bill does not impose this and leaves it to the discretion of the courts, who are best positioned to consider all of the facts that apply in each particular case. I fully understand the trauma that people go through when they lose a loved one but, having been through that experience, I know how quickly these things can happen. I was completely absolved of any responsibility.

 **Mr MILLAR** (Gregory—LNP) (3.40 pm): I am glad that I am speaking after the member for Condamine who, like me and a couple of other members in this House, has been involved with heavy vehicles all his life. Listening to what he had to say, it would be a very frightening and disturbing image in his mind and one that he probably still replays. Driving trucks is a very difficult thing to do sometimes. I have an MC licence which allows me to drive road trains. You can only slow those trucks down using the gears: you cannot slow them down using the brakes. If you use the brakes the truck will jackknife and you will end up in a worse situation.

I rise to make a short contribution on the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. The LNP does not oppose the bill, as it seeks to introduce a range of measures which are designed to contribute to the improvement of safety outcomes not only for the road transport sector but also for all those who travel on our roads.

The seat of Gregory relies heavily on the vehicle industry. Heavy vehicles use our roads every day to get our products from paddock to port or paddock to processor. We have many well-respected companies in the seat of Gregory in the heavy vehicle industry including Emerald Carrying Co., one of the largest heavy vehicle operators in the nation transporting fuel across Queensland and the eastern states, and cattle industry heavy vehicle operators such as RTA and Ballard. They all play a significant role in our economy and provide opportunities for employment. The industry is certainly very well respected. It has many stringent regulations in relation to how they conduct their businesses and drive their machines interstate and intrastate.

We also acknowledge that while the road safety amendments increase penalties for driving offences involving death and grievous bodily harm, we hold the view there is still a gap. The member for Burdekin, as a former member of the police force for a number of years, has unfortunately been at the scene of many accidents, some involving deaths, and is familiar with the issue of ensuring that the correct offence is charged. As we said, there is still a gap in these types of offences. They do not go far enough in giving courts enough scope to apply the appropriate penalties in the circumstances.

While we are generally supportive of the bill, we note the importance of continual improvement in the regulatory environment for the industry and confirm the need for an independent review of the heavy vehicle national law to be undertaken within 12 months. It is important that we continue to review this. One of the biggest issues that I face in the seat of Gregory—and talking to people involved in the heavy vehicle industry—is getting to understand the regulation, whether that is the registration of trucks and trailers or abiding by the stringent controls over logbooks and having logbooks on them.

I have a logbook but I do not use it that much now. I just have a four-wheel drive to go around the electorate, not a Kenworth, but I do know the difficulty sometimes in filling out logbooks and ensuring they are accurate. I think that many drivers try to do the best they can to keep those logbooks as accurate as they can. If they are pulled over and the logbooks are not filled out correctly there are quite exorbitant fines. I have heard of fines of more than a couple of thousand dollars, and for a family business in the heavy vehicle industry a large fine can be a big issue in terms of their viability. We need to acknowledge that, when it comes to regulation, the industry has come a long way over the last 20 or 30 years.

The Heavy Vehicle National Law and Other Legislation Amendment Bill 2018 was introduced on 15 February 2018 and was referred to the Transport and Public Works Committee for detailed consideration. The bill makes minor or technical changes resulting from the maintenance process for the heavy vehicle national law that remove unnecessary administrative or regulatory burdens; provides a one-off exemption from vehicle registration duty for heavy vehicles transitioning from the Federal Interstate Registration Scheme to the Queensland registration scheme; and allows the registered operator of a vehicle to be notified of offences committed in their vehicle by another person.

With respect to heavy vehicle matters, we recognise that the HVNL amendments were jointly developed by the National Transport Commission and the National Heavy Vehicle Regulator in consultation with state and territory transport authorities, enforcement agencies and the Heavy Vehicle Industry Association. In May, as a result of these consultations the HVNL changes proposed in the bill were supported by all jurisdictions. It is also noted that, in conjunction with the proposed amendments of the HVNL registration, the Federal Interstate Registration Scheme will be closed and all registration functions will be maintained and administered by each state and territory based on the vehicle's garage address. However, while the responsibility for registering heavy vehicles will rest with the states and territories, the amendments in the bill will establish a national heavy vehicle database. As a major piece of legislation that applies on a broad basis, the heavy vehicle national law has been the subject of extensive discussion between agencies and governments of all persuasions over the years. Queensland has played an active role in the HVNL, with all sides of politics generally supportive of the measures and aims of the law.

It is also important that our other stakeholders are included in the communication to stakeholders. You only have to look at AgForce, the peak agriculture lobby group, and the need for them to be aware of these changes and how they can communicate this to their members. They have an effective database to get out to members and an understanding of how this affects heavy vehicle registration. There are many agricultural operations that have their own private heavy vehicles on farms or grazing properties, and there are many functions they have to undertake to run those businesses. They also need to have an ease of communication and understanding of what the changes are so they do not end up breaking the law and they are well aware of their obligations when they run a truck or road train into town or for work.

The LNP recognises the vital contribution that the heavy vehicle transport industry makes to the national economy and certainly to the Queensland economy. It has a significant impact on the Queensland economy and certainly the Western Queensland economy. Not only do they employ truck drivers but they also employ mechanics and tyre fitters. They also provide what is essentially the only way of getting our products from paddock to processor or paddock to port. Whether they are coming out of the Channel Country up through Tambo, across to Blackall and then across to Jericho and then into the Rockhampton meatworks, or even going further north on the Alpha-Clermont road up to Townsville, they are very much part of our industry. We also have to recognise that they are big supporters of our communities. Many of the trucking companies such as Johnson Brothers, RTA,

Ballard and Emerald Carrying Co. play an active part in the community with sporting groups and organisations, so we have to make sure we make it easy for them to understand what laws we are changing.

We are not asking for special laws or to ease laws; we are asking for better communication in relation to those laws. Sometimes they are hard to understand and sometimes it takes time to get information through that people are doing the correct thing. As the member for Condamine said in his speech, there is a bit of a gap that needs to be addressed. I hope that when we look at this again in 12 months time we look at that gap and try to strengthen that part of the act.

 **Mr JANETZKI** (Toowoomba South—LNP) (3.50 pm): I rise to make a contribution to the debate of the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. As my colleagues have, I will be offering my support to the bill; however, I will be speaking to provisions relating to particular offences and how they interrelate between TORUM and the Criminal Code.

Before I turn to those provisions, I want to remind members why we are here today talking about them. The community campaign which the member for Burnett spoke about and which the member for Burdekin and the shadow minister alluded to has been going on for a number of years. I trace it back to the very sad death of Mrs Audrey Dow in the electorate of Whitsunday. She was killed on 31 July 2013 in Mackay. In that particular instance the driver, Mr Kite, was showing a lack of care and attention, distracted by a mobile phone, and hit Mrs Dow's vehicle, causing her death. Mrs Dow's daughter, Angela Meiklejohn, met with the then shadow attorney-general, the former member for Mansfield, in relation to these matters. The LNP offered its support immediately following the coroner's report into Mrs Dow's untimely death. It took the Attorney-General's department eight months to reply and it has taken a further 2½ years for us to debate these laws today. Since the death of Mrs Dow there have been too many deaths not given the full weight of potential offences at law. It is time that this legislation was debated.

The member for Burnett spoke about the Walker family and the Mabley family. It is worth reminding ourselves that the driver in that case, Mr Gayler, pleaded guilty to driving without due care and attention, was fined \$3,000 and had his licence suspended for three months. The case I want to personally reflect on—I have met and spent a considerable amount of time with the father—is the case of Yasmin McAllister. Her father, Glynn Harnell, made a submission to the committee. A common theme amongst all family members was a deep feeling of injustice. While they were saying goodbye to their loved ones, the people who had perpetrated these crimes were walking out with a suspended sentence, no sentence or perhaps just a fine. There are deep emotions to this. I think the member for Burdekin picked up on that quite clearly as well.

One year ago tomorrow, Yasmin McAllister was killed at Camp Hill by a driver, Mr Tiwari, who had failed to show due care and attention and hit another vehicle, which subsequently hit Yasmin McAllister. She suffered seven head fractures and passed away. The driver pleaded guilty to driving without due care and attention and was given a three-month sentence, which was wholly suspended. The magistrate in that case said that it was at the extreme end of the due care and attention provisions under the TORUM Act and that the offender 'took a punt'. As I said, that offender was given a sentence of three months imprisonment wholly suspended and lost his licence for six months. This is where we are coming from today—a deep groundswell of concern amongst families.

I am deeply concerned about the lack of due care and attention that is shown on our roads. To see this you only have to stop at a set of traffic lights and observe people in other cars who are checking their mobile phones. While we may be debating these laws today, I am hoping that the minister is developing some strategy to improve road safety in this regard. It is of grave concern to me when I look across traffic at traffic lights and I see many people with their heads down, clearly using their mobile phones and not showing due care and attention as they ought.

I turn to the amendments. The minister spoke about essentially the doubling of the penalties associated with the existing offences. There is an additional circumstance in that if the driver was disqualified then there would be a further doubling. The penalty is proposed to increase from six months imprisonment and a fine of roughly \$5,000 to a fine of \$10,000 and two years imprisonment. Those penalties would be doubled if there was a circumstance that the driver who caused death or grievous bodily harm was disqualified from driving.

My question, as has been articulated by a number of speakers on this side of the House, is: is there a case for a mid-tier offence to be introduced? If it was good enough for New South Wales to have a mid-tier offence of negligence, what is the advice that the minister has received that prevents Queensland from considering a similar outcome? If New South Wales has a mid-tier offence of negligence, why is it not good enough for Queensland to consider that?

I turn to the coroner's report in relation to the death of Mrs Dow. The coroner said in his report—

It was pointed out to me—  
by counsel assisting—

that any mid-range offence dealing as it does, with causing death, would best be contained within the Criminal Code, so it is under the responsibility of the Minister for Justice and Attorney-General—

this is the key point for me—

and can sit as an alternate charge for a jury to consider whenever the prosecution proceeds with a charge of dangerous driving. This is a very sensible, and wise, observation.

The minister spoke in relation to the independent legal advice he had received. I am not sure whether it is possible to circulate that legal advice in respect of whether consideration was given to a mid-tier offence being included in the Criminal Code for the reasons that the coroner recommended or to give a jury an alternative charge if a dangerous driving charge was brought under the Criminal Code. I would be intrigued to understand whether advice was sought in relation to the New South Wales mid-tier negligence offence and why it was not adopted in Queensland.

While this is a step in the right direction, I believe that some families will still be concerned that it does not send a strong enough message, particularly given that it is not in the Criminal Code. From observing road users generally, I hold a deep concern that people who drive without due care and attention are weaponising their vehicles. It is that simple. To understand this you need only see the heartache of the families we have discussed—the Walkers, the Mableys, the Harnells, the Meiklejohns and the Dows—who have lost their family members. People who drive without due care and attention are weaponising their vehicles. I believe that a strong message needs to be sent. As these provisions are not in the Criminal Code I am not sure the message is strong enough, but I accept what the minister said earlier today.

I was deeply moved by my meeting with Mr Harnell. As I said, one year ago tomorrow his daughter was killed in an accident. He has given me permission to read from his victim impact statement, which he read before the magistrate at Holland Park Magistrates Court. He said—

More so than the disappointment in certain Police is my massive sense of the failure of the State government in bringing in appropriate laws. They have ignored or not given sufficient import to the Coroner's Findings of Inquest dated 6th of March, 2015 into the death of Audrey Anne DOW ...

He continued—

I know I am not the only father to lose a child, I am not the first and I won't be the last. But today I am an angry father, angrier than I have ever been at this negligent driver who has deprived me of the company of my only beloved daughter, who has deprived me of her always cheery 'heyyyy Daaad' when we met, deprived me of the pleasure of future grandchildren which were planned for 2018, deprived hundreds of people of her megawatt smile which would literally light up a room when she entered, indeed deprived society of the undoubted contribution she would have made through her work and through her love for humanity.

 **Mr KELLY** (Greenslopes—ALP) (4.00 pm): I support the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. I also will focus mainly on the increase in penalties for careless driving and the mandatory licence disqualification. The very tragic situation described by the member for Toowoomba South took place in my electorate and it has deeply affected many people in my community. The situation that you recounted, Mr Deputy Speaker Weir, in your contribution rang very strongly with me because my family and I were in a very similar situation to the one you described where we were the victims of a careless driver and it was only a matter of centimetres and the outcome would have been much different. The scenario you described certainly brought those memories back to me.

I want to thank those constituents who have come to see me about this bill or contacted me with their concerns. I certainly share their concerns for a whole range of reasons, not least of which is because of the time that I have spent as a nurse caring for people who have survived serious motor vehicle accidents. The length of time for recovery is significant and the impacts on the individual are massive, as are the impacts on the entire family of that individual. I have seen generations of families significantly disadvantaged because of a moment of careless driving, so I am personally committed to reducing motor vehicle accidents. It is a complex and an ongoing effort.

The PricewaterhouseCoopers guide for policymakers on reducing road fatalities identifies five top risk factors. Speeding, drink driving, distracted drivers, lack of seatbelts or child restraints and a lack of motorcycle helmets are those things that contribute most to motor vehicle accidents. I know there are significant policy initiatives in relation to all of those matters, but I see this as yet another step in trying to reduce the number of serious motor vehicle accidents and the damage that is done to individuals in our community.

Like many people in my community, I am deeply saddened and angered when people are killed or injured in a car accident, particularly where the driver has been careless. Some terrible situations have occurred over the years where one could consider that these are genuine accidents caused by momentary lapses of concentration or a set of circumstances that lead to an error of judgement. However, there are other situations where the driver is truly careless and seems to have a history of careless behaviour. I could use many examples to illustrate both situations, but I will not use specific examples out of respect for the people involved.

It is right that the decision about whether to apply a penalty sits with the judiciary based on the specific evidence in relation to each situation. However, there is clearly an expectation—and that was demonstrated in my community with the scenario and the situation of the sad tragedy described by the member for Toowoomba South—in the community that where careless driving occurs resulting in death the judiciary have the option of stronger penalties. In my humble opinion, this bill strikes the right balance of increasing those penalties and allowing the judiciary to determine how and where these should be used.

I want to turn to the provisions dealing with mandatory disqualification. During research undertaken when I was considering this bill—and I want to acknowledge the people who wrote the report, because it was an excellent report, and all of those people who made submissions—I read an interesting study done in Queensland about the relationship between penalties for road traffic infringements and crash risks done by Simon Walter and David Studdert from Berkeley and Stanford universities respectively, published in the *International Journal of Epidemiology*.

Some of the key findings from that study is that, following infringement notices, risk of accidents increase significantly in the following month to six months by a magnitude of about 30 per cent. The conclusion or the hypothesis put forward by the authors was that the infringement notice does not cause the increase in accidents, but perhaps the infringement notice identifies a cohort of drivers who are engaging routinely in risky behaviour which may result in these careless driving accidents which cause so much damage and so much pain to our community and to particular individuals and families in our community. This to me suggests that policymakers should consider a range of options following infringement notices, because the risk of another accident clearly increases. Obviously this is only one study, and perhaps there is need for greater study in this area to verify what has been found, but for this reason I believe it is very reasonable to take the action of mandatory disqualification of licences as one option.

Nothing in this bill will bring back the loved one killed by a careless driver or speed up the rehabilitation time of those injured by a careless driver. I am deeply sympathetic to people who are affected in this manner. The provisions that I have discussed meet the community expectation of applying stronger penalties in situations judged by the judiciary to be deserving of such penalties and I believe they reduce the risk of future motor vehicle accidents by applying mandatory disqualifications. I commend the bill to the House.

 **Mr COSTIGAN** (Whitsunday—LNP) (4.06 pm): I rise to make a brief contribution in relation to the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018 and, in doing so, acknowledge the many families who are looking to the Queensland parliament today to make the system better. There have been a number of contributions across the chamber that will strike a chord with many people far and wide across this great state, including members of the Dow, Meiklejohn and Garnett families. I particularly want to single out the member for Toowoomba South and shadow Attorney-General's contribution. He gave a great appraisal of the situation, certainly from my point of view. I knew the late Audrey Dow. She was 81 at the time of her death. I knew her when I was a little boy in North Mackay. She was a great contributor to the city that I represent, particularly through Vinnies. I have known her daughter Jacquie for a long time as well, and I dare say that she will be watching the live stream of this parliamentary proceeding this afternoon from the Dudley Denny library in the Mackay CBD.

No matter what we do here today, as the member for Greenslopes has alluded to, we cannot bring these loved ones back. We all wish we could, but sadly we cannot. When we come into this place—no matter where we come from, no matter what party we are from—we are here to try to make the system better. For those families that I have mentioned, today has been a real long time in coming. I refer to an article reported in the *Daily Mercury* on 29 September 2016 quoting Angela Meiklejohn, who was among the submitters to the committee alongside Tony Dow and Jacquie Garnett. On that note, I want to acknowledge all of those families and people who made submissions to the committee.

Ms Meiklejohn said—and this is nearly two years ago—

The anniversary keeps ticking ... It's been three years since Mum passed and nothing seems to have been done. We haven't heard a yes or a no.

...

It's like sweeping it under the carpet. Someone dies, and the family's left to put the pieces back together.

...

It's absolutely gut-wrenching. You don't understand how your mother could be killed like that, taken away from you, and then nothing happens. It's very difficult.

That is what Angela Meiklejohn said in the *Daily Mercury* on 29 September 2016—almost three years, as I recall, since that terrible accident that claimed the life of 81-year-old Audrey Dow, who was also very well known to my late mother.

Today, our thoughts and prayers are with the families as we try to make Queensland a better place. I want to echo the sentiments expressed particularly by the member for Toowoomba South and shadow Attorney-General. I also note the contribution of my other colleagues on the non-government side, particularly the members for Burnett and Burdekin.

I remind everyone here of the work of the coroner. I am sure many people who have followed this debate have followed the work of Coroner David O'Connell in relation to these matters. The family of the late Audrey Dow told the committee the following—

We strongly plead that legislation in Queensland is changed to close the gap that exists between the existing offences of Dangerous Driving under S.328A of the Criminal Code Act 1899 and Driving Without Due Care under S.83 of the Transport Operations (Road Use Management) Act 1999; to align with existing legislation in other states around Australia.

On that point, what did the shadow Attorney-General say? We have this mid-range provision in New South Wales—south of the Tweed—but for some reason we cannot have it in Queensland. Although I think this bill is a step in the right direction, as legislators we could go a lot further and please these families who mourn their loved ones. That submission made by the family of Audrey Dow stated further—

We seek the introduction of a third charge of 'Reckless Driving' as recommended in a number of findings by Central Queensland Coroner, Mr David O'Connell.

I think that says it all. As I said, a lot of families who are mourning and have mourned the loss of loved ones are following today's proceedings in this House. I think this bill is a step in the right direction, but much more can be done so that, although nothing will bring back to those families their loved ones, they can at least think that the system is working better than ever it did previously.

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (4.13 pm), in reply: I would like to thank all members for their contributions to the debate on the Heavy Vehicle National Law and Other Legislation Amendment Bill 2018. I acknowledge the role of those families who have advocated for reform over the past couple of years. This has been a worthy debate and a worthy engagement by all parties.

This bill continues the delivery of important amendments on a number of fronts, including the heavy vehicle industry reforms, particularly relating to the chain of responsibility and heavy vehicle registration. With regard to the amendments relating to heavy vehicles, an extensive consultation program was conducted with industry stakeholders so that all of those involved in the transport of goods by heavy vehicles are aware of their ongoing responsibilities. Certain sectors such as primary producers received targeted consultation specific to their particular needs. I am confident that the support and guidance that the National Heavy Vehicle Regulator is providing to industry will assist them in preparing for these changes. The changes, which come in from 1 July this year, will allow the National Heavy Vehicle Regulator to establish a national operator fleet dataset to support the regulator in performing its functions and delivering future productivity and safety benefits.

The Palaszczuk government remains absolutely committed to road safety and this is a very important part of this bill. Road crashes where a person is killed or suffers grievous bodily harm have a devastating impact on families and the community. This bill will close the current gap in the penalties between careless driving offences and dangerous driving offences where a person is killed or suffers grievous bodily harm. The new higher penalties and minimum licence disqualification periods for driving offences that result in death or grievous bodily harm will give our courts greater scope to deal with offenders.

During this debate and also in the broader discussion, a number of speakers have raised the prospect of whether a new negligent driving offence would be possible. I acknowledge the sincere intentions of those who suggest such an offence. However, in response I would like to say that introducing a new offence of negligent driving, or inserting the term 'negligent' into the provision relating to careless driving, would have serious undesirable consequences. Those consequences include making it more difficult to prosecute drivers for unsafe behaviours and potentially undermining the new penalties that this bill introduces.

In practical terms, the court may interpret the term 'negligent' as meaning something new, requiring prosecutors to prove other elements in order to convict a person of careless driving—that is, it may be more difficult for prosecutors to take action against offending drivers. The term may also impact on prosecutors who want to convict a driver for the more serious offence of dangerous driving. That is because negligent driving, if included as part of the careless driving provision, could be interpreted as adequately covering the behaviour that the individual is accused of. That would have the effect of reducing the maximum penalties regime that the courts have access to under the dangerous driving provisions.

I think it is important to note that the definition of 'careless driving' includes negligent behaviour. That reflects the different ways the legal systems in New South Wales and Queensland have evolved and the use of different terms for a similar provision. Therefore, I am confident that the new tiered penalty structure addresses previous coronial recommendations and community concerns that the existing penalties structure was inadequate and did not address serious crashes. The Department of Transport and Main Roads will monitor the application of these new laws over the first 12 to 24 months to ensure that they are achieving the desired outcomes.

Words are not really able to convey the tragedy of lives lost on our Queensland roads. Sadly, I note that, this year, we have lost over 100 Queenslanders. I thank all the family members who have taken the time, and also shown the courage, to share their stories with me, the committee and those others involved in considering this matter and for their unwavering commitment to improving road safety. They have shown both strength and resilience in highlighting the tragic outcome of these serious road crashes. I am very grateful for the opportunity that I had to spend time with them last week to go through these provisions and a range of other safety matters.

In saying that, I would like to take the time to recognise the courage of families who came and shared their stories with the committee and me by acknowledging some of the lives lost. I acknowledge siblings Sarah and Daniel Walker, who were killed in a crash outside Tiaro on 17 April 2017, and where Mr Peter Knowles and Sarah's young son, Sam, were seriously injured. I acknowledge Mrs Audrey Anne Dow, who was killed in a crash on 31 July 2013 at Mackay. I acknowledge Ms Yasmin McAllister, who was killed on 14 June 2017. Ms McAllister was a pedestrian at the time of the crash. I acknowledge Mr Bryan Baker, who was killed on 14 May 2017 while riding his motorcycle. I also acknowledge Dr Gerald McCrossin, who was killed as a result of a crash when he was a pedestrian at the time. He died on 21 June 2015.

These are by no means the only lives lost in such circumstances and my thoughts go out to all the families affected by such incidents. I acknowledge my cousin Stephen Cole who died near Inglewood in April 1988 in a head-on collision.

The bill makes changes relating to the retention of digital photos and signatures to support Prepl, the new online learning and assessment program for learner drivers. It will also allow notices to be sent to a registered operator of a vehicle when an offence is committed in that vehicle by another driver. These changes also support improved road safety outcomes, particularly for our young drivers.

Lastly, the bill will update testing procedures to reflect new technologies and offer greater efficiencies in the enforcement of drug testing. I thank all stakeholders and members of the community for their contributions and engagement in bringing these important road safety reforms to the House. I commend this bill to the House.

Question put—That the bill be now read a second time.

Motion agreed to.

Bill read a second time.

### Consideration in Detail

Clauses 1 to 61, as read, agreed to.

Insertion of new clauses—



**Mr BAILEY** (4.22 pm): I seek leave to move an amendment outside the long title of the bill.

Leave granted.

**Mr BAILEY:** I move the following amendment—

**1 After clause 61**

Page 37, after line 27—

*insert—*

**Part 10 Amendment of Waste Reduction and Recycling Amendment Act 2017**

**62 Act amended**

This part amends the *Waste Reduction and Recycling Amendment Act 2017*.

**63 Amendment of s 2 (Commencement)**

Section 2(1)—

*omit, insert—*

- (1) Section 4, to the extent it inserts new sections 99D and 99E, commences on 1 July 2018.
- (1A) Section 4, to the extent it inserts the following provisions, commences on 1 November 2018—
  - (a) new section 99P;
  - (b) new chapter 4, part 3B, division 3, subdivisions 1 and 2;
  - (c) new sections 99ZB and 99ZH.

I table explanatory notes to my amendment.

*Tabled paper:* Heavy Vehicle National Law and Other Legislation Amendment Bill 2018, explanatory notes to Hon. Mark Bailey's amendments [\[868\]](#).

**Mr CRISAFULLI:** We support this amendment, but it would be remiss of me not to ask why on earth we are discussing an amendment to the Waste Reduction and Recycling Act as part of the Heavy Vehicle National Law and Other Legislation Amendment Bill. I am sorry, but aside from the fact that waste gets picked up by big trucks that is a big, big stretch. I am afraid that it is symbolic of the fact that at the moment the House is not operating the way it should be.

Clearly one of two things has occurred: first and foremost we have not been in a position to pass enough legislation. That is clear. Secondly, the other day somebody on the government benches would have been thumbing through legislation and realised, 'Oh dear, in a couple of weeks time we have to roll out a container deposit scheme.' Both are shameful acts of governance. I am not going to suggest that it is the end of the world that it is not starting on 1 July, but it is very sloppy administration in every way, shape and form.

Might I suggest that the House firstly turns up and legislates as we are all paid to do. The shadow minister articulated that brilliantly in his contribution. Secondly, can the government keep an eye on what it is due to implement and at what times? May I suggest that a note be put in the diary on 1 November to have this thing ready to go, because we cannot keep kicking it into the long grass. By all means get it right, but make sure that this place operates in such a way that it can deliver legislation without having to make an amendment to an act that has absolutely no connection with the one we are debating. There is absolutely no connection. The shadow minister made an excellent contribution on what the bill is truly about.

**Honourable members** interjected.

**Mr CRISAFULLI:** But boy oh boy, not even the most one-eyed person—and there are those who are doing their best to defend it and I understand, a good bit of defiance—could suggest this is fair and reasonable. Let us govern properly in this place and let us have this House operate in the way that it should.

**Mr DEPUTY SPEAKER** (Mr Weir): The cross-chamber chatter can come to a conclusion, thank you.

**Ms ENOCH:** I rise to support these amendments and note, for the benefit of the member for Broadwater, that we are looking at the Heavy Vehicle National Law and Other Legislation Amendment Bill. The 'other legislation' is a very important element. The member for Broadwater would know very

well what sloppy administration looks like. He was part of one. These amendments to the Waste Reduction and Recycling Amendment Act 2017 will defer commencement of the container refund scheme from 1 July 2018 to 1 November 2018.

**Honourable members** interjected.

**Mr DEPUTY SPEAKER:** I asked before for the cross-chamber chatter to stop. It will stop or there will be a warning.

**Ms ENOCH:** For the benefit of the House, I would like to note that these amendments were previously attached to the Mineral and Energy Resources (Financial Provisioning) Bill 2018 but are now being considered with this bill.

I publicly announced the government's intention to extend the start date of the scheme in February this year. This was requested by stakeholders to ensure that Queensland did not run into the same rollout issues experienced in New South Wales when its scheme started last year. Extending the time frame for the container refund scheme's introduction will ensure the scheme is right for Queensland from the beginning.

Our new scheme will provide Queenslanders with more opportunities to reduce litter and increase recycling while being rewarded for their efforts. This scheme will give Queenslanders an incentive to collect and return containers for recycling in exchange for a refund payment. The container refund scheme will help incentivise recycling and help improve our results in this space. Our government is committed to improving our recycling rates and building a diverse and sustainable waste management industry. We know that recycling not only benefits the environment but also provides job opportunities for our communities.

The 1 November commencement date has been unanimously endorsed by the Container Refund Scheme Implementation Advisory Group which includes community and environment groups, the beverage industry, the waste recycling industry and the charitable sector. The Local Government Association of Queensland is also a member of this group and I thank the LGAQ for its submission to the Economics and Governance Committee in support of this amendment.

This change is another example of the Palaszczuk government working in consultation with the community to deliver responsible policy outcomes. Last year legislation to establish the container refund scheme received bipartisan support. I look forward to the continuing support of those opposite as we move to the rollout of the scheme this year on 1 November.

**Mr BLEIJIE:** I was sitting here looking over at the ministers and contemplating this amendment in relation to the container deposit scheme and I was thinking that it is not Minister Bailey's responsibility. I was trying to come up with who had ultimate responsibility for this. Then the member for Algeester rose to her feet and it all made sense to me. This amendment is being tacked on because the member for Algeester, the Minister for Environment, has a history of bungling things.

First off she had to copy the LNP policy for the container deposit scheme. She could not come up with it on her own. When she announced it she made out that no-one in the world had talked about this before, it was a brand-new Palaszczuk Labor government idea that no-one else was doing. Now she uses New South Wales as an excuse to defer commencement of the scheme until November when all the scout groups are waiting for it to happen from 1 July.

The other issue the member for Algeester bungled was the waste tax. In the parliament and outside, she said, 'This is not a tax, this waste levy'. Then of course the waste tax was introduced to stop the trucks. Then they blamed the Chinese. Now it is because of recycling in Ipswich. They were going to bring it forward, but now they are not going to because Ipswich changed its mind. If I was working for the Minister for Environment, I would go to work not knowing if I were Arthur or Martha or whether I were coming or going in that office.

A poor public servant had to go into the minister's office and remind the minister that, as the shadow minister for the environment said, she had forgotten to diarise the fact that this was due to start on 1 July. As an excuse, the minister said, 'That's because it is in other legislation, another amendment act'. However, that legislation never had anything to do with container deposit schemes. Then she said that it was in the mineral bill, so they had to switch it from the mineral bill to this bill.

The reality is that the government has not managed the House. The government has not managed the agenda. While I blame the environment minister, I also blame the Leader of the House. We know that they have cut hours and we do not have enough time to debate things. I suspect—

**Government members** interjected.

**Mr BLEIJIE:** I am happy to sit here until midnight on any night of the week, because we are not lazy like the Labor Party. We come in here to work. The reality is that this is a lazy and incompetent minister. How she still sits at the cabinet table is anyone's guess.

**Ms SIMPSON:** I rise to speak on the Heavy Vehicle National Law and Other Legislation Amendment Bill and this specific clause, which has been slipped in because the government has been sloppy. With respect to the primary bill that is before the House, we have heard some excellent contributions about concerns around road safety matters that are addressed in the bill. However, because of the government's sloppiness, this amendment has been put forward under the heading of 'other legislation', which is a long bow to draw.

In the future when people look for the relevant bills that have been before the House, it will be very difficult to find the original bill unless they realise it was slipped into other legislation because this government had been sloppy, lazy and inept with regard to how they managed parliament. They are arrogant in respect to how they manage parliament. Time and time again, we have seen them treating this place like a rubber stamp, saying, 'We'll slip it in a completely different bill, without any forewarning'. We just heard the minister say that they were going to tack this on to a mineral bill. How much respect did they have for the fact that the legislation with respect to container deposit schemes was supposed to come into operation in July? Now they are bumping it out to November.

**Mr Crisafulli:** February, originally.

**Ms SIMPSON:** It was February, originally. They need to make up their minds. What are they doing? What a useless government. They are completely hopeless in respect of managing anything. They cannot even run a chook raffle. The container deposit scheme is to be bumped out to November and that is being slipped into the middle of the Heavy Vehicle National Law and Other Legislation Bill. This is typical of the way that the minister and the Premier manage legislation. Parliament matters. They have continued to drop the ball in respect of this important issue and that is a concern. The minister is trying to make out that this is no big deal, but that does not stack up. This is just another bungle by an inept government that does not respect the parliament and could not manage this process.

**Mr BAILEY:** In this place it is not an unusual practice for a number of matters to be dealt with in a bill. This is not an unusual situation. It is something that happened under the previous government. To be quite frank, I think that the debate around this bill has been a credit to the speakers on all sides. However, I find it tasteless that there has been a political point-scoring exercise on what has been a poignant debate by many people right across the chamber on a very important issue.

**Opposition members** interjected.

**Mr BAILEY:** I note the continual interjections from the opposition. I find the contributions of their three speakers so far to be quite tasteless. This is not unusual practice. I do not recall any speakers on this particular aspect of the bill during the whole debate; not one. The heavy vehicle national law was dealt with. Road safety was dealt with. There is no contention about the content of this bill, as far as I am aware. Opposition members are simply making some kind of cheap political point. I do not think this is the right time for that. I think it has been a demeaning contribution. I urge people to support the bill.

**Mr WATTS:** I rise to speak on this amendment, because it goes to the core of how people in the wider community are trying to manage their businesses. They are controlled by legislation that comes to this place. They have ideas about how they need to manage their businesses, but when bills come into this place that have not been widely consulted on, that are ill prepared and that have deadlines for consultation and inquiry that cannot be achieved, that affects those businesses. People are trying to make an honest dollar so that they can pay their taxes, pay their increased electricity bills, pay their increased registrations and pay all of the different taxes loaded on them by this government. They are just trying to make an honest dollar, but they are struggling to make that honest dollar because the goalposts keep moving.

**Mr BAILEY:** Mr Deputy Speaker, I rise to a point of order. I seek your guidance on how relevant this speech is to the specific amendment, because we have gone right off the topic.

**Mr DEPUTY SPEAKER** (Mr Weir): Member for Toowoomba North, stick to the bill.

**Mr WATTS:** The relevance is very clear: if this chamber cannot manage itself and amendments are slipped in left, right and centre to change dates and move things around, the wider community—the ones whose pockets the Labor Party has its hands in, ripping out their hard-earned dollars—will struggle to operate their businesses effectively. The key thing when a piece of legislation is introduced is that we should try as much as possible to minimise amendments, particularly ones that will affect the wider community, including the small business community and others involved in it.

**Honourable members** interjected.

**Mr DEPUTY SPEAKER:** Order! The member for Toowoomba North has the call.

**Mr WATTS:** Everybody knows what the amendment is. I was happily sitting in the cafe when I heard others making a contribution to the debate. I felt that I should come to the chamber and put on the record, based on the community that I represent—

**Mr Hinchliffe** interjected.

**Mr WATTS:** I am not taking the interjections from the member opposite. He is simply trying to disrupt me. I want to represent the small businesses in my community. They want a competent government. They do not want a government whose business is directed by the unions. They do not want a government that cannot get legislation through this place. They do not want a government that is untrustworthy and sneaks things through. This chamber is where the government will be held to account for those actions.

**Mr McARDLE:** I listened intently to the Minister for Environment and the Minister for Transport argue the fact that this bill amends a number of acts. Of course it does. This amendment was not in the bill. It was introduced at a later date. I understand it was introduced early this week after a lengthy period of this government beating its chest and saying how important it is and how critical this is. We do not deny that this is critical or that we will not support it, but government members should not stand in here and try to hoodwink us with some sort of flim-flam that it is a bill that amends things, therefore anything can go in it. The should not put the whole kitchen sink in it.

The government should be truthful. The relevant bill was passed. What happened was that the Minister for Environment did not do her homework. The date 1 July was the potential date for this to be launched. Because of incompetence, because of inability, because of I do not know what, we are here tonight having to move the commencement date to 1 November 2018. It comes down to a lack of understanding of a minister's role in putting in place policy of a government.

It also highlights in my opinion the minister's inability to understand the critical nature of the role of this House and the processes of this House. That is something that any minister should understand from day one or they should not be in this House. At the end of the day, this nonsense argument that this bill amends things so it can amend anything is absolute rubbish.

**Mr HINCHLIFFE:** I rise to a point of order, Mr Deputy Speaker. The arguments that are being put forward by the member for Caloundra and indeed some other members who have spoken on this amendment are not arguments about the amendment. They are arguments about whether this amendment should be put in this form or not.

There was an opportunity before the minister moved the amendment to have that debate. The time for that was when the minister sought leave—

**Mr DEPUTY SPEAKER** (Mr Weir): What is your point of order?

**Mr HINCHLIFFE:** My point of order is continuing.

**Mr Bleijie:** It's a long point of order.

**Mr HINCHLIFFE:** It is a long point of order because I have to explain it. The point of order is that the member for Caloundra's contribution is not relevant to the amendment being debated. It is relevant to a debate that has not occurred in relation to leave being granted for an amendment to be moved outside the long title of the bill. What we are only hearing from the member for Caloundra are matters concerning the amendment being moved outside the long title of the bill. I ask that you rule on the matter.

**Mr DEPUTY SPEAKER:** I will rule on the matter. I find the argument is relevant.

**Mr McARDLE:** I hark back to the words of both the environment minister and the transport minister. They made the comment that this bill is an amending bill so therefore this amendment should just go in automatically and we should not question it. They say we have no right to stand here and question why.

**Mr Bleijie:** Consideration in detail.

**Mr McARDLE:** I take the interjection from the member for Kawana. In consideration in detail we have the right to question the process, ask the reasons for amendments and provide comments about the actions of the relevant minister or ministers. In this case, the relevant minister was supposed to have this in place by 1 July this year.

What should happen is that that minister should stand in this House and explain to this House and indeed Queenslanders why it has not happened. What level of inactivity was there within the office of the minister that did not allow this to get through after the breast beating of the Labor Party around this and their claims that they are the champions in relation to the environment and other issues.

**Mr HART:** I am amazed by this. This is really an amendment to another bill. It seeks to shift the implementation date for the recycling scheme from 1 July to 1 November. Obviously the government is running out of time to get this done. I am not sure whether this provision was part of a minerals bill or another bill.

I know that the amendment was circulated and was to be moved during consideration in detail of the electricity bill, which is No. 7 or 8 on the *Notice Paper*. It was No. 1 on the *Notice Paper* up until a couple of days ago. All of a sudden the government has realised that the bill which was to have this amendment moved to it—which has nothing to do with recycling either—has shifted so far down the *Notice Paper* that they have had to stick it in a trucking bill.

This is an important amendment. We are talking about millions of dollars that will shift from 1 July to 1 November. This is not some inconsequential amendment that can be just thrown in anywhere. I take the point of other members who have spoken on this amendment tonight. It is not acceptable for a government to come in here and say that because the bill says 'other legislation amendment bill'—like every other bill we debate in this place does—they will throw in an amendment that has nothing whatsoever to do with the bill without any notice.

It is not until the amendment is moved, as was done by the minister a little while ago, that the amendment is actually taken as moved. It was okay for them to circulate this amendment yesterday, but they also circulated it with regard to the electricity bill, which is No. 7 on the *Notice Paper*. How are we supposed to know which bill they are going to move it to? How do we know what the next item is on the *Notice Paper*? We are in the habit here of amending things. All of a sudden one bill is over and another bill starts. It does not matter what number it is on the *Notice Paper*.

**Mr Hinchliffe** interjected.

**Mr HART:** We are all entitled to our opinion in this place. The problem we are seeing with this government is that they are denying members of parliament the right to talk about particular issues. If this was so important, why did the minister not come in here and do it properly? She should have given us notice that this was going to happen and it could have been done in a timely fashion. It is only happening because we are running out of time.

**Mrs D'ATH:** We have seen some filibustering going on over the last few weeks but nothing like this.

**An honourable member** interjected.

**Mrs D'ATH:** I will take that interjection. The minister, the member for Sandgate, raised a genuine point of order in relation to the debate going on in this chamber. There are family members sitting in the gallery wishing to see this parliament pass a very important piece of legislation.

The argument on the other side in relation to an amendment being moved now that is not directly related to this bill would have some validity if it were the case that this amendment had not already been attached to another bill that has gone through a full committee process and been reported on. The LNP did not raise any issues in relation to that. No statement of reservation has been released by the LNP in relation to any concerns around this amendment.

Has it been introduced before? Yes, it has. Has it been through a committee? Yes, it has. Did the LNP raise any concerns about this amendment? No, they did not. Why is member after member now jumping up arguing not about the detail of the amendment or whether or not they support it, but about procedure? They are seeking to have people listening to this debate believe that this has come in from nowhere. It was announced in a press release in February. It went through a committee process in March and April of this year. It is now June.

The fact is that those opposite are deliberately abusing the processes of this House in relation to a bill that should not be subject to politics. This amendment has been considered by a committee. It has been introduced. It has been out in the public since February that 1 November 2018 would be the start date for this scheme. Please, for the benefit of those sitting in the gallery waiting for this bill to be passed, stop playing politics and consider the amendment.

**Ms LEAHY:** I have a particular interest in this container deposit scheme in relation to what impost it might put on local governments. I asked a question back in March in relation to this particular scheme. The response said that the government has appointed a not-for-profit company, Container Exchange,

as the product responsibility organisation to operate Queensland's Container Refund Scheme but that the scheme would not commence until 1 November 2018. There were two sitting weeks in May in which the government could have brought this amendment forward. The government has sat around and waited two whole sitting weeks—

**An opposition member:** They forgot about it.

**Ms LEAHY:** They forgot about it. It must have been in the minister's bottom drawer somewhere and they forgot about it. Here it is on the record that they knew back in March that they were not going to bring it in until November. They had two full sitting weeks in May in which they could have brought this amendment forward. It is now tacked on to the Heavy Vehicle National Law and Other Legislation Amendment Bill.

They had plenty of opportunity to come into the House with this amendment. It is a matter that is quite relevant to local government. It would have been more appropriate to have this amendment moved to the local government bills that were debated, but here it is being moved to the Heavy Vehicle National Law and Other Legislation Amendment Bill. It is very sloppy administration to walk into this House with this amendment now and say, 'We have to rush it through.' They knew months and months ago that they were not going to commence the scheme until 1 November. It is quite interesting what we are hearing in this debate.

**Mr STEVENS:** I was going to let other members of the House debate this matter, but the Leader of the House raised the fact that the amendment had been tacked on to another bill, the Mineral and Energy Resources (Financial Provisioning) Bill, which was pushed through to the Economics and Governance Committee to be dealt with in four weeks, and we have been sitting here waiting for that bill to come before the House. I have been dying to speak on that bill. It went through our committee. Our committee was fully engaged. We had a lot of presentations. As a matter of fact, there were no reservations from the non-government members of that committee. The Leader of the House is absolutely correct.

That legislation could have come into this House a long time before today, and now we see that amendment tacked on to this bill. What this tells me—and I was formerly a leader of the House—is that the current organisation of bills coming before the House is way out of order. It is not competent and it is sweeping up mistakes that should have been identified, as the Manager of Opposition Business says correctly, by the minister. The minister's department, through its officers, would have told the Leader of the House to get the mining bill through, not this bill. We did not have problems as such in terms of moving the date. People can still collect their bottles and what have you moving forward. What the government has done is come in and said, 'Gee, it is getting close to the time, so we better do something about it.' That shows a complete lack of organisation by those who are organising the bills to come before the House.

As we know, this week we will more than double the output of this government since they came to power. We have got through only two bills in the past couple of months of sittings. Now that number is really going to jump up and we will probably get through four bills, which is an absolutely incredible workload for the Labor Party!

What we have here from the Leader of the House is a nonsense and misleading debate in the House on why this amendment is being moved to this bill. It is incompetence. The minister should have known better. The advisers should have pushed for the mining bill to be brought before the House. We pushed that bill through the committee in four weeks—which we accomplished under our chairman. We made it happen within the appropriate time. It has been ready to go. I have been ready to talk on the matter. Now we find that this amendment has been tacked on to the end of this bill. It is an indictment on the organisation of the Labor Party. They are incompetent and it is an indictment on bringing legislation before this House in an orderly way.

Amendment agreed to.

### Third Reading

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (4.54 pm): I move—

That the bill, as amended, be now read a third time.

Question put—That the bill, as amended, be now read a third time.

Motion agreed to.

Bill read a third time.

## Long Title

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (4.54 pm): I move the following amendment—

### 2 Long title

Long title, 'and the *Transport Planning and Coordination Act 1994*—  
*omit, insert—*

**, the *Transport Planning and Coordination Act 1994* and the *Waste Reduction and Recycling Amendment Act 2017***

Amendment No. 1 omits current section 2(1), which provides for the commencement of the Waste Reduction and Recycling Amendment Act 2017, and inserts new section 2(1) and (1A). The omitted section 2(1) has a commencement date of 1 July 2018 for the plastic bag ban and the Container Refund Scheme. New subsection (1) retains the commencement date for the plastic ban on 1 July 2018. New subsection (1A) provides for new section 99P; new chapter 4, new chapter 4, part 3B, division 3, subdivisions 1 and 2; and new sections 99ZB and 99ZH to commence on 1 November 2018. This change allows stakeholders time to ensure necessary infrastructure is in place for the Container Refund Scheme.

Amendment No. 2 amends the long title of the bill to include the Waste Reduction and Recycling Amendment Act 2017. This is a technical drafting amendment to accurately reflect the amendments made under the bill.

Amendment agreed to.

Question put—That the long title of the bill, as amended, be agreed to.

Motion agreed to.

## MOTION

### Toll Roads

 **Mr MINNIKIN** (Chatsworth—LNP) (4.56 pm): I give notice—I rise to speak on the motion I circulated earlier this morning.

**Mr DEPUTY SPEAKER** (Mr Weir): Member for Chatsworth, can you move the motion?

**Ms Grace:** You don't have to give notice. You gave notice this morning.

**Mr MINNIKIN:** I know there has been a fair bit of excitement here in the last half an hour. Mr Acting Deputy Speaker, I move—

**Ms Grace:** Just Deputy Speaker, not Acting Deputy Speaker.

**Mr MINNIKIN:** I note the interjections continually coming across the chamber from Minister Grace Grace and I welcome them, and I welcome her contribution to this debate in the next 55 minutes. I move—

That the Transport and Public Works Committee inquire into and report to the Legislative Assembly by 13 September 2018 on the operations of toll roads in Queensland. In undertaking this inquiry, the committee should consider—

- (a) opportunities to bust congestion on South-East Queensland roads using the existing road network;
- (b) examination of toll pricing and incentive options designed to bust congestion;
- (c) consumer issues and complaints about toll road operators and their customer service standards; and
- (d) the effectiveness and appropriateness of an industry funded interstate tolling customer ombudsman examining customer complaints.

It is obvious that we are all looking for opportunities to bust congestion on South-East Queensland roads using the existing road network. I listened with interest to the ministerial statements after the budget was handed down just over 24 hours ago, saying things along the lines of record Health spend, record spend on this department, record spend on that department. However, we need to have an inquiry to sweat some of these assets, because we know that we need to have an examination of the tolling network.

At the end of the day we know that it was the Bligh government—and some members had a bit of a holiday for three years—that sold some of the assets including the tollway. We also know over the last few years that what was formerly managed by a few different companies now comes under the purview of one particular company. We urge this inquiry to look at ways to improve the effectiveness and appropriateness of an industry funded interstate tolling customer ombudsman. It is very clear that we need to bust some of this congestion because we simply do not have the money.

The government will say, 'We have the solution. We have the money.' Actually they do not. They have borrowed off the Visa card to borrow against the MasterCard. We want to give Queensland motorists a real voice in busting congestion. We know that Labor corporatised Queensland Motorways. They locked them up for about 40 to 50 years with a road franchise agreement. They sold them off. They do not like to talk about that. They like to airbrush history and say, 'Move along; nothing has ever happened.'

We know that in the last three years Transurban, the operator of many of the bits of kit that we have in South-East Queensland—in fact, the only operator now—has received about 48 per cent of all complaints to the national toll ombudsman. In every reporting period over the last three years Transurban has received more complaints than any other toll operator. Labor's transport minister has received briefing notes showing that in some reporting periods Transurban received more complaints than any other toll operator in Australia. The Labor minister's response has been zip—total silence about these motorists being taken for another ride by Labor. It was only the member for Bundamba who had the intestinal fortitude to stand up and say that we need to get serious in relation to this area of public policy.

The tolling ombudsman is not working for toll users. We know that in 2017 from 435 complaints made to the Ombudsman about Queensland toll roads not one complaint has resulted in an ombudsman recommendation decision. It is for these reasons and many more that we are urging the government to support a parliamentary inquiry through the relevant committee.

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (5.01 pm): I move the following amendment—

That all words after 'consider' be deleted and the following words be inserted—

- (a) the operation of existing toll roads in South-East Queensland;
- (b) toll pricing and incentive options to deliver better outcomes for Queenslanders;
- (c) the operation of the existing complaint process and current statistics;
- (d) possible measures to continue to improve customer service standards; and
- (e) the existing relationship between the Tolling Customer Ombudsman and the Queensland Ombudsman.

And that the Transport and Public Works Committee requests the attendance of Transurban, the Tolling Customer Ombudsman, the Queensland Ombudsman, the Department of Transport and Main Roads and the Brisbane City Council.

It is the Palaszczuk government that is always on the side of Queensland commuters and drivers. Yesterday's budget is the latest example of that—a \$21.7 billion record four-year program of road and transport projects that will help bus congestion and improve productivity not just across South-East Queensland but across the state. We cannot talk about busting congestion unless we talk about rail and other forms of moving people.

Under the Palaszczuk government since April 2016 the Department of Transport and Main Roads has worked with SPER and Transurban to implement a framework for a new tolling enforcement and compliance regime. We wanted to see better outcomes through more targeted processes in order to reduce the volume of debt being referred to SPER and improve payment rates for outstanding debt, and it has worked.

Since implementation of the payment framework, tolling debt referred to SPER has reduced by 85 per cent—that is right, 85 per cent. It is a bit rich to be lectured by members of the opposition about toll roads when we look at their record. At the 2004 election Campbell Newman came to office as Lord Mayor promising a series of toll roads known as TransApex. This network included what would become Clem7, AirportlinkM7, Go Between Bridge, Northern Link and Legacy Way. The company managing Clem7 went into receivership less than 12 months after it opened. RiverCity Motorway reportedly lost \$8 million per month over its first nine months in operation.

The operator of the AirportlinkM7, BrisConnections, went into voluntary administration in 2013, less than seven months after the opening of the tunnel. BrisConnections was described as 'possibly the worst transport public-private partnership in Australian history' by Dr Matthew Burke of Griffith University. Patronage for all tunnels was severely and consistently below the council's initial estimates under then Lord Mayor Campbell Newman.

Then Campbell Newman moved from local government to state government and things got predictably worse in the tolling space. Under the Newman government in 2014 the Queensland Investment Corporation sold the expanded Queensland Motorways franchise which included the BCC toll roads to a consortium. Out of public ownership and into the private sector—isn't that a familiar story with the LNP? Not only that; they made systematic changes to the operation of the system itself that saw dramatic and unwelcome impacts for tolling customers.

Following the election of the Newman government, there were more than 153,000 penalty infringement notices issued with nearly 138,000 of those referred to SPER for action. By 2014-15 under the LNP this had ballooned to more than 700,000 PINs issued of which nearly 620,000 were referred to SPER. When it comes to mismanaging our tollways, the LNP gets the gold medal because those numbers are absolutely mammoth. That is why the Palaszczuk government acted. We got Transport and Main Roads, SPER and Transurban in a room together and we delivered improvements that have had real outcomes for Queensland motorists. Fewer referrals to SPER mean fewer debts. Hand in hand with that we have delivered a record QTRIP in this budget.

Some of these improvements that have happened include, for instance, changes to the enforcement process that has helped customers avoid more than \$100 million in state enforcement penalties in the last financial year. We have seen demand notice aggregation that will result in 1.7 million fewer demand notices being issued to customers and a reduction of \$36½ million per year in fees. We have seen proactive and targeted customer communications. We have seen implementation of a first time forgiveness program, a Transurban hardship policy and a range of other reforms. The Palaszczuk government will always stand up for Queenslanders. I support this motion as amended by me at the start of my speech.

 **Mr KRAUSE** (Scenic Rim—LNP) (5.07 pm): I support the motion moved by the member for Chatsworth. It is a very common-sense motion to deal with some important issues, but I also acknowledge the amendment moved by the minister which could best be described as a tactical retreat by the minister tonight. Once again we have the LNP coming in here bringing up an issue in a motion and the government has been dragged kicking and screaming into dealing with the issue.

There are some important issues here. We are supporting the motion by the member for Chatsworth because it deals with congestion on our road network and the level of tolls and the treatment of motorists by toll road operators. As the member for Scenic Rim, the biggest issue that comes up time and time again is the state of our roads. A lot of people in my neck of the woods travel daily to work to Brisbane and beyond, and the number of people using toll roads and travelling daily is growing as development continues. Quite a number of them use the Logan Motorway and the Gateway Motorway on a daily basis.

This motion addresses that important issue, because in some cases those roads have become the primary way for people to get around the greater Brisbane area due mainly to the fact that the Labor Party, which we cannot forget has been in power for I think 24 of the last 28½ years, has failed massively to invest in state controlled roads. In some cases there is no practical way to get to places without using a toll road.

I have lost count of the number of complaints through my office about tolls that have been incorrectly issued, about tolls issued twice, about tolls issued to motorists well after they have sold their vehicle and about tolls that have been racked up with fees and charges when not paid on time. In some cases it leads to court action or credit reporting issues. The amount of angst that causes for people who go through these toll roads where a five buck toll might result in \$100 in debt or hundreds of dollars in debt is immense. People get really anxious about this. It gets under their skin, and so it should get under their skin because the fees and charges are outrageous.

What we see is time and again the Labor government putting major projects on the backburner. In my electorate, there is no clearer example of this than the Mount Lindesay Highway. As I said before, Labor have been in office for 24 of the last 28½ years and they have allowed massive developments to go ahead but they have not funded for the growth. Labor approved Yarrabilba. Labor approved Flagstone. They insist on dense development in Jimboomba and they insist on dense development in Beaudesert, like what happens in the city, but they do not fund the roads to back up the development. There is no passing this off to the federal government or the local government because it is Labor's regional plan, it is Labor's lack of funding and it is Labor's state development areas that have led to the Mount Lindesay Highway being in the parlous state it is in today. It will only get worse until members of the Labor Party decide to put a large chunk of funding into fixing the Mount Lindesay Highway.

It is this congestion that leads motorists to use toll roads more. I hope the government can support our motion because it has a lot to answer for when it comes to toll roads. Most people probably do not know that when they pay their tolls the money does not go to the government but it goes to a private business, Transurban. That is because the Labor Party, with some ministers opposite part of the cabinet, sold Queensland Motorways. In fact, they are the only party in this parliament today that sold off significant Queensland assets. They sold Queensland Motorways. The hypocrisy that comes from those members opposite is absolutely unbelievable. Hypocrisy: thy name is ALP. How do you spell hypocrisy? A-L-P. That is exactly right. How do you spell hypocrisy? A-L-P.

Wait, there is more. The situation gets worse than that. Labor did a deal with Transurban, with the buyers of Queensland Motorways, that if people do not pay their tolls, Treasury will pay them and then they will take the debt to SPER, an arm of Queensland Treasury. The government have a huge financial stake in toll roads and they should be supporting our motion. Can members imagine the shrieking we would hear from Bill Shorten and the comrades in the ALP if all the debts that people ever incurred to Australian banks were allowed to be paid for by the ATO, and then at tax return time the ATO said to everyone, 'We're going to take those fees and charges back off you'? That is exactly what is happening with our toll road operators. The government pay them. They go onto SPER if they are not paid and then people get the penalties from SPER if they do not pay their debt. That is the situation in Queensland. The government should be supporting this motion to shine a light on those practices—the tolls, the charges and the treatment of Queensland motorists.

 **Ms PEASE** (Lytton—ALP) (5.12 pm): What an interesting delivery from the member for Scenic Rim. I always love being able to rise and speak after him because he is very good at hypocrisy, as is the whole LNP. I thank him for giving me that opportunity. He is a master of hypocrisy.

I rise to speak in support of the amendments to the motion as moved by the Minister for Transport and Main Roads. The Queensland transport network, being maintained and expanded by the Palaszczuk government, is something the LNP could only dream of, and it is helping reduce congestion and improve traffic times for all Queenslanders. In this year's budget, we are funding \$419 million of road infrastructure in 2018-19 for the metropolitan district alone as part of another record investment for the third year in a row. Across Queensland, our four-year transport funding is a state-building \$21.7 billion over the next four years. Let us contrast that with the LNP, shall we, which sacked RoadTek workers—many of whom were my constituents—slashed funding and, as we have already heard from the member for Miller, delivered worse outcomes for toll customers.

Clearly, the Palaszczuk government is investing in Queensland's future. That is why we are proposing this amendment—not only to acknowledge that we are already making improvements but also to draw attention to the fact that much worse happened under the LNP. Evidence of this is the fact that motorists now have access to a number of dispute resolution mechanisms for tolling related matters. However, this was not always the case. When I was first elected in 2015, I was inundated with constituents who had tolling issues. Thankfully, the Palaszczuk Labor government worked with Transurban and we have introduced changes to the dispute process to develop a more streamlined complaints process for users.

Linkt, which was formerly known as go via, has a complaints process available to customers who are unhappy with any aspect of the operation of any toll road on the Linkt network. If a toll road customer is not satisfied with the outcome of the complaints process, they may take their unresolved issue to the Tolling Customer Ombudsman. The ombudsman service is funded by toll road operators and is provided at no cost to customers or the government. This in itself is evidence that the industry has made efforts to improve outcomes for customers. The ombudsman has the power to make decisions regarding customers' toll complaints which are binding on toll road operators. This and the information shared today by my colleague, the member for Miller, should put Queenslanders' minds to rest that we are certainly open to finding ways to improve our tolling system.

The Palaszczuk Labor government is committed to doing what is necessary to help motorists spend less time commuting and more time doing what they enjoy. Across the south-east, this means projects like Rocklea to Darra on the Ipswich Motorway, the Gateway Upgrade North, the Sumners Road interchange upgrade and the merge between the Gateway Motorway and the Pacific Motorway at Eight Mile Plains and Rochedale are all receiving funding.

However, it is not just the roads. We are also investing a total of \$45 million in stage E of Veloway 1 between Birdwood Road and Gaza Road in Tarragindi. Other works planned for the metropolitan area include: upgrading the Mount Cotton Road and Seaview Road intersection; several park-and-ride upgrades, including the Lindum train station, which will also include some bicycle parking; and the start of the design to improve the intersection of Stafford Road and South Pine Road. The Palaszczuk government is undeniably committed to delivering key roads and transport to bust congestion for Queenslanders. I speak in support of the motion as amended.

 **Mr POWELL** (Glass House—LNP) (5.16 pm): I rise to support the motion moved by the member for Chatsworth and applaud his leadership on this issue. Unlike those opposite, the LNP, led by the shadow minister for transport and main roads, has listened carefully to the people of Queensland who have raised concerns not only about toll prices and the paying of fines but also about the use of the toll road infrastructure around the city of Brisbane.

I need to declare that I am a big fan of toll roads. I am a huge fan. I live in the Sunshine Coast hinterland and we do not really do congestion well in the hinterland of the Sunshine Coast. In fact, we do not do traffic lights well either. Coming down to Brisbane and getting stuck in congestion is the last thing I want to do. To be blunt, my wife is even worse than I am. She cannot stand traffic lights. She has worked out that she can get from our home in the Sunshine Coast hinterland to parliament by going through only six sets of traffic lights, and four of those are coming off the Riverside Expressway and coming around George Street and into the parliamentary precinct. She can get from the Sunshine Coast hinterland to parliament through six sets of traffic lights, and four of those are just in this local precinct, because of the tollways. We are big fans of them because they do allow that freedom of movement.

Our issue on the LNP side of the fence is that they are not being utilised as effectively as they could be. The tolling framework does not allow the operator, Transurban, to offer incentives, bonuses or variable pricing to make sure that they are being used at times when they are most needed, that their capacity is being reached, that we are getting people through the city quickly, that we are busting congestion around our suburbs in Brisbane and that we are getting people to their workplace or their destination quickly and, more importantly, home to their family to spend precious time with them.

I will use another example. When I travel down to parliament, I often come late at night and I get to Gympie Road and the toll road tunnel through to the Inner City Bypass and I wonder whether it is worth it to use the tunnel. For \$5 at 10 o'clock at night, no, it is not. However, if Transurban were given the capacity to offer it for \$1, I would be in the tunnel straightaway and they would be getting \$1 out of me whereas at the moment they are getting zero. This parliamentary inquiry allows us to explore those kinds of opportunities, and I certainly welcome it for that reason. I also pick up on what the Minister for Transport and Main Roads was talking about. Yes, there is a huge issue around unpaid fines. I will acknowledge that Transurban in particular has done a lot of work in trying to clean up that aspect, but a lot of the problem still sits with SPER, the State Penalties Enforcement Registry.

**Mr Minnikin:** \$1.2 billion.

**Mr POWELL:** I take the interjection from the member for Chatsworth, \$1.2 billion—

**Mr SPEAKER:** Pause the clock. The member for Chatsworth is not entitled to make any interjections when he is not in his seat. I ask him to return to his seat if he wishes to make interjections, even if it is a friendly interjection.

**Mr POWELL:** It is interesting that the Queensland Audit Office undertook an investigation into unpaid fines and produced a report in February of this year, report No. 10 of 2017-18 titled *Finalising unpaid fines*. They had a look at this whole situation. A lot of people know that, if they fail to pay a toll, initially Transurban are the ones chasing them up but eventually they refer it to DTMR and then onto SPER. Did honourable members know that it takes an average of 229 days from the time a person drives through a toll point to the time SPER receives the referral of the unpaid infringement?

The Audit Office identify that some work has been done, and some of the individuals mentioned in the amendment moved by the minister have sat down together. That review by Transurban Queensland, SPER and the Brisbane City Council identified opportunities to improve customer communication and process improvements, but did not address the delay in referring unpaid tolling infringements.

It is ironic that the Queensland Audit Office made a recommendation that the Department of Transport and Main Roads review the tolling framework in collaboration with Transurban Queensland and the State Penalties Enforcement Registry to better manage toll debt. That could include improving information sharing to enable Transurban Queensland to better communicate with customers to recover tolls and avoid referring them to DTMR to issue infringements and/or earlier referral by Transurban Queensland to DTMR of those alleged offenders who have failed to comply with their demand notice.

The Queensland Audit Office thought our motion was a great idea. We thought our motion was a great idea. The people of Queensland thought our motion was a great idea. It is great to see a tactical retreat, as the member for Scenic Rim said. The members of the Labor Party have seen that our motion is a great idea. We applaud the fact that there will be a parliamentary inquiry into these matters.

*(Time expired)*

 **Mr POWER** (Logan—ALP) (5.21 pm): It is amazing to see that those opposite when in government did nothing about SPER or tolling debts and now, all of a sudden, they take an interest in it, especially when we see that the minister and the legislation we have passed are having an impact and making a change in this area. We are the type of government that cares about toll users and the toll road system. We want to see it work better, so we are willing to support the amended motion.

I rise to speak in support of the amended motion proposed by the Minister for Transport and Main Roads, which goes further and expands on the original motion. The amended motion expands the terms to call on the Transport and Public Works Committee to consider the operation of toll roads and toll pricing incentives, improving the complaint process, improving customer service standards and the relationship between the Tolling Customer Ombudsman and the Queensland Ombudsman.

I regularly deal with people who have issues with tolling fines. I am a member of the Finance and Administration Committee and we dealt with some of these issues related to the process of referring toll infringements and reducing the time it takes. As part of these changes we have seen tolling debts flowing through to SPER change significantly, from 55,000 down to 8,000 and from a value of \$150 million to just \$22 million per annum. This is still significant and something we can work harder on, but we need to acknowledge that the previous LNP government did absolutely nothing about this issue. They did not take on these tough and detailed issues on behalf of consumers of toll roads. They did absolutely nothing.

We have heard from LNP speakers that reducing congestion is not just about toll roads. In the Logan area the Mount Lindesay Highway is the lifeblood of the area. Everyone from Hillcrest to Boronia Heights and Jimboomba use it almost every day. The opposition talks up congestion busting, but what did they do about this when in government? What did all of those LNP members opposite do about the Mount Lindesay Highway when in government? The answer is almost nothing, zero. The LNP while in government added a paltry \$1 million and nothing was budgeted for the four years from 2015 to 2019. I had to start from a base of absolutely nothing, because that is what the LNP thought about congestion busting on the Mount Lindesay Highway; they thought it was not important at all.

My job is to make up for that LNP inaction. Since that time, through the minister and his great office we have made significant investments in the Mount Lindesay Highway including \$20 million for duplicating the highway to four lanes at Park Ridge South; \$20 million in funding for the service road between St Aldwyn Road—all members would know Olley's—and Greenbank Road; an upgrade of the Greenbank Road intersection; \$20 million for lifting and four-laning the road between Camp Cable and Johanna Street on the approach to Jimboomba; also the Camp Cable Road intersection has been completed; and recently there was \$14 million to upgrade the Stockleigh Road intersection to a four-lane signalised intersection that is going to increase safety.

These are really worthwhile contributions and investments. They all could have happened under the LNP, but none of them did. Their plan was to have no congestion busting on the Mount Lindesay Highway whatsoever in the four years.

**A government member:** Shame!

**Mr POWER:** It is a shame. An inquiry is very worthwhile, and I commend the minister's expanded version. We should note that the Logan Motorway and the Gateway Motorway are a vital part of the road network in Logan. The Logan Enhancement Project, which you know well, Mr Speaker, is in the middle of construction and brings major benefits to Logan locals. It adds extra lanes to the congested area between the Mount Lindesay Highway, the Gateway Motorway and Wembley Road. This area is congested and these three exits in quick succession lead to accidents that clog up the roads. The Logan Motorway carries the highest percentage of trucks on any road in Queensland. The Logan Enhancement Project brings greater certainty to travel because it is projected to reduce the incidence of accidents by up to 80 per cent and reduce delays. This certainty and reduced congestion at exits will draw jobs to the Logan area, especially in transport and logistics. Quicker entry to these roads will mean businesses are more likely to locate to the local area and expand their operations, creating local jobs.

The Logan Motorway was facilitated by this government under the market-led proposal framework and an investment in roads in the area of \$512 million. It remains a great achievement of yours, Mr Speaker. It provides new exits and duplicates the Wembley Road overpass. These are investments that we have made in congestion busting. We have made investments on the Mount Lindesay Highway; we have made improvements to the process of referring fines to SPER and to tolls—and we have seen that make an impact—and we are also making changes to improve the Logan Motorway that will result in significantly fewer accidents. I suggest that anyone who wants to see congestion busting support the minister's amended motion.

 **Mr O'CONNOR** (Bonney—LNP) (5.26 pm): Our road networks are vital for managing our increasing population and maintaining our lifestyle. South-East Queensland continues to struggle with traffic congestion across the network and people are spending more time in their cars gazing upon a never-ending sea of red brake lights in front of them. New ideas need to be put on the table to ensure we tackle this and manage our growth. Higher tolls deter potential users and create unnecessary congestion on other roads. That is why I support the motion moved by the member for Chatsworth.

When Transurban and their partners took over these roads there was hope for more cost-effective infrastructure for South-East Queensland. The RACQ said at the time that it could lead to cheaper travel for motorists as toll prices could fall. They believed that having all the motorways under one umbrella could lead to innovations like bundling incentives such as off-peak discounts to try to incentivise motorists to use toll roads more often. Unfortunately, this did not eventuate and as a result take-up rates in South-East Queensland have not been as large as predicted. Here we are, four years later and Labor has done nothing to change this.

If commuters continue to use other roads, we will never be able to keep up with our population growth. The attitude of Transurban has been to keep raising toll fees and send struggling commuters elsewhere. When speaking about their large half-yearly profits in February, their CEO said that commuters can always use the free alternative and save their money. If this is the attitude of Transurban we cannot be surprised that commuters are not being convinced to use these roads. Having the Transport and Public Works Committee undertake the proposed inquiry would be a fantastic opportunity see how we can cut congestion and make the most of our toll roads. After all, these are existing but underutilised pieces of infrastructure.

We also need to have more transparency from our toll road operators to make sure they are managing customer issues and complaints appropriately. One of those customers is a constituent of mine, Dean from Parkwood. He runs a small business, often having to drive along toll roads to get to his jobs. As a consequence, he has had a run-in with the operators and their debt collectors. Over several years he has accumulated close to 150 unpaid tolls. No-one would have sympathy for him not paying his tolls and Dean has admitted fault. His family were in financial hardship at the time and essentially they buried their heads in the sand about paying their mounting debts. What resulted, though, was completely out of proportion to the infringements he incurred. From his unpaid \$11 tolls he was left with a total debt of a staggering \$51,000.

Of course, I do not condone their infringements, but the burden that these operators place on families and small businesses like Dean's is excessive and a clear overreach. For each \$11 toll, the fine ended up being almost \$260. His vehicle, which was essential to keeping his business afloat, was impounded. The cycle put Dean and his young family into despair.

They told me that SPER contacted their bank asking for personal financial information, which caused the bank to change their loan again, which caused more financial strain. Worse still was the lack of response. When they made payments they still had no confirmation. When they sought to renegotiate their payment plans to something they could handle, they received no response. They contacted the ombudsman and he referred them straight back to SPER. It took a letter from me, as their local member, to the Deputy Premier and an email they sent to the Premier to get any clarity in terms of a payment plan.

This is not an isolated case. I note that the member for Bundamba has previously called out the conduct of Transurban after a constituent of hers, who had 70 unpaid tolls, was hit with a fine of \$20,000. The inquiry proposed by the member for Chatsworth is timely in order to ensure that we tackle these issues more appropriately. The tolling ombudsman has demonstrated that they cannot be relied on to actively engage with some of the most distressing cases. We have seen that they are really under the thumb of Transurban because, out of 435 complaints received in the last year alone, they did not make one single recommendation ordering Transurban to improve their services. Something has to change.

Queenslanders have been left to suffer the financial burden while Transurban has tripled its net profit in the first half of this financial year to \$331 million. If Labor can step up now and approve this committee we might have a chance to maximise the benefits of these roads rather than maintain the status quo: Queenslanders left with high tolls and congested roads.

 **Ms PUGH** (Mount Ommaney—ALP) (5.31 pm): The Palaszczuk government is already delivering infrastructure to bust congestion, helping Queensland families spend less time getting to and from work and more time doing what they enjoy. Take the Centenary Motorway, for example, which runs through my electorate of Mount Ommaney. I am proud to say that, thanks to this year's budget, we are now able to begin the construction of the Sumners Road interchange upgrade at a total cost of \$65 million. This project, as people in my local area know, is one of the most important contained in the 2018-19 budget for the metropolitan area and will ultimately mean a world of difference for the many motorists who travel across the overpass and on the Centenary Motorway.

On the other side of my electorate the \$400 million upgrade of the Ipswich Motorway is well and truly underway, alleviating congestion for the 85,000 motorists who use it every working day. All over my electorate motorists will benefit from improved Main Roads infrastructure, and I am delighted to deliver these much needed upgrades for my local community.

It should be noted that, while there is always room for improvement, Transurban have been investing in improving the experience of their customers. This good work should be acknowledged. Changes to the enforcement process have helped customers avoid more than \$100 million in state enforcement penalties in the last financial year. This has led to 1.7 million fewer requests for toll payments being issued to customers.

Transurban have also improved their communication process with customers to help them manage their accounts, including the implementation of a first-time forgiveness program for people who may have made a simple mistake. They have also launched the Transurban hardship policy to assist customers who are in financial distress, including partnering with financial counselling services. This assists with the early identification of customers who need assistance and gives them options to manage their tolling obligations.

New apps for both account holders, Linkt, and casual users, LinktGO, have also been introduced, recognising that many different kinds of Queenslanders use our toll roads. The Linkt app has been downloaded more than 200,000 times since its launch last month, so it is proving very popular. Transurban have also updated their website to make it easier to use for customers and introduced off-peak tolling for heavy vehicles on a number of TQ's assets. There are now one-week free trials to encourage non-toll road users to set up accounts and experience the benefit of toll roads.

What is clear is that, through these initiatives, Transurban are working with their customers to better recognise their needs. The Palaszczuk government is also meeting the needs of motorists with a third record spend in this year's QTRIP roads and transport funding. In the metropolitan district alone the Palaszczuk government will deliver \$418.9 million in road infrastructure in 2018-19. Statewide, \$21.7 billion for road, rail and public transport is being invested over the next four years.

This investment will deliver better public and active transport and upgraded roads and marine infrastructure for Queenslanders. It will also support on average about 19,200 direct jobs across the state over the next four years. We are busting congestion across the state not just with road improvements but with our key legacy project—the \$5.4 billion Cross River Rail—which will have benefits for commuters far into the future. This project will unlock the bottleneck at the heart of the rail network, freeing up transport across the south-east. The Palaszczuk government's amendments to this bill recognise that we are already on a good path to improve our transport network, including the toll system, but there is always more to be done.

 **Dr ROWAN** (Moggill—LNP) (5.35 pm): I rise to support the motion moved by the shadow minister for transport and main roads, the member for Chatsworth, with respect to an inquiry and report on the operation of toll roads in Queensland. It is a great motion moved by the LNP. It is common sense. It shows that the LNP has listened to motorists out there. I congratulate the shadow minister for showing this leadership. In contrast, the response of the Minister for Transport and Main Roads before tonight has been deafening silence—total and absolute silence—about those motorists who have been taken for a ride by Labor. It is great to see the minister and various Labor members getting on board, but they have not been on board before tonight.

Queensland's toll collection company govia—now rebranded Linkt—has been the subject of more than 48 per cent of all complaints made to the national Tolling Customer Ombudsman since 2015. That is an important date, given that 2015 was when the Palaszczuk Labor government was elected. The Queensland Minister for Transport and Main Roads also received a briefing note showing that in some reporting periods Transurban received more complaints than any other toll operator in Australia. It has only been the government's Labor member for Bundamba who has previously called out the conduct of Transurban. One of her constituents had 70 unpaid tolls and was stung with a bill of \$20,000. At that time the Minister for Transport and Main Roads said that the Palaszczuk Labor government was getting a new ICT system, but two years later that system has not been delivered. We know that Labor always fails. They fail to deliver, just like their budget this week with more taxes, higher debt and unemployment.

Queensland needs an inquiry to identify failures in the network and ascertain how these issues can be solved in order to cut untimely traffic congestion. The Palaszczuk Labor government's first term saw a cut in infrastructure of \$3 billion a year, including \$400 million in cuts to the road budget in the last year of that term alone. This was while mandating increased new housing targets as part of the South East Queensland Regional Plan. That has led to unsustainable urban development and even more traffic congestion, including in the electorate of Moggill and across the entire western suburbs of Brisbane.

Residents in the western suburbs of Brisbane are subjected to increasing traffic congestion each and every day. It is unsustainable, unfair and it must be fixed. Yesterday we once again saw this Labor government not commit to funding any sustainable integrated road and public transport plan for the western suburbs of Brisbane or building and delivering much needed road infrastructure improvements and public transport to ease traffic congestion on Moggill Road.

**Mr SPEAKER:** Members, please bring your conversations down in volume or leave the chamber. I am having difficulty hearing some parts of the member's contribution.

**Dr ROWAN:** It is not just the cost of lost productivity; it also costs each one of us valuable time every day as we sit in traffic for extended periods rather than being at home with our families. There is an economic cost, a social cost and also concerns about excess pollution, particularly with respect to schoolchildren and pedestrians on Moggill Road. We must remember that Labor has been in power in Queensland for almost an entire generation—in fact, 25 of the past 29 years—and our roads have progressively become worse. Successive Labor governments have failed to address these mounting issues and Labor has ultimately failed Queensland. We must plan for the future.

**Government members** interjected.

**Dr ROWAN:** Those opposite do not like hearing it. They do not like the fact that they have not planned road and public transport infrastructure in the western suburbs of Brisbane.

I heard the member for Mount Ommaney talk about the Sumners Road interchange upgrade. That is important, but certainly with the population growth that is occurring at Springfield, in the Centenary suburbs and across the entire western suburbs region there is a total lack of leadership and vision by this state Labor government to work with other levels of government to implement a comprehensive road and public transport plan.

**Mr Bailey** interjected.

**Dr ROWAN:** I hear the Minister for Transport and Main Roads interjecting. He does not like hearing it, but he has no vision, no plan and no funding. He and his colleagues have delivered a state budget that will mean higher taxes, debt and unemployment for the state of Queensland.

We know that almost half of all toll complaints to the ombudsman have come from drivers in South-East Queensland. It is good that the government is getting on board. It is good that the minister is getting on board. It is good that the Labor members who have spoken in the debate of this motion are getting on board. I encourage the crossbench, including the member for Maiwar, to get on board as well. This is what drivers and motorists are talking about. We also need an integrated, comprehensive road and public transport plan for the western suburbs of Brisbane.

 **Mr MELLISH** (Aspley—ALP) (5.40 pm): I rise to speak in support of the amendment moved by the Minister for Transport and Main Roads. There are few better examples of the Palaszczuk government's support for Queensland motorists than yesterday's budget. We have a \$21.7 billion program of works delivering roads and transport infrastructure across the state over four years that will also directly support over 19,000 jobs.

In my electorate of Aspley alone we saw some key announcements delivering on important election commitments for my local community. That includes a feasibility study into an overpass at Beams Road as well as delivery of our election promise to fund the Northern Transitway, investing \$53 million into this much needed project. This project will reduce congestion for buses travelling from Kedron to Chermerside without impacting on existing car lanes. Geebung park-and-ride is also set for an upgrade, with money allocated in the budget to build 70 new car parks to get more people on public transport and alleviate congestion on local roads.

South-East Queensland is growing, and the Palaszczuk government is rising to the challenge—improving public transport, getting more cars off the road and making the trip to and from work easier. We are committed to public transport. These are yet more congestion-busting projects to directly benefit commuters wanting to spend less time on the road and more time at home with family.

As we often see when the opposition moves a motion in this place, it is high on rhetoric but very light on history. As the minister touched on, it is important to look at the record of the LNP when it comes to tolling and toll roads more broadly. The first and second paragraphs of the motion could clearly be read as the LNP dipping its toe in the water when it comes to wanting to toll existing roads. The motion states –

In undertaking this inquiry, the committee should consider—

- (a) opportunities to bust congestion on South-East Queensland roads using the existing road network;

Last year, when I was a candidate for the electorate of Aspley, there was in fact a candidate from the No Tolls party. I was very pleased to inform him that there were no toll roads in Aspley and that his job was probably already done. Good on Neil: he was a most energetic candidate. Maybe I was wrong. Maybe the No Tolls candidate had the foresight to realise that the LNP want to toll existing roads in Aspley. Maybe they want to toll Gympie Road. They certainly have not ruled it out because, as their motion states, they want to look into 'opportunities to bust congestion on South-East Queensland roads using the existing road network'. There are no bigger untolled existing roads in the north of Brisbane than Gympie Arterial Road. The LNP need to come clean and say what this motion is actually about.

Sadly, I suspect that this motion is about the state LNP stealing the homework of their federal LNP colleagues. This is about the LNP trying to fund infrastructure through some miraculous, unheard-of funding sources. You can only cut the cake so many ways. At the end of the day, someone has to pay for new transport infrastructure, be it the government or the end user.

The LNP is living in the same fantasy land as the federal government in this regard. The Turnbull government has two go-to 'magic pudding' methods of funding infrastructure. The first method is to do nothing and then demand the state fund it. This is the method of choice on Cross River Rail—and the less said about the BaT tunnel the better. The second method the Turnbull government uses to pretend it is funding infrastructure is to give the appearance of funding but have it in the form of a loan or an equity payment arrangement. We see this in the Inland Rail project, the pet project of former deputy prime minister Barnaby Joyce, which has received an off-balance \$8.6 billion in equity, which the Australian Rail Track Corporation itself says it does not believe will be enough to fund the project. You cannot just walk into a room, say 'PPP' three times and magically have all of your infrastructure needs met.

In another example, over three years ago the Turnbull government created the Northern Australia Infrastructure Facility. Some three years later, not a single cent has been spent in Queensland or on any major project in Australia. More locally, recently the Brisbane City Council announced an upgrade to the Inner City Bypass, funded by increasing tolls elsewhere on the network. Now the state LNP seemingly want to follow suit.

The LNP need to clearly state what this motion is about. Do they want to toll existing roads? Do they want to toll Sandgate Road? Do they want to toll Beckett Road? Do they want to toll Gympie Road? Those are the real questions brought up by this motion. I support the amendment moved by the minister.

 **Mr MANDER** (Everton—LNP) (Deputy Leader of the Opposition) (5.44 pm): I rise to speak in support of the motion moved by my colleague the shadow minister for transport. We have learned two things from this debate tonight. The first is that the LNP leads and the ALP follows. There are so many examples over the last three or four years of us leading and those on the other side of the House following. If it was not four-year parliamentary terms, it was the plastic bag ban. If it was not the plastic bag ban, it was the Container Refund Scheme. If it was not the Container Refund Scheme, it was no-body no-parole. If it was not that, it was real-time fuel price monitoring, which we still have not seen implemented. This evening we have seen once again that they have followed our lead and realise that this inquiry is something the Queensland public, particularly those in the south-east corner, want.

The member for Moggill mentioned earlier that the government was eerily silent in the last two weeks when this was being debated in the media, when there were tens and tens of radio talkback calls about this issue. This is something that touches a nerve with the travelling public in the south-east corner. That is why those opposite now know that they have to come to the party, that they have to come out and listen to the public about the issues they have.

The other thing we have learned from this debate is that the Labor Party is in denial when it comes to privatisation. The only party that has privatised anything is the Labor Party. They did it with tollways, they did it with forestry and they did it with Central Queensland railways. Now the chickens are coming home to roost. Those opposite deny it. They want it to be wiped from history and say that it never happened, but we know that it happened and we will remind people time and time again. Those opposite are the ones who privatised the tollways, which has led to the situation we are now in.

The issue we have in the south-east corner is congestion. People are sick and tired of being jammed onto our clogged roads because of the lack of infrastructure planning by this government. I remind the House again that next year the Labor Party will have been in government for 25 of the last 30 years. An infrastructure crisis does not happen overnight; it is the result of a slow build-up, with years and years of underspending. Even in the last three or four years the spend has been ridiculously low and now those opposite are playing catch-up. This is another classic example.

People in the south-east corner—in Brisbane—are feeling it. Nobody wants to go through Everton Park because of the congestion there. People rat-run in other streets.

**Dr Rowan** interjected.

**Mr MANDER:** I take that interjection from the member for Moggill, who says that Moggill Road is the same. Samford Road, Waterworks Road and other roads on the north side of Brisbane are clogged because of the lack of infrastructure.

What is one of the solutions? We have wonderful infrastructure in the form of toll roads, brought in by an LNP administration, that are under-utilised. We need to get more cars and trucks onto tollways. One of the best and most effective ways to do that is to lower prices and make them more affordable. I was interested this morning to read the *Gold Coast Bulletin*. They did a survey to find out what it would take to get more people to use the trains from the Gold Coast to Brisbane. The result was cheaper fares. If the fare were \$10 or less, people would use the railways. The same principle applies to roads. We need to do something with the toll prices, for example create packages or offer discounts. When I was interviewed on talkback radio about this issue people rang in and said, 'We need to have this downstream peak hour to get people off the roads and onto the tollways.'

This parliamentary inquiry is something that the public wants. Members of the public want to give their opinion and they want less congestion in this city, and we want to give them that opportunity. I am heartened that the Labor government has finally listened not only to the people of Brisbane and South-East Queensland but also once again to the opposition. We appreciate that and we look forward to the inquiry.

 **Mr KING** (Kurwongbah—ALP) (5.49 pm): I rise to speak in support of the amendment moved by the Minister for Transport and Main Roads to the motion. The Palaszczuk government is always on the side of Queenslanders, be they Queensland motorists, Queensland commuters or Queensland passengers. Clearly, this is on display in my electorate, which is now a congestion-busting hot spot. Let us take yesterday's budget, for example. Dakabin station is set to receive a full accessibility upgrade as part of the Palaszczuk government's \$300 million Station Accessibility Upgrade Program. This will also include an expansion of the park and ride and a new bus interchange facility, encouraging more locals on to public transport and easing road congestion.

This is in stark contrast to the lack of action from my predecessor and the LNP government he represented, which had no plans for any disability upgrades to Dakabin station and, in fact, replaced the stairs with stairs at the station—yes, stairs with stairs—in 2014. That is not a very good option for commuters with a disability or mums with a pram. This station services a rapidly growing community, sporting clubs and schools and this congestion-busting upgrade we are doing is what is necessary, not like the inaction from past LNP MPs.

Our budget also included an additional \$22½ million for the Petrie roundabout upgrade. This extra funding brings the total commitment to \$30 million. Design work will review and build on early planning to ensure the upgrade meets current engineering standards and community expectations. It will improve traffic movements at the Petrie roundabout in response to local population growth and, importantly, bust local congestion at what is a long-term bottleneck. Once again, what did the LNP's guy do about it when he was the member? Nothing—no plans—but that is what we expected from the LNP and its ineffective member.

Another congestion-busting project we have reinstated is the upgrade to the Deception Bay-New Settlement Road-Bruce Highway interchange—a project that would be coming out of the ground now if not for the LNP's previous member for Kallangur who oversaw his government remove the project from QTRIP. This former member, who could be labelled 'Mr Congestion', now seeks public office again as the LNP's candidate for Longman. We do not need that inaction out our way again. I must say that Susan Lamb is the only option for Longman. As a government we have also implemented Fairer Fares, slashing the cost of public transport, saving commuters more than \$90 million to date. The budget also included a range of additional transport concessions including half-price fares for jobseekers.

The amendment to the motion includes some important changes, particularly requesting the attendance of Transurban, the Tolling Customer Ombudsman, the Queensland Ombudsman, the Department of Transport and Main Roads and the Brisbane City Council to appear before the committee that I chair. This is important because motorists currently have access to a number of dispute resolution mechanisms for tolling related matters. Linkt has a complaints process for any customers who are unhappy with any toll road on its network. If a toll road customer is not satisfied with the outcome of the

complaints process, they can still go to the Tolling Customer Ombudsman. The Tolling Customer Ombudsman is funded by toll road operators and provided at no cost to customers or the government, an arrangement which is similar to those established for other industry funded ombudsmen such as the Financial Ombudsman Service and the Telecommunications Industry Ombudsman.

The TCO has the power to make decisions regarding customer toll complaints. Any TCO decision is binding on the toll road operator, but if a customer is still dissatisfied with their decision they can still seek legal advice regarding alternative courses of action. Motorists who wish to challenge a penalty infringement notice issued by the Department of Transport and Main Roads can write to the department for reconsideration, nominate another driver via a statutory declaration or elect for the matter to be heard in the Magistrates Court.

In addition, there is recourse to the Queensland Ombudsman. The Queensland Ombudsman is an independent oversight body that has powers to review all aspects of administrative actions taken by Brisbane City Council and the department in issuing infringement notices arising from tolling matters and SPER in debt collection and enforcing penalties for noncompliance with infringement notices.

As we have heard from other speakers, these are areas where there has already been much action taken or there is work underway, but let us see if there is any further room for improvement. I support the motion as amended.

Amendment agreed to.

Question put—That the motion, as amended, be agreed to.

Motion agreed to.

Motion, as agreed—

That the Transport and Public Works Committee inquire into and report to the Legislative Assembly by 13 September 2018 on the operations of toll roads in Queensland. In undertaking this inquiry, the committee should consider—

- (a) the operation of existing toll roads in South-East Queensland;
- (b) toll pricing and incentive options to deliver better outcomes for Queenslanders;
- (c) the operation of the existing complaint process and current statistics;
- (d) possible measures to continue to improve customer service standards; and
- (e) the existing relationship between the Tolling Customer Ombudsman and the Queensland Ombudsman.

And that the Transport and Public Works Committee requests the attendance of Transurban, the Tolling Customer Ombudsman, the Queensland Ombudsman, the Department of Transport and Main Roads and the Brisbane City Council.

## BIRTHS, DEATHS AND MARRIAGES REGISTRATION AMENDMENT BILL

### Second Reading

Resumed from 17 May (see p. 1373), on motion of Mrs D'Ath—

That the bill be now read a second time.

 **Mr RUSSO** (Toohey—ALP) (5.55 pm), continuing: Tonight I rise to continue my speech in relation to the introduction of the Births, Deaths and Marriages Registration Amendment Bill 2018. As I stated on 17 May in my contribution to the bill on that date, all submissions to the committee expressed support for the bill. Rainbow Rights Watch described the effect of current section 22 as—

The Section 22 divorce requirement puts many gender diverse Queenslanders in a difficult position of being required to choose between legal recognition of their marriage, and legal recognition of their sex or gender. It also places gender diverse Queenslanders at a relative disadvantage to gender diverse Australians of other States who already enjoy simultaneous legal recognition of both their gender and marital state.

Even if a gender diverse Queenslander decides to prioritise the legal recognition of their sex or gender over their marriage, the only practical pathway for a married person to become unmarried is through process of annulment or divorce. However, annulment is only available on very limited grounds, and divorce is not available to a couple in a loving, harmonious relationship.

The Human Rights Law Centre similarly stated—

... we often present that there is an option for transgender people to choose between divorce or being legally recognised, but when it comes down to the Family Law Act it is not properly a choice because in order to apply for a divorce you have to swear or affirm that there are irreconcilable differences between you and your spouse. If there are not actually irreconcilable differences, if you still very much want to be married to your spouse, you are not able to apply for a divorce unless you perjure yourself.

The Queensland AIDS Council and the Equality Campaign described having to choose between a person's marriage and changing their sex on official documents as an injustice. The LGBTI Legal Service considered it a near impossible choice. The Anti-Discrimination Commission Queensland stated—

The Commission supports the Bill, and commends the Attorney-General for acting quickly to remove the restriction. The inability of married people to have a change of gender noted on their records has long been issue for LGBTI stakeholders. It has significant negative impact on those affected by it, and contributed to the hurt and sense of not being equal experienced by this group of people.

The committee supports the amendments proposed by this bill. We recognised the unanimous support of submitters for the bill and we recognised that a small amendment to section 22 of the Births, Deaths and Marriages Registration Act will have a significant positive impact for members of the LGBTIQ community. I commend the bill to the House.

 **Mr LISTER** (Southern Downs—LNP) (5.59 pm): As deputy chair of the Legal Affairs and Community Safety Committee I rise to speak in this debate on the Births, Deaths and Marriages Registration Amendment Bill 2018. I would like to record my thanks to my honourable colleagues on the committee—the members for Toohey, Mirani, Macalister, Lockyer and Mansfield—the committee staff, Hansard and those people and groups who tendered submissions and appeared before the committee.

As we know, last year the Commonwealth Marriage Act was amended to allow same-sex marriage. Those federal law amendments extended to the Sex Discrimination Act 1984 by repealing, with effect from 9 December 2018, protection from anti-discrimination law in relation to a refusal to alter a person's gender on an official record due to that person being married. The latter change is of most relevance to officers working in the Queensland Registry of Births, Deaths and Marriages.

These changes to Commonwealth law necessitate that all states and territories amend their own laws to ensure consistency with the new arrangements at the federal level and that is what this bill seeks to achieve. It proposes to amend section 22 of act to allow a married person who has had gender reassignment surgery to record their new gender on their birth certificate without first having to divorce their spouse. There were 10 submissions made to the committee concerning this bill and they all supported the bill. I also support this bill in its current form. It is a sensible and necessary action to ensure that the law of the state of Queensland is consistent with the ultimately overriding law of the Commonwealth.

I note that some of the submissions to the committee concerning this bill contend that the bill does not go far enough. I do not agree with that view. The Human Rights Law Centre, the Gay and Lesbian Rights Lobby and the Rainbow Rights Watch argued that a person ought to be free to change their gender on their birth certificate without first having to undergo a sex change. It was also proposed that it should not be necessary for a person to have their sex recorded on their birth certificate at all. The Human Rights Law Centre is one such group that argues that births, deaths and marriage registration acts contain what they describe as 'outdated, unnecessary and invasive requirements that significantly disadvantage transgender, gender diverse and intersex people in Queensland'.

The honourable member for Maiwar, Mr Berkman, also submitted on behalf of the Queensland Greens that people have the right to—

... not specify a gender on legal documents, including birth and marriage certificates.

Intersex, transgender and gender diverse people should be able to alter their sex or gender on all official documents, consistent with how they live and identify, irrespective of their marital status, without the requirement for gender affirmation surgery or hormonal therapy.

Not to be outdone, currently, the government is conducting a review of the Births, Deaths and Marriages Registration Act. That has been marked by the release of the first of three discussion papers titled *Registering life events: recognising sex and gender diversity and same-sex families*. Among the concepts aired in the discussion paper is the possibility that additional gender assignments be developed. The discussion paper states—

Calls have been made to include either another category of sex to allow individuals to self-identify their sex or gender when registering a life event or to choose their sex or gender from a range of additional categories of sex such as 'non-binary', 'unspecified', 'nonspecific', 'indeterminate' or 'intersex'.

Recently, we have seen the government quietly remove gender from our drivers' licences, Commonwealth Games volunteers instructed to use bizarrely precious gender-neutral language and the now infamous Genderbread program, which was enacted at some Queensland state schools.

Personally, I disagree with all of these urgings for radical change and, in saying so, I am quite certain that I speak for the people of my electorate of Southern Downs.

**Mr Costigan:** And a few others.

**Mr LISTER:** I take that interjection from the member for Whitsunday. We are wearying of political correctness crusades when we have so many more important and social problems at hand. Hospitals, schools, roads, electricity prices, drought and the scourge of ice are matters that are much more important to us.

The changes embodied in this bill as it stands are a necessary consequence of changes to the federal marriage and sex discrimination acts and the LNP and I support them. However, I wish to be clearly on record as not supporting the calls that we have heard for the creation of non-binary gender assignments and changes that would permit people to change their legal sex, or that of their children, on a whim.

 **Ms McMILLAN** (Mansfield—ALP) (6.04 pm): I rise to make my contribution to the debate on the Births, Deaths and Marriages Registration Amendment Bill, which is currently before the House. I make comment with particular reference to the removal of the restriction in section 22. As a result of the momentous change brought about by the Marriage Amendment (Definition and Religious Freedoms) Act 2017 on 9 December 2017, the right to marry in Australia is no longer determined by sex or gender. It rightfully provides for marriage equality in this country.

The introduction of this bill will move our great state of Queensland one step closer to a land of less discrimination and greater equality for all people. I applaud the Attorney-General for her leadership and her commitment to initiate these changes so quickly and for her integrity in introducing this bill to the House. I also thank the members of the Legal Affairs and Community Safety Committee and the secretariat for their work on this bill.

I acknowledge the tireless work of advocacy groups and the many members of a range of communities across Queensland who recognise the significance of this bill and who support a progressive, equal and inclusive Queensland. Many Queenslanders share the belief of the Australian Labor Party that our difference is our strength. A diverse and accepting Queensland is a better Queensland. This amendment is particularly important for those married couples in Queensland where one member of the partnership has chosen or chooses to undergo gender reassignment surgery and remain married to their partner. This bill represents a small but significant change for the members of the transgender community to allow them to alter their gender identity or sex marker on their birth certificate or the adoption register regardless of their marital status.

The situation as it stands currently according to the law is that the sex marker on a birth certificate or the adoption register can be changed only if the person involved is unmarried. During the committee hearings we heard from Roz Dickson, who shared with us her own story. Roz and her wife have been married for 28 years—a great achievement for any married or partnered couple. Roz was married as a male but, more recently, underwent gender reassignment surgery with the support of her wife throughout this process. Owing to the current law in Queensland, Roz continues to have her gender listed as a male on the register of births. Interestingly, Roz is listed as female on her Australian passport and on her Queensland driver's licence. These recognised legal identity documents list different genders.

The reason Roz's birth certificate could not be changed was that Roz was married and the law at that time declared that marriage was a union between a man and a woman. As was pointed out to the committee, filing for a divorce under any circumstances other than irreconcilable differences would amount to perjury. No-one should have to choose between being recognised for who they are and being married to the person they love. One's identity and partner are the two most significant aspects of an individual's existence.

This bill is being debated for two reasons. The first is simply so that Queensland is not in contravention of its obligations under the new provisions of the Marriage Act. That should be reason enough to support this bill. The more important reason to support this bill is to provide true equality for all Queenslanders. It is right and proper that we should acknowledge the difficulties faced by those among us who struggle with their gender identity.

It is not the role of this government—nor any government—to judge or put in the way artificial stumbling blocks that make the lives of people like Roz that much harder. It is true that these amendments will have little bearing on the majority of Queenslanders, but it is also true that, even if one person is disadvantaged by an anomaly in legislation, or unjust legislation and we have the will to change that, we should do so in the name of true equality. I commend this bill to the House.

 **Mr McDONALD** (Lockyer—LNP) (6.09 pm): I stand today to speak to the Births, Deaths and Marriages Registration Amendment Bill 2018. I was proud to be one of the members of the committee who considered the bill. As has been mentioned by my colleagues on this side of the House, the LNP will not be opposing this bill. We will, however, be imploring those on the other side of the House to focus their attention on the real issues facing Queenslanders and not waste time debating the ins and outs of what is essentially mandatory legislation. Before I continue I would like to thank the other members of the Legal Affairs and Community Safety Committee for their work reviewing the 10 submissions received from stakeholders interested in this bill.

Last year the federal coalition asked the people of Australia if they wished to amend the Marriage Act to give same-sex couples the same rights as their heterosexual peers. The results were clear: Australians by majority approved and consequently the Commonwealth Marriage Act was amended, changing the definition of 'marriage' in Australia and giving same-sex couples the right to wed. Consequently, through the implementation of the Marriage Amendment (Definition and Religious Freedoms) Act 2017, the Sex Discrimination Act 1984 must also be amended to remove an exemption which allows officials to refuse to alter a person's sex on official records after marriage. In line with this change, the federal government has ruled that all states and territories must amend their own anti-discrimination legislation by 9 December this year to allow these changes to go ahead. It would be futile to debate or question such clear-cut legislation.

As a party for all Queenslanders, the LNP is committed to ensuring that all Queenslanders are treated equally and given the level of respect and dignity they deserve. That means making a commitment to passing this legislation sooner rather than later. Being a party for all Queenslanders also means listening to all Queenslanders. While the submissions received by the committee show that the issues surrounding this bill are close to the hearts of some Queenslanders, most Queenslanders really do not have the time to worry about issues that do not affect them. The real issues facing the majority of our state are poor health care, getting access to world-class education, a stagnating economy, safeguarding our communities from crime and violence and a lack of infrastructure that causes risk to people's lives. These are the areas that desperately need investigation, investment and change.

Continuing to move forward and implementing social policies that meet the requirements of an ever-changing society is certainly important. That is why the LNP is committed to supporting this bill. Progress, however, should not come solely for the sake of progress. Governments should focus on the issues facing their constituents and seek remedies for these issues. They should not implement frivolous or ill-developed social policies. I fear, however, that this is the path we are heading towards.

As all in this House would be aware, the Department of Justice and Attorney-General has begun a review of the Births, Deaths and Marriages Registration Act 2003 and recently released the first of a planned three discussion papers relevant to this review.

**Mrs D'ATH:** Mr Deputy Speaker, I rise to a point of order. There has been a bit of latitude in relation to this debate, but if members on the other side are going to start going to the discussion papers in detail that is not the matter before the House. This bill is very specific to one point and the discussion papers have no relevance to the bill currently before the House. I ask that the member be brought back to the bill.

**Mr DEPUTY SPEAKER** (Mr Stewart): Member for Lockyer, I counsel you to come back to the long title of the bill.

**Mr McDONALD:** Certainly, Mr Deputy Speaker, and the submissions that were given in response to the inquiry. The first paper suggests that currently limitations exist in how sex and gender are recorded on official documents in Queensland, adding that steps should be made to include further categories of sex to allow individuals more scope for self-identification. As I have said, surely this House has more pressing matters to attend to. I for one know my constituents and many others across Queensland would be dumbfounded if they were to discover that I spent weeks in this House debating issues that affect only a minute proportion of the population while drought-stricken families and farmers have their livelihoods placed in jeopardy from poor access to water and people risk their lives daily going to and from work on roads used well beyond their capacity.

No-one should suffer from discrimination of any form for expressing their sex or gender. That is why we support this legislation. Every adult should have the right to alter their gender if they so feel and this should be reflected in documents such as marriage certificates or licences. However, in all but 0.06 per cent of cases, as quoted by Intersex Human Rights Australia, one can only be born male or female and should have this sex at birth recorded on their birth certificate. We need to acknowledge

the distinction between sex and gender. Sex is biological; gender is a social construct. No infant has the capacity to request sexual reassignment or profess to feeling that their gender is not reflected in the body they occupy; nor can a parent make this determination at birth. As such, a child's sex should be recorded as per its biology. This is what birth certificates should reflect and this is where debate should end.

My colleague the Leader of the Opposition has stated that this review is political correctness gone mad. Let us focus on what is important and fix the problems that need fixing.

**Mrs D'ATH:** Mr Deputy Speaker, I rise to a point of order. I ask that the member be brought back to the bill.

**Mr DEPUTY SPEAKER:** Member for Lockyer, can you come back to the long title of the bill, please.

**Mr McDONALD:** Let us not waste time endlessly debating terminology and trying to legislate a separate definition or provision for each individual who chooses to identify themselves as separate to others. We do not need to create a more progressive society by separating these individuals and making it appear that they need special treatment. We are all different and this should be celebrated. It is, after all, what makes us who we are. None of us can come above others. We are all equal and should be treated as such. Continuing along this path will serve only to separate us and reinforce the us-versus-them mentality that properly timed and designed social policy serves to eliminate.

It is our duty right now to stop the frivolous debate, pass the bill and get on with the job of making Queensland the state that others aspire to be. Overzealous political correctness does not legislate tolerance, it only organises hatred and I urge those opposite to err on the side of caution and just get on with the job. If they fail to do so they will regret it in two years and four months when the LNP will occupy those benches.

 **Mrs McMAHON** (Macalister—ALP) (6.18 pm): I rise in this House to speak in support of the Births, Deaths and Marriages Registration Amendment Bill 2018. I would like to acknowledge my fellow committee members who gave consideration to this amendment bill, and I am pleased to say it was in a consultative, cooperative and respectful way: the chair, the member for Toohey; the member for Mansfield; the deputy chair and member for Southern Downs; the member for Lockyer; and the member for Mirani. I also thank the committee secretariat. I would also like to thank staff from the Department of Justice and Attorney-General who oversee Queensland births, deaths and marriages who attended the public briefings and I acknowledge the Queensland AIDS Council, the Human Rights Law Centre and the LGBTI Legal Service for their contribution.

The amendments to be made to section 22 of the Births, Deaths and Marriages Registration Act remove the restrictions on noting a gender indicator on the register of births or the adopted children register. These changes to the Queensland legislation are, in fact, required by the changes to the Commonwealth Marriage Act 1961.

I would like to salute all those who worked, and have worked tirelessly for decades, to effect marriage equality in this country: those who lobbied governments, those who lobbied within their own parties to support marriage equality, those who took to the streets to fight for the right to marry their significant others and those who stood by their side as allies.

It brings a smile to my face to see the wedding announcements and preparations of friends who now have the legal right to take the plunge. However, not everyone has been able to have their happily ever after following the change to the Marriage Act. Until now, Queensland legislation has not allowed a person to change their sex on the register of births or the adopted children register unless they were divorced, because previously two people of the same gender could not be married.

With the passage of the Commonwealth Marriage Amendment (Definition and Religious Freedom) Act 2017, that Queensland legal restraint is no longer tenable. In fact, it is discriminatory and must be amended. In order to protect registry officials—who, under current legislation, would be required to refuse to note the reassignment on the register—from discrimination complaints brought to the Australian Human Rights Commission under the Commonwealth Sex Discrimination Act, the state legislation and its restrictions must be amended to reflect the changed Commonwealth legislation. This amendment is, in fact, a machinery change, but to treat it as such does a disservice to those who have been personally affected, that is, those who have been denied the ability to have their new gender recognised.

I know that there would be those in this House and certainly those outside who would wonder at the extent to which the current provisions of section 22 of the Births, Deaths and Marriages Act affect Queenslanders. When I asked the staff of the registry whether there was a quantity, a number of

Queenslanders who had been denied the right to have their gender reassignment acknowledged, staff advised that they had had up to 20 queries from people who would be affected. However, that figure would not capture those who are acutely aware of the still-current restrictions or those who are impacted but have yet to make the decision to have that register changed. I submit that it is not a matter of how many people are adversely affected; it is the fact that Queensland legislation as it stands does indeed discriminate and that must change.

All Queenslanders are created equal; not some, not most—all. That is what this amendment bill establishes and seeks to do. I do not presume to know the lives and family circumstances of my fellow Queenslanders. I do not presume to know the tribulations of the transgender community. Therefore, I rely on the information provided by those members. I acknowledge Ms Roz Dickson, a constituent of mine who laid bare her personal story for the committee during the public hearings. Roz has transitioned following surgery. Her name and gender reassignment have been recognised at work, on her driver's licence and on all other relevant government documents, except her birth certificate. What I can only imagine is the hardest aspect of what Roz has had to face has been the decision to recognise who she is, her identity, or to whom she is married. Roz could have had her gender reassignment noted, but it would have been at the expense of her marriage. No-one should have to make that decision and, with the passage of this amendment bill, no-one will ever have to.

The month of June is internationally recognised as Pride Month. Pride Month commemorates the June 1969 Stonewall riots in New York. Incidentally, the Stonewall riots were led by transgender people who went on to start the modern LGBTIQ rights movement. It is fitting that we should recognise Pride Month with the passage of this bill. I commend the bill to the House.

 **Ms HOWARD** (Ipswich—ALP) (6.23 pm): I rise to speak to the Births, Deaths and Marriages Registration Amendment Bill. The amendments in the bill ensure that our laws support the equal rights of sex and gender diverse Queenslanders. The Palaszczuk government is committed to supporting the legal rights of all Queenslanders, no matter who they are. Last year, the passage of the Commonwealth marriage equality bill opened the way to amending Queensland's births, deaths and marriages legislation. It is a necessary and important measure that will remove discrimination and guarantee that all gender diverse Queenslanders can enjoy the same marriage rights and legal recognition of identity as do all other Queenslanders.

Through this bill we propose to remove the restriction that prevents married individuals noting their reassignment on the register of births or the adopted children register. No longer will applicants have to be married to have their reassigned gender noted on the births register or the adopted children register. This will bring Queensland law into line with Commonwealth marriage law.

Last year, with the passage of the marriage equality bill, the Sex Discrimination Act was also amended to repeal the exemption in Commonwealth and anti-discrimination law that allowed us to refuse to alter a married person's gender on the official record. Currently, a married person who has undergone sexual reassignment surgery must first divorce their partner in order to have their reassigned gender noted. With the passing of the Births, Deaths and Marriages Registration Amendment Bill, a gender diverse Queenslander who is married will no longer have to divorce their partner in order to note their reassigned gender in the official record.

I commend the Palaszczuk government and the Attorney-General and Minister for Justice, Yvette D'Ath, for listening to Queenslanders who have been significantly affected by the discriminatory sections in the current births, deaths and marriages legislation. Those people have told us that they want these discriminatory sections removed by 9 December 2018, which is the date the amendments to the Commonwealth Sex Discrimination Act come into effect. We will deliver on that. I am pleased to see that our government and the Department of Justice and Attorney-General are working with the public to review the Births, Deaths and Marriages Registration Act.

This bill, which amends section 22 of the act, was instigated by the release for community consultation of the first of three public discussion papers. The right to officially recognise sex and gender is necessary for a person's sense of selfhood and identity. The current restriction is discriminatory and causes untold anguish to gender diverse individuals who are faced with the distressing choice of choosing between their marriage and legal recognition of their gender identity. From the outcome of the marriage equality bill, which was passed last year, we know that community attitudes have evolved and our laws must keep up with what the community expects and wants. Although there is still a lot to do in terms of fighting discrimination, as a society we have come a long way and many of us now expect that gender diverse people ought to have equal rights. Many gender diverse people also expect the same.

Unfortunately, something as mundane and bureaucratic as having your sex and gender legally recognised on the state's official record has become a real cause of distress and anguish to gender diverse individuals due to out-of-date laws. In failing to legally recognise a person's gender identity, which contributes so much to a sense of identity and selfhood, we are denying them dignity and full recognition as a human being with equal rights. This bill helps us to achieve a fairer and more inclusive Queensland, where the legal rights of everybody are recognised in law.

Removing discrimination from our laws is fundamentally crucial for the state of Queensland. To this end, I am pleased to support the Births, Deaths and Marriages Registration Amendment Bill. Once again, I commend the Premier and the minister for their work to make sure that all sex and gender diverse Queenslanders can now enjoy the same and equal rights as other Queenslanders and have their identity and selfhood legally recognised and respected.

 **Hon. DE FARMER** (Bulimba—ALP) (Minister for Child Safety, Youth and Women and Minister for the Prevention of Domestic and Family Violence) (6.27 pm): I rise to speak briefly to the Births, Deaths and Marriages Registration Amendment Bill 2018. Many of us will remember the incredible outpouring of emotion when the result of the same-sex marriage postal vote was announced in November last year. No matter your view on that, there was no doubt that for many people in Queensland and right across Australia it was a moment of relief, of recognition and of unbridled joy and love. Many cheered for themselves and many more cheered to show their support and love for others.

This bill is about helping decades of outdated marriage law catch up with the modern and overwhelmingly accepted Australian notion of marriage. Quite simply, the existing Births, Deaths and Marriages Act discriminates against transgender Queenslanders. The previous definition of 'marriage', that it had to be between one man and one woman, meant that a married person who changed gender could not have that updated on the register of births or adopted children register.

None of us here can imagine the pain and indignity that that has caused to transgender Queenslanders in committed marriages. They were unable to request that their records be changed to have their gender appropriately recognised unless first they were divorced. They then had to have their gender record updated and remarry in a now allowed same-sex marriage. Before same-sex marriage was allowed, transgender Australians were forced to choose between their marriage and having their gender properly recognised by the Registry of Births, Deaths and Marriages. No-one should have to make that choice.

This legislation will update the Births, Deaths and Marriages Act so that transgender Queenslanders will no longer need to get a divorce to have their gender recognised. That is only fair. Whatever people's position during the debate over same-sex marriage, the will of Australians and, of course, Queenslanders was clearly indicated through the postal plebiscite. Updating this legislation to reflect the modern Australian view of marriage and of how people of all genders should be treated is our clear responsibility.

The view of a majority of Queenslanders and a majority of Australians is that outdated laws should not stand in the way of love and should not stand in the way of fairness. I am so proud to be part of this Palaszczuk Labor government that has shown ongoing and deep commitment to this principle. I want to specially acknowledge the role the Attorney-General has played in introducing a range of legislation around the introduction of civil partnership, the standardising of the age of consent, expunging convictions for homosexual activity, the removal of the gay panic defence and same-sex adoption. I congratulate her on that. She has been absolutely devoted to making sure these reforms occur.

This amendment to the Birth, Deaths and Marriages Act is an important practical step for transgender people and an equally important step in favour of equal access and fairness that all Queenslanders deserve. Before I commend this bill to the House, I want to acknowledge in the gallery Phil Carswell and Sean Leader who are long-term activists for this cause. I am so sorry that I do not recognise their friend, but I acknowledge them as well. I thank them for the influence they have had on all of us. I commend the bill to the House.

 **Mr BERKMAN** (Maiwar—Grn) (6.31 pm): I rise to speak in support of the Births, Deaths and Marriages Registration Amendment Bill 2018. The Greens are undeniably the champions of marriage equality and equality for LGBTIQ people in this country. While this bill represents the first opportunity to demonstrate this with a vote on the floor of the Queensland parliament, our track record in the federal parliament is unequivocal. We are the only party that has voted for marriage equality at every opportunity—every MP, every vote, every time.

The result in last year's postal survey came as a great relief for the LGBTIQ community, for Greens voters and supporters everywhere, for me personally, and for the roughly three-quarters of voters in my local area who voted in favour of marriage equality. It was a relief, but in some respects it was difficult to celebrate—even with such a resounding outcome—when the LGBTIQ community and the entire country had been dragged through such an unnecessary and divisive process as that.

I will not dwell any further on just how unnecessary this postal survey was. Instead, it is far more important to highlight that this result points to an increasingly clear trend in our state and federal politics. The people of Australia and Queensland are far more progressive than the politicians who purport to represent them or the policies they are offered.

The public sentiment in favour of marriage equality has been clear for some time now. Just as it is clear that the vast majority of people are in favour of dragging our abortion laws out of the Dark Ages or providing rights for people at the end of their lives to choose to die with dignity, it is equally clear that the people of Queensland want to see a fair go for everyone, and an end to discrimination against all LGBTIQ people. This bill is a vitally important step in that direction and one that the Greens have been advocating since immediately after the federal parliament legislated for marriage equality in December last year.

To this end, Victorian Greens Senator Janet Rice and I wrote to the Premier on 5 February this year urging the Premier to make precisely this change to Queensland law. I table that letter.

*Tabled paper:* Letter, dated 5 February 2018, from Senator Janet Rice and the member for Maiwar, Mr Michael Berkman MP, to the Premier and Minister for Trade, Hon. Annastacia Palaszczuk, regarding marriage equality in Queensland [\[869\]](#).

I commend the government for having taken this step without any further delay, but I note that the bill falls short of what we should be doing to ensure that all people have the right to independence, self-determination, freedom from stigma and discrimination, including the right to be legally recognised as their lived gender. Intersex, transgender and gender diverse people should be able to alter their sex or gender on all official documents, consistent with how they live and identify, irrespective of their marital status, without the requirement for gender affirmation surgery or hormonal therapy.

As I set out in a submission to the committee on this bill, minor amendments to the bill could significantly reduce discrimination across Queensland and better recognise different gender, sexuality and family identities. The first of these additional amendments would be to further change the circumstances in which transgender people are able to have their sex reassignment recognised. Presently, under section 22 of the act, transgender people are only able to have reassignment noted in the relevant register after sexual reassignment surgery, and only if they are not married. This bill amends section 22 by removing the limitation for married transgender people, but the remaining threshold for a person to have had reassignment surgery is unreasonable and we should follow the lead of other states on this issue.

For example, South Australian legislation provides for a person to apply to change their registered sex or gender identity with a statement provided in support of the application by a doctor or psychologist stating that the applicant has received an appropriate amount of clinical treatment regarding their gender or sexual identity. This clinical treatment may simply comprise counselling, and need not involve invasive medical treatment. Similarly, the ACT and Western Australia do not specify surgery as the threshold for gender or sex reassignment in their legislation. The Greens and I believe that this kind of surgical intervention should not remain as a barrier to transgender people having sexual reassignment recognised by the state.

The second issue raised in my submission to the committee is an incredibly simple and sensible proposal to ensure Queensland law is congruous with the recent amendments to the federal Marriage Act 1961 that allow for both parties to be listed on the marriage certificate as bride, groom or partner. By extension, same-sex parents should also both be able to be identified as mother or father, should they so choose, on legal documentation such as in registration of their child's birth. It is increasingly common that both parents in same-sex families will be present at the birth of their child and both are, in real terms, the child's parent from the moment of that child's birth, irrespective of biological parentage. This simple amendment is a small but essential way for the state to lessen the marginalisation and discrimination against same-sex couples and their children.

The shortcomings in this bill must be addressed. There is still much to be done in other areas of our law to ensure that equality for gender diverse people and their loved ones is achieved. This is, however, a vital step in the right direction. In the aftermath of the trauma that the LGBTIQ community was subjected to in the lead-up to the postal survey and by our endless politicking over their personal lives, I hope that we can now look to a future where diversity and difference are truly celebrated.

 **Hon. YM D'ATH** (Redcliffe—ALP) (Attorney-General and Minister for Justice) (6.36 pm), in reply: I wish to thank all honourable members for their contribution to the debate on the Births, Deaths and Marriages Registration Amendment Bill 2018. I acknowledge our friends in the gallery and our friends in the broader LGBTIQ community for whom we pass this bill tonight.

As I have mentioned in previous speeches, this bill will remove the restriction in section 22 of the Births, Deaths and Marriages Registration Act 2003 that required a person not to be married before the person's sex reassignment could be noted on the register of births or adopted children registry. This will remove a form of discrimination that has caused much hurt and pain for some members of the transgender community.

I note that the member for Toowoomba South indicated in his contribution in the House on 17 May 2018 that the opposition would not oppose this legislation. I thank members opposite for their approach. I also want to thank all members on this side of the House for their contributions to this debate. I know many strongly support this bill and have many friends who have been advocating for this legislation.

I have to say I found it disappointing that the member for Toowoomba South, whilst not opposing the bill, did sadly seek to diminish the LNP's support by then talking about, and turning this debate into, political correctness. I have to single out the member for Lockyer for his contribution. If the member for Lockyer really opposes this bill he should be honest enough to do so in this chamber. His speech—

**Mr Bleijie:** Great speech.

**Mrs D'ATH:** I take the interjection from the member for Kawana that it was a great speech. He said that we should get on to more important issues in this chamber and not spend too much time debating these issues. The member sat on the parliamentary committee and heard from individuals about the impact of this law.

**Mr Crandon** interjected.

**Mr DEPUTY SPEAKER** (Mr Stewart): Member for Coomera, if you are going to interject, you need to do so from your own seat; otherwise, you need to sit there quietly.

**Mrs D'ATH:** I simply say that I am disappointed in that. This was something that could have been truly bipartisan. The committee report was. Those comments did not need to be made.

Mr Deputy Speaker, some would have you believe that this bill was only brought before this House because it is a requirement as a consequence of the change of the Marriage Act to address this issue before the end of the year because of changes to the Sex Discrimination Act. However, I clarify for every member in this House and for everybody outside of this House that this bill would have been brought forward a long time ago if we could have done so.

The only reason we were not able to act on this discriminatory term in this state legislation was the Marriage Act. We could not act until the Marriage Act was changed. By changing the Marriage Act, we took the first opportunity to bring this bill before the House in this new term of parliament to see it debated. It is not being done simply as a technical change because we need to do this in line with the Sex Discrimination Act. We are doing this because it is the right thing to do and that is what members of parliament should do.

The bill before the House seeks to right a wrong that transgender people have had to endure for far too long. In commending this bill to the House, I want to once again reiterate the Human Rights Law Centre's comments to the committee's public hearing that summed up so well what the bill delivers at its core for transgender Queenslanders. They stated—

It is a small but significant change that will mean transgender people can be free to be who they are while maintaining their commitment to the person they fell in love with.

The Palaszczuk government thanks those organisations and individuals who contributed to the committee process. I thank the committee and the committee chair for their report. I thank the LGBTI community for their ongoing advocacy to ensure that they are treated equally so that we do not have to have these debates in the future. I will say this about the debates that have been had: members are right in that we should be discussing a whole lot of things in this parliament and not have to talk about gender because gender should not matter. That is what this is all about. Once again, I thank honourable members for their contributions during this debate. I am very proud to commend this bill to the House.

Division: Question put—That the bill be now read a second time.

Resolved in the affirmative under standing order 106(10).

Bill read a second time.

### Consideration in Detail

Clauses 1 to 6, as read, agreed to.

### Third Reading



**Hon. YM D'ATH** (Redcliffe—ALP) (Attorney-General and Minister for Justice) (6.48 pm): I move—

That the bill be now read a third time.

Division: Question put—That the bill be now read a third time.

Resolved in the affirmative under standing order 106(10).

Bill read a third time.

### Long Title



**Hon. YM D'ATH** (Redcliffe—ALP) (Attorney-General and Minister for Justice) (6.53 pm): I move—

That the long title of the bill be agreed to.

Question put—That the long title of the bill be agreed to.

Motion agreed to.

### MOTION

#### Order of Business



**Hon. YM D'ATH** (Redcliffe—ALP) (Leader of the House) (6.54 pm): I move—

That government business orders of the day Nos 3 to 12 be postponed.

Question put—That the motion be agreed to.

Motion agreed to.

### ADDRESS-IN-REPLY

Resumed from 1 May (see p. 810).



**Ms PEASE** (Lytton—ALP) (6.55 pm): I respectfully acknowledge that we are sitting today on the land of Aboriginal and Torres Strait Islander people and pay my respects to elders past, present and emerging. I thank them as first Australians for their careful custodianship of the land over countless generations. May their strength and wisdom be with us to guide us. I would like to pass on my congratulations to Mr Speaker on his appointment to this high position in our parliament, and I thank him for his ongoing service to Queensland.

I am deeply honoured to again be given the opportunity to represent the wonderful people of Lytton. I love the bayside, and I really look forward to continuing to work hard for our local community so I thank the people of Lytton for returning me as their local member.

Thank you to the many committed and passionate Labor Party members and volunteers across Queensland whose support was integral to the re-election of the Palaszczuk Labor government. Their hard work and commitment to the great Labor cause is acknowledged and very much appreciated. Thanks to Evan Moorhead and Jon Persley for their contribution over the years. I congratulate Julie-Anne Campbell and Sarah Mawhinney on their appointments, and I look forward to working with them.

I would not be standing in this place today without the dedicated commitment and support of many. To my family, I thank you. Words cannot express my love and gratitude to my husband, Peter, my kids, Audrey and Callum, their partners, my sisters, my nieces, nephews, great-nephews, my in-laws, extended family and my friends. Without you I would not be able to do the job that I do. Thanks for being so understanding and accepting of my frequent apologies, my late arrivals or no-shows, so thank you and sorry.

Thank you to my campaign director, Delena Amsters, my right-hand man, Josip Vidakovic, and the many Labor Party members who supported and worked tirelessly during the campaign for me. There are so many people who helped; however, I particularly want to mention a few. Wendy Marsh, you are a legend. To Stacey, Sharon, Chrissy and Bill, thank you. To my sister Maureen, thank you. You have given freely of your time, offered great advice and been a great sounding-board, street staller, letterboxer—in fact, anything that needed doing you were always up for it, so thank you.

Darcy O'Dempsey has been a local campaigning powerhouse for many decades. Since before I was born Darcy has fought the good fight and we are all the better for it. To Paul Lucas, a former Labor member for Lytton, and Daniel Cheverton, thank you for your continued guidance, advice and support.

I fully respect and admire the work of the great union movement in Australia, ensuring that working people are protected from exploitation and have a safety net of minimum wages and conditions. This important work continues today, and I am a proud member of the Transport Workers Union.

May I congratulate the Premier on her re-election. The Premier has led our party with dignity. She has guided us with a calm and measured approach. She has listened to the people of Queensland and made our state a better place to live. With the Premier's strong leadership we will continue to make a difference for those in our community who need a hand.

We will continue to take the lead to ensure that Queensland does not get left behind and that Queenslanders get their fair share from the Turnbull federal government. I will call on those opposite to make a stand for Queensland and call out the Turnbull government to make sure that we get our fair share.

What a difference we have already made. During our first term of government we committed to creating jobs, building important infrastructure, introducing important social justice reforms—one of which we have just passed this evening—growing the economy and restoring our vital front-line services. The Palaszczuk government has made good on those promises. We have created over 170,000 jobs for Queenslanders, with the unemployment rate falling significantly during our time in office. We have committed \$40 billion for Queensland infrastructure over the next four years which will create many jobs for Queenslanders for years to come and ensure our state keeps moving forward, and we have delivered record tourism growth with new flight services in Cairns, Brisbane and the Gold Coast.

We have reduced the cost of living by delivering electricity rebates for pensioners and seniors, by extending support to low-income households and by slashing public transport fares saving commuters hundreds of dollars a year.

Debate, on motion of Ms Pease, adjourned.

## ADJOURNMENT

### Vinnies CEO Sleepout

 **Mr MOLHOEK** (Southport—LNP) (7.01 pm): It gives me great pleasure to rise tonight in the House and speak about the 2018 CEO Sleepout. Plans are well underway for this event, which will be the third sleep-out to have been conducted on the Gold Coast. In the first year in 2016, Colin Wheeler, Karen Phillips and I had the great honour of being the first ambassadors for the CEO Sleepout when just 142 people participated from across the Gold Coast. In our second year we had 228 people sign up, which was the second highest participation level in the country, beating Melbourne and Brisbane as well as nine other locations around Australia.

I printed the leaderboard just a few minutes ago, and this year so far we are sitting third for participants, only just behind Sydney and Brisbane, with 186 CEOs participating and \$233,823 already being raised from around 1,200 supporters. On behalf of St Vincent's on the Gold Coast and the CEO Sleepout I want to express our sincere thanks in advance to those many people who have already contributed. With another week to go, we are well on our way to hitting our target of half a million dollars again this year.

I am proud to say that the money raised over the previous two years has been put to good use. St Vincent's have bought a property right in the heart of Southport which has been aptly named the Cornerstone project. At the moment, it is simply a centre which provides services, counselling and other

forms of practical support to homeless people, but the dream is that we will raise enough money one day to build crisis accommodation on that site. With the sort of participation we have seen in the first couple of years, I would say that we are well and truly on our way to achieving that goal.

I want to acknowledge a few people. I mentioned the leaderboard before. It has been a hotly contested leaderboard this year because a number of us have already raised in excess of \$10,000. I want to acknowledge Lorraine Lovatt, who is at the top at the moment, having raised \$14,855. Colin Wheeler, who sends me texts almost every other day, has raised \$13,949. I am currently sitting on \$12,921. If anyone in the House would like to login to CEO Sleepout and give me a hand, I would certainly appreciate a bit of a nudge along to get me back to the top of that leaderboard and hit my goal of \$30,000 this year.

### Wolffe, Mrs E

 **Hon. A PALASZCZUK** (Inala—ALP) (Premier and Minister for Trade) (7.04 pm): I rise in this House to place on the record my thanks, and the thanks of the people of Inala, for the life of Evie Wolffe. I wish to place on record my thanks for the years of community service Evie gave to the Inala community and I take this opportunity to extend my sympathy to Mrs Wolffe's family.

Evie Wolffe was an integral part of the Inala community. Last week she was laid to rest and her friends and family spoke of her guiding principles—faith, family and community. She was born in 1923, one of six children to Emily and William Faber. She left school at 13, after being granted special permission from the government to work in the clothing industry. Her working life revolved around this industry. She would go on to open her own small tailoring business in Edward St, Brisbane, where she became a very well respected tailor.

Evie married William James Wolffe and they shared a love of sport, the outdoors, music, holidaying and spending time with friends. She was energetic and her love for helping the community knew no bounds. Evie was a voice for those who needed one. Simply fighting for what was right was at the heart of Evie Wolffe.

Evie was kind, genuine and generous. She knew everyone and, most importantly, she knew all the local news and all the local gossip. Her passion for life was contagious and she always had a warm smile. I know that the people who knew Evie will agree that she had the true Queensland spirit and she contributed so much to her local community. She will be greatly missed by her family and friends and the many community members who have been assisted by her over the years.

She was truly a source of inspiration to me and she was also a family friend. She was aptly nicknamed—I think by Milton—as one of the original 'Inala Golden Girls'. She was always involved in local organisations, including the St Mark's Over 50s Club, the Inala pensioners affiliate, the Inala district seniors association, the South West Progress Association and the musical morning tea group of the Inala Community House. She was also a member and supporter of the ALP and she was awarded life membership in the last months of her life.

She was single-minded in her drive and determination to grow Inala into the community that it is today. She was a tireless advocate and a fighter for her community for decades through the Carole Park and Inala communities. Today our thoughts and prayers are with her beloved family, her extended family and friends, her daughter Lorraine and her much loved grandchildren, Brooke and Hayden.

### FarmFest; Queen's Birthday Award

 **Mr WEIR** (Condamine—LNP) (7.06 pm): Last week I attended the annual FarmFest field days, located west of Toowoomba near Kingsthorpe in the heart of the Darling Downs. This is an area known for its rich diversity of agricultural production, an extensive engineering industry and wideranging industrial activities. Each year these field days become larger, with more businesses exhibiting and demonstrating their latest innovations and more people attending to seek information, to purchase machinery, tools or livestock, or to just look at what our vibrant agricultural industry has to offer.

Over 60,000 people attended FarmFest this year and had the opportunity to meet with more than 2,500 individual companies and organisations which were displaying their latest inventions and sharing their knowledge. The LNP supports the agricultural sector and knows that our economy is heavily reliant upon what happens in the farming, grazing and horticultural sectors and those industries that provide the technology and innovations to improve the way we utilise our natural resources.

During FarmFest the Leader of the Opposition, Deb Frecklington, the deputy leader, Tim Mander, and six shadow ministers—including the shadow minister for agricultural industry development and fisheries and forestry, Tony Perrett, and the shadow minister for state development, manufacturing, infrastructure and planning, Andrew Powell—visited FarmFest and met with many small and large businesses and listened to their issues. LNP members from the neighbouring electorates also attended and reinforced to the people of rural and regional Queensland that they have our full and ongoing support. I must say that the Labor members were conspicuous by their absence.

It was difficult not to notice the number of green shirts in the large crowd. They wore them proudly and were happy to talk about the reasons they will keep wearing them at every opportunity. The green shirts are symbolising more than just the grave concern landowners have over the vegetation management laws. They are becoming a movement in the bush, declaring that we will not be ignored or trampled over by this government. The people of rural and regional Queensland are an important cog in the wheels of our economy and the backbone of our society. Without them, our state will suffer long into the future.

In conclusion, I would like to acknowledge the local winners of the Queen's Birthday awards. I congratulate the former councillor and mayor of Pittsworth, Ros Scotney, and also a longstanding friend of mine, Allan Petersen, from the Southbrook area. Both of them are very deserving recipients of those awards and I would like to congratulate them both.

### **Ipswich, Gathering of the Clans Festival**

 **Ms HOWARD** (Ipswich—ALP) (7.09 pm): Last Saturday I had the great pleasure of attending Ipswich's annual Gathering of the Clans festival hosted by the Ipswich Thistle Pipe Band. The day showcased Scottish music and Celtic culture and attracted over 200 bagpipers and drummers who were there to compete in the Queensland Pipe Band Championships. It was a great honour to serve as acting chieftain for the day and to participate in the proceedings. I would like to thank the Ipswich Thistle Pipe Band for hosting the gathering again this year and commend them and their president, Rod Smith, on doing a fantastic job organising the event.

A large number of Ipswich people are proud to claim Scottish, Irish or Welsh ancestry and the gathering allowed them to connect with their Celtic roots. Many migrant families who have settled in Ipswich over the last 160 years have brought over with them long held cultural traditions that go back thousands of years and still live on today. The Scots who settled in Ipswich are no different.

The Ipswich Thistle Pipe Band goes back to 1909, when it was started by those wanting to keep their Scottish traditions and customs alive in their new adopted homeland. It also served as a social organisation that provided 'a helping hand' to migrant Scottish families who chose to settle in Ipswich to live. It is a testament to the Ipswich Thistle Pipe Band's dedication and passion that they have managed to keep these Scottish traditions of piping and drumming alive in Ipswich for over 100 years and are still handing down those traditions to younger generations. I wholeheartedly support the Ipswich Thistle Pipe Band in their efforts to preserve these ancient Scottish music traditions and to share this cultural legacy with the people of Ipswich through their Gathering of the Clans festival.

The band's president, Rod Smith, has a wonderful vision for the Ipswich Gathering of the Clans growing into a major Celtic festival, a premier 'destination event' that would see up to 10,000 visitors coming to Ipswich from far and wide to partake in a festival of Celtic music and culture. This would undoubtedly bring huge benefits to the Ipswich community, injecting valuable tourist dollars into our local economy and enriching Ipswich's proud cultural heritage. Rod's vision has already seen the Ipswich Gathering of the Clans grow bigger and better each year. At the gathering on Saturday, I saw thousands of people come out to support this incredible event and participate in the fun and festivities.

Ipswich is indeed very fortunate to have an organisation like the Ipswich Thistle Pipe Band. It is an organisation made up of community volunteers who are all greatly determined to see this festival grow into a major tourist drawcard for Ipswich. I strongly believe that we should get behind any community organisation in this state which works hard to add value to their community. I also want to mention the former president, Don McSween, who for many years was the president of the Ipswich Thistle Pipe Band and actually got to support Paul McCartney when he came out for his tour recently.

### **Watson, Sergeant M**

 **Dr ROWAN** (Moggill—LNP) (7.12 pm): I rise to acknowledge an important member of the Moggill electorate and the broader western suburbs community, Sergeant Murray Watson. On 10 July 2018 Sergeant Murray Watson will celebrate his 60th birthday and also commence age retirement from the Queensland Police Service. He leaves the service with great respect and admiration not only from his policing peers but also the community he has served so honourably for over 40 years.

Sergeant Watson commenced as a police cadet on 20 January 1975 before graduating on 10 December 1976. He completed his initial training as a first response general duties officer at both the Indooroopilly and city police stations. In May of 1978 Murray commenced duties with Brisbane mobile patrols, which saw responses to a range of incidents across Brisbane. Sergeant Watson completed western service at the Emerald Police Station from 13 February 1979. He then served at Goondiwindi from 14 November 1980 before returning to Brisbane mobile patrols in July of 1981. Murray then commenced at the West End station on 28 January 1985 before attaining the rank of sergeant and the position of officer in charge at the Kenmore Police Station from 26 July 1991.

Sergeant Watson remained at the Kenmore station until its closure in 1997. He was heavily involved with the community during this time where his contribution to local Neighbourhood Watch groups including Kenmore, Kenmore West and Brookfield commenced. That involvement continued through to only recently. Sergeant Watson was also involved in establishing the Kenmore Community Consultative Committee and frequently attended meetings and has progressed policing projects. He personally trained and was qualified as a paramedic, which enhanced Sergeant Watson's abilities as a first responder within the greater Kenmore and Bellbowrie communities in times of critical incidents and emergencies.

The closure of the Kenmore station in September of 1997 saw Sergeant Watson transfer to Toowong and then to the Indooroopilly Police Station where he has served ever since. The level of his community engagement with this division and particularly residents in and around Kenmore has never waned. His children have attended primary school within the Kenmore area and actively participated in sporting and community groups.

Senior Sergeant Shane Hancock, office in charge of the Indooroopilly Police Station, has been Sergeant Watson's supervisor for the past three years. Senior Sergeant Hancock described Sergeant Watson as 'a truly dedicated, hardworking and ethical officer who works tirelessly to ensure victims of crime are supported, reported matters are thoroughly investigated and offenders are prosecuted where and when located'. Sergeant Watson is well respected by his fellow workmates, both sworn officers and civilians, and is trusted and relied upon for his empathetic support, wealth of knowledge and experience, and skill set in all areas of policing including QPS databases.

Sergeant Watson's contribution to both policing and the greater Kenmore community has been significant and selfless. He can retire from the service with the utmost sense of pride and sense of accomplishment. There is no doubt that Sergeant Watson's energy and enthusiasm to serve and contribute to others will continue well past his retirement from the service. I commend and thank Murray for his over 40 years of dedicated, professional and ethical commitment to the Queensland Police Service and the communities he has served. I wish him and his family all the best for the future.

### **Woodridge Electorate, Schools**

 **Hon. CR DICK** (Woodridge—ALP) (Minister for State Development, Manufacturing, Infrastructure and Planning) (7.15 pm): It gives me great pleasure this evening to pay tribute to the great schools of the electorate of Woodridge, to the children who attend them and the parents who support them, to the principals who lead them and the teachers and other staff members who make them amongst the best in Queensland. Could I acknowledge, Mr Speaker, members of the Woodridge school community here in the gallery tonight? They include parents, principals and staff of Crestmead State School, Logan City Special School, Yugumbir State School, Berrinba East State School, Groves Christian College, St Francis College Crestmead, Woodridge State School, Kingston State School, St Paul's Catholic Primary School, Marsden State School and Harris Fields State School. I want to thank them for the great contribution they make to our community.

There is no greater investment a society can make than the investment it makes in the education of its young people. Woodridge is a very special place, and I count it as one of the great privileges of my life to have been given by those who live there the honour of representing them in this House. Our

community is distinguished and enriched by its diversity and is drawn from one of the broadest ethnic and cultural mixes in the country. People come to our special part of Queensland, sometimes from traumatic and oppressive circumstances, seeking freedom and opportunity and the chance to build a better life for themselves and their family.

The Woodridge electorate also has areas of disadvantage, where people understand only too well what it means to have to struggle to get by. Disadvantage is not a lifestyle choice but all too often the dividend of the circumstances into which people are born. Education, however, is the engine of opportunity, the means by which a society enables all of its people the mechanism by which to change the direction of their lives.

I would like to take this opportunity to thank our principals and our teachers, our teacher aides, cleaners, admin staff and ground staff and others including P&C and P&F members. These are the people who turn up every day with no other objective than to improve the lives and enhance the prospects of the young people in their care. The work is challenging, and the good they do may not always be immediately apparent, but there are surely few professions that could claim a more noble purpose. We owe them a great debt, and I would like to take this opportunity to express my respect and appreciation for the work that they do.

I am proud of the record investment our government has made in education in the 2018-19 state budget, and I am proud of the millions of dollars that have been provided for our schools in Woodridge since our government was first elected in 2015. These improvements, although important, tell only a fraction of the education story. They support but can never replace the interaction between the teacher and student, the power of knowledge and the splendour of learning, and the personal enrichment and social mobility that a quality education provides. Woodridge is a great community made a little better each and every day by the wonderful work going on in our schools.

### **Buderim Electorate, Cost of Living**

 **Mr MICKELBERG** (Buderim—LNP) (7.18 pm): I rise today to address the crippling cost of living and its impacts on residents in my electorate of Buderim. The unabated rise in the cost of living for Queenslanders has hit our seniors more than most. Last week I met with a group of constituents living in a Buderim retirement village who have formed a committee to collectively tackle the rising cost of water and electricity. These residents explained to me that some retirees had taken to skipping meals and avoiding the use of heaters and air conditioning because they could not afford to pay for their electricity. They spoke about the angst that had already been caused by higher bulk water prices within their community. Unfortunately, I explained to these residents that things were going to get worse very soon due to the recent decision to increase bulk water prices on the Sunshine Coast by another eight per cent.

These seniors, who have worked all of their lives and now want to enjoy retirement, are bearing the brunt of Labor's flawed legacy with an almost 400 per cent increase in bulk water prices over the last 10 years. Recently the LNP moved a motion calling on the Palaszczuk Labor government not to accept QCA's recommendation to increase water prices. Despite the then treasurer saying that Labor should consider such an option in September last year, this government did not see fit to support saving Queenslanders the added burden of huge increases in water.

We have seen this Labor government impose five new taxes in yesterday's budget that are worth \$2.2 billion. If we are to believe the Treasurer, these taxes will only be borne by one per cent of Queenslanders, but such a statement is nothing more than spin. The \$2.2 billion will be borne by every Queenslanders regardless of whether they pay the tax directly or in the form of more expensive goods and services. This is a government that pretends to care about seniors and the vulnerable but is happy to dip into their pockets when it suits their short-term political interests.

One does not have to look too far to see the impact that higher electricity prices are having on Queenslanders everywhere. While those opposite will spruik the fact that electricity prices have gone down in the last quarter, they conveniently forget that their own state-owned electricity generators have been gouging Queenslanders through price manipulation for years. Just last year alone Queenslanders paid \$759 million more for electricity because Labor choose to use electricity prices as a hidden tax. Labor have been taking from the pockets of our seniors for the last three years, and now they try to claim they are supporting them by giving them back some of these ill-gotten gains in the form of rebates and subsidies.

Seniors in Buderim are hurting. Queenslanders across the state are hurting. The cost of water, electricity and fuel are becoming unsustainable. When you add the burden of the additional taxes that are going to be felt by all Queenslanders, it is little wonder that seniors have to sacrifice meals and their comfort just to get by. Driving down the cost of living needs to be a priority for all Queenslanders.

### Iftar

 **Mr PEGG** (Stretton—ALP) (7.21 pm): I have spoken before in this House about the diversity in my local community. My seat of Stretton has the highest proportion of people of any electorate in this state who were born overseas; it also has the highest proportion of people of any electorate in this state who speak a language other than English. We lead the state in diversity and richness of culture. It is a place where Chinese Lunar New Year and Diwali are celebrated along with Easter and Christmas. The holy month of Ramadan has recently been observed in my community and will shortly come to a conclusion. One of the great things that happens during this month is iftar, or the breaking of the fast. This is a fantastic opportunity for the community to get together, both Muslim and non-Muslim, to share a meal and dialogue and continue to build community and understanding.

I have been privileged to attend a number of iftars recently in my local area. I want to particularly congratulate Abdul Celil Gelim and Murat Coskun from the Queensland Intercultural Society for all the work they do bringing the community together. They organise a home iftar dinner program, which is an opportunity for community members to come and share a meal with other members of the Muslim community. The QIS have held these events for over a decade, and I know that many members and former members of this House have attended. I note that the member for Lytton attended recently.

This year I attended the home of Recip and Ayesha Dogan and their family. We had a fantastic meal and a wonderful discussion with other community members, and I look forward to attending again. I also attended the iftar that was hosted by the Islamic Women's Association of Australia at Michaels Oriental. I want to congratulate Galila Abdelsalam and all the members of IWAA for organising a fantastic iftar. The event was attended by a large range of community members, and it was great to share fantastic food and great discussion.

Griffith University also held a fantastic dinner at the Nathan campus, and I want to congratulate Dr Brian Adams, Professor Martin Betts and all those involved in organising that particular event. On Monday, Mr Deputy Speaker, you would be very interested to know there was an education leaders iftar organised by QIS, and there were so many of my local school leaders in attendance. It was a wonderful event held at the Calamvale Hotel and a really great initiative for the community.

I was also very honoured to attend an iftar at Logan. I want to thank my friends Jamal El-Khloed, Sam Naaman, Neil Elcheikh and everyone involved. There are a couple of people I kept running into at these events, and I want to particularly mention Dr Nora Amath and Associate Professor Halim Rane who I saw at most events. In the short time I have left I also want to thank Galila Abselsalam for hosting a home iftar at Kuraby. I also want to thank the QIS for holding a fantastic parliamentary iftar last week.

### Indooroopilly, Gaming Machines

 **Mr BERKMAN** (Maiwar—Grn) (7.24 pm): Mr Speaker, I rise this evening to talk about a pub. Not just any pub, but the original Pig 'n' Whistle at Indooroopilly, which has been there for some 19 years. In a fortunate turn of events it is only 100 metres from my office, and it is as welcoming for a refreshment after work now as it was in the year 2000, when I worked my first retail job in Brisbane at the sports store in the Indooroopilly shopping centre.

For those not familiar with 'the Pig', it opens out from within the Indooroopilly shopping centre, which is itself the most significant community hub in Indooroopilly and a number of surrounding suburbs, for that matter. It is a family-friendly venue where I have taken my kids for dinner and even hosted events over the last few months. A few weeks ago I was surprised and disappointed to discover that the owners, who are significant donors to both Labor and the LNP, had applied for 45 poker machines at the Pig 'n' Whistle. The community had no notice of the application other than a small sign on the street outside the pub, but I was clearly not the only one concerned about this application.

Despite the underwhelming public notification, Maiwar locals started dropping into my office in big numbers, expressing their disbelief that this much loved local venue was looking to install pokies. My office put on a very well attended community forum to help locals understand the application, the process, and how they could have their voices heard. Locals could not believe how little the venue was required to do to notify the public of this application or their right to object.

Locals around Indooroopilly have now spoken. We are calling on the gambling regulator to stop these pokies. There is an enormous public interest in an application like this in any community. Pokies rip more than \$2 billion from the pockets of Queenslanders each year, and the community is angry that governments do nothing about the devastation wrought by gambling addiction. For four years Labor has not fixed the Newman government's deregulation of the pokies in 2014. Under the Newman government public notification requirements were cut, extra pokies were allowed into suburban venues and machines started taking \$50 and \$100 notes. Instead, Labor is pushing ahead with the LNP's Queens Wharf mega casino, which will bring 800 new pokies into the heart of Brisbane. They have handed over nearly 10 per cent of the CBD to casino owners, who just happen to also be major donors to both Labor and the LNP.

The reason the old parties continue to accept the devastation caused by gambling addiction is abundantly clear. Both Labor and the LNP continue to take donations from the enormous and powerful pokies lobby and, perhaps more significantly, the government is addicted to the more than \$700 million in annual tax revenue from pokies. Nobody else does this to their own citizens. Nowhere else in the world are pokies so common and their effects on gambling addicts so destructive. I urge the government to immediately take steps to undo the damage done by Campbell Newman. In the long term we need to wean Queensland off pokies revenue, get pokies out of pubs and clubs and stop new casinos. We need to put people ahead of the profits of the pokies lobby.

In the meantime, thanks to everyone in Maiwar who voiced their concern over the Pig 'n' Whistle proposal. I say to everyone who is listening that we can stop these pokies if we stick together, and I will be with you every step of the way.

### **Mount Ommaney Electorate, Health and Fitness**

 **Ms PUGH** (Mount Ommaney—ALP) (7.27 pm): It is no secret—at least it should not be—that the only reason I would go for a run is that someone is chasing me. The first time I ran as an adult was for a seat in parliament—true story—but since being elected I have been invited to participate in a few 'fun runs'. The first was a few weeks ago for Rotary's BeefBank through the absolutely beautiful Rocks Riverside Park in my electorate. It is a stunning run along the river, and it was enough to entice me back the next week for the dementia walk and fun run. This time I was accompanied by my trusty rescue whippet Roxy, who dragged me a good portion of the five kilometres. I want to thank the organisers of both of these amazing organisations. They both had hundreds of runners turn out for their events, and it was wonderful to see so many residents of all ages, from eight to 88, come and enjoy our beautiful winter weather. I got what they call the post run high and I liked it, so last night I voluntarily went for a run for no reason accompanied again by Roxy to spur me on when I got tired.

As we handed down our budget with its massive health spend, it occurs to me just how overwhelming the task of staying healthy can be for all of us. It does not suit everyone to go to the gym six times a week, nor is it achievable for most people. In Mount Ommaney we are very lucky to have some fantastic and innovative local clubs and gyms that offer a variety of fitness options such as the Jamboree Heights YMCA. They offer low-cost community based fitness options and they have wonderful programs to provide for many different community members, including one tailored specifically for cancer survivors.

There are lots of wonderful fitness options for all members of the community, but I think it is important to recognise that when it comes to keeping healthy one size does not fit all. We do not all want to jump out of bed at 5 am and go for a 10-kilometre ride before work, like some highly motivated members of the western suburbs bicycle users group. Maybe you are a night owl and salsa dancing at the Jindalee Hotel or the Oxley Bowls Club on a Thursday night is more your speed. Maybe you want to make exercise a social experience, in which case both genders can sign up for the Jindalee Jags and play AFL.

Whatever appeals to you—even if you are like me and it is yoga at home with my mat and a YouTube video—we all need to make a little time a few times a week to care for ourselves. If, like me, you are prone to lapses in your fitness regime and you feel more like a week of early nights is called for, be kind to yourself but get back into it as soon as you can. We all owe it to ourselves and our families to take care of our health because, at the end of the day, there is nothing more important.

The House adjourned at 7.30 pm.

**ATTENDANCE**

Andrew, Bailey, Bates, Batt, Bennett, Berkman, Bleijie, Bolton, Boothman, Boyce, Boyd, Brown, Butcher, Costigan, Crandon, Crawford, Crisafulli, D'Ath, Dametto, de Brenni, Dick, Enoch, Farmer, Fentiman, Frecklington, Furner, Gilbert, Grace, Harper, Hart, Healy, Hinchliffe, Howard, Hunt, Janetzki, Jones, Katter, Kelly, King, Knuth, Krause, Langbroek, Last, Lauga, Leahy, Linard, Lister, Lui, Lynham, Madden, Mander, McArdle, McDonald, McMahon, McMillan, Mellish, Mickelberg, Miles, Millar, Miller, Minnikin, Molhoek, Mullen, Nicholls, O'Connor, O'Rourke B, O'Rourke C, Palaszczuk, Pease, Pegg, Perrett, Pitt, Powell, Power, Pugh, Purdie, Richards, Robinson, Rowan, Russo, Ryan, Saunders, Scanlon, Simpson, Sorensen, Stevens, Stewart, Stuckey, Trad, Watts, Weir, Whiting, Wilson