

Annual Report 2013-2014

Report No.57

**Transport, Housing and Local Government
Committee**

November 2014

Transport, Housing and Local Government Committee

Chair	Mr Howard Hobbs MP, Member for Warrego
Deputy Chair	Mrs Desley Scott MP, Member for Woodridge
Members	Mr John Grant MP, Member for Springwood Mr Darren Grimwade MP, Member for Morayfield Mr Carl Judge MP, Member for Yeerongpilly Mr Anthony Shorten MP, Member for Algester Mr Jason Woodforth MP, Member for Nudgee
Staff	Ms Kate McGuckin, Research Director Ms Danielle Cooper, Principal Research Officer Ms Rachelle Stacey, Principal Research Officer Ms Lisa Van Der Kley, Executive Assistant Ms Debbie Mohi, Executive Assistant (until April 2014) Ms Louise Johnson, Executive Assistant (from April 2014 – June 2014)
Technical Scrutiny Secretariat	Ms Renée Easten, Research Director Mr Michael Gorringer, Principal Research Officer Ms Kellie Moule, Principal Research Officer Ms Tamara Vitale, Executive Assistant
Contact details	Transport, Housing and Local Government Committee Parliament House George Street, Brisbane Qld 4000
Telephone	+61 7 3406 7486
Fax	+61 7 3406 7070
Email	thlgc@parliament.qld.gov.au
Web	www.parliament.qld.gov.au/thlgc

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Chair's foreword

This Report presents a summary of the Transport, Housing and Local Government Committee's activities from 1 July 2013 to 30 June 2014.

I thank my fellow Committee Members and the Secretariat for their contributions during 2013-2014 and commend this Report to the House.



Howard Hobbs MP

Chair

November 2014

1 Introduction

The Transport, Housing and Local Government Committee (the Committee) is a portfolio committee established by the *Parliament of Queensland Act 2001* and the Standing Orders of the Legislative Assembly.

In accordance with section 108 of the *Parliament of Queensland Act 2001*, the Committee is required to table an annual report within four months and 14 days after the end of each financial year. The report must include:

- a list of meetings of the Committee and the names of members attending or absent from each meeting
- a summary of issues considered by the committee, including a description of the more significant issues arising from the considerations
- a statement of the Committee's revenue and spending for the year
- a brief description of responses by Ministers to recommendations of the Committee.

This report has been prepared in accordance with these requirements for the period 1 July 2013 to 30 June 2014. It relates to the activities of the Transport, Housing and Local Government Committee of the 54th Parliament (1 July 2013 to 30 June 2014).

2 Membership

The Transport, Housing and Local Government Committee comprises:



Mr Howard Hobbs MP, Member for Warrego (Chair)



Mrs Desley Scott MP, Member for Woodridge (Deputy Chair)



Mr John Grant MP, Member for Springwood



Mr Darren Grimwade MP, Member for Morayfield



Mr Carl Judge MP, Member for Yeerongpilly



Mr Anthony Shorten MP, Member for Algester



Mr Jason Woodforth MP, Member for Nudgee

3 Role of the Committee

In relation to its areas of responsibility, the Committee:

- examines legislation, including subordinate legislation, to consider the policy to be enacted and the application of the fundamental legislative principles set out in part 4, section 24 of the *Legislative Standards Act 1992*
- considers the Appropriation Bills (acting as estimates committee)
- assesses the public accounts and public works of each department in regard to the integrity, economy, efficiency and effectiveness of financial management
- has a responsibility to consider any other issue referred to it by the Legislative Assembly, whether or not the issue is within a portfolio area.¹

The Committee may deal with these matters by considering them and reporting and making recommendations about them to the Assembly.²

3.1 Areas of responsibility

The Committee's areas of responsibility are as follows:

- Transport and Main Roads
- Housing and Public Works
- Local Government, Community Recovery and Resilience.

The Committee must deal with any issue referred to it by the Legislative Assembly or under an Act, whether or not the issue is within the Committee's areas of responsibility.

4 Departmental oversight

The Committee has departmental oversight of the Department of Transport and Main Roads, the Department of Housing and Public Works and the Department of Local Government, Community Recovery and Resilience, including the relevant offices and statutory bodies for which each of these departments are responsible.

4.1 Transport and Main Roads

The core business of the Department of Transport and Main Roads includes:

- road design construction, maintenance and operation
- providing essential transport infrastructure
- driver and boat operator licensing
- vehicle and boat registration
- public transport regulation and services
- road, rail and maritime safety education
- intelligent transport systems
- transport system security and disaster response and recovery operations
- policy direction for Queensland transport system

¹ Section 92(2) *Parliament of Queensland Act 2001*

² Section 92(3) *Parliament of Queensland Act 2001*

- integrated transport planning
- land use and transport development assessment.

As at 30 June 2013, the Department was responsible for two statutory bodies - the Gold Coast Waterways Authority and the Queensland Rail Transit Authority, and one commercialised business unit - RoadTek.

The Annual Report 2013-14 for the Department of Transport and Main Roads was tabled on 30 September 2014.

4.2 Housing and Public Works

The Department of Housing and Public Works has lead responsibility for the Queensland Government's capital works building program and helps build and maintain public facilities, such as schools, public housing, hospitals, police stations and courthouses. The Department is the lead agency in:

- providing government buildings
- procurement
- providing support services such as fleet management, printing and office supplies
- disaster management and recovery.

As at 30 June 2013, the Department was responsible for two statutory bodies - the Queensland Building and Construction Commission and the Residential Tenancies Authority, and two commercialised business units - Building and Asset Services and QFleet.³

The Annual Report 2013-14 for the Department of Housing and Public Works was tabled on 30 September 2014.

4.3 Local Government, Community Recovery and Resilience

The Department of Local Government, Community Recovery and Resilience is responsible for overseeing the legislative and regulatory framework in which local governments operate. The Department's purpose is to support the autonomy, authority and accountability of local governments through four key program areas—legislative reform, financial sustainability, capacity building and governance and decision-making.

The Minister is also responsible for the oversight of the Queensland Reconstruction Authority (QRA), which coordinates and manages community recovery initiatives and undertakes activities to enhance and build resilience to future natural disasters. The QRA's mandate has been extended until 30 June 2015 underpinning the continued focus on reconstruction activities.

The Annual Report 2013-14 for the Department of Local Government, Community Recovery and Resilience was tabled on 30 September 2014.

³ The Queensland Building and Construction Commission is Queensland's new building industry regulator, officially replacing the Queensland Building Services Authority on 1 December 2013.

5 Committee Reports⁴

The Committee considered a number of issues and tabled 20 reports during the 2013-2014 financial year. The Committee's reports are discussed below. Copies of the Committee's publications are available from the Committee's website: [THLGC - Queensland Parliament](http://thl.gc.qld.gov.au).

5.1 Auditor-General Reports

The Committee of the Legislative Assembly referred the following Auditor-General Reports to the Committee for consideration:

Auditor-General's Report to Parliament Report No. 10: 2013 - Results of audits: Local government entities 2011-12 was referred to the Committee on 16 April 2013. The Transport Housing and Local Government Committee held a private briefing with the Queensland Audit Office on 22 May 2012 and a public briefing with representatives of the Local Government Association of Queensland, the Department of Local Government, Community Recovery and Resilience and the Queensland Reconstruction Authority on 5 June 2013. On 29 August 2013, the Committee tabled its Report No. 30 - Review of the Auditor-General's Report to Parliament 10: 2012-13 – Results of audits: Local government entities 2011-12.

Auditor-General's Report to Parliament Report No. 15: 2012-13 – Enforcement and collection of parking fines was referred to the Committee on 6 August 2013. On the 14 November 2013, the Committee tabled its Report No. 38 - Review of the Auditor-General's Report to Parliament 15: 2012-13 – Enforcement and collection of parking fines.

Auditor-General's Report to Parliament Report No. 5: 2013-14 – Traffic Management Systems was referred to the Committee on 19 November 2013. On the 14 February 2014, the Committee tabled its Report No. 41 - Review of the Auditor-General's Report to Parliament 5: 2013-14 – Traffic Management Systems.

Auditor-General's Report to Parliament Report No. 14: 2013-14 – Results of audit: Local government entities was referred to the Committee on 18 March 2014. The Committee will report on this Report during the next reporting period.

5.2 Budget Estimates

Budget Estimates – 2013-2014

On 7 June 2013, the Appropriation Bill 2013 and the estimates for the Committee's area of responsibility were referred to the Committee for investigation and report.

On 25 July 2013, the Committee conducted a public hearing and took evidence about the proposed expenditure from the Minister for Transport and Main Roads, the Minister for Housing and Public Works, the Minister for Local Government, Community Recovery and Resilience, and other witnesses.

The Committee tabled its Report No 28 – Estimates 2013-14 on 2 August 2013. The Committee made one recommendation as follows:

- that proposed expenditure, as detailed in the Appropriation Bill 2013 for the Committee's areas of responsibility, be agreed to by the Legislative Assembly without amendment.

⁴ A ministerial response to Committee recommendations is required to be tabled in the Legislative Assembly within three months of the report being tabled. If the Minister is unable to comply with this requirement, an interim response must be tabled, setting out the reasons for not complying. A final ministerial response is required no later than six months after the Committee's report is tabled.

Budget Estimates– 2014-2015

On 2 April 2014, the Appropriation Bill 2014 and the estimates for the Committee's area of responsibility were referred to the Committee for investigation and report.

On 2 April 2014 the Parliament agreed a motion that the dates for the Committee's hearing and report dates were as follows:

- Date of Hearings – Tuesday 15 July 2013 and Thursday 17 July 2014
- Date of Report – Friday 1 August 2014

This inquiry will be completed in the next reporting period.

5.3 Subordinate Legislation

The Committee's consideration of subordinate legislation resulted in the tabling of the following reports:

- Report No. 29 Subordinate legislation tabled on 16 April 2013 and 30 April 2013
- Report No. 32 Subordinate Legislation tabled between 1 May 2013 and 4 June 2013
- Report No. 34 Subordinate Legislation tabled between 5 June 2013 and 6 August 2013
- Report No. 37 Subordinate Legislation tabled between 7 August 2013 and 10 September 2013
- Report No. 40 Subordinate Legislation tabled on 15 - 29 October 2013
- Report No. 42 Subordinate Legislation tabled on 19 November 2013
- Report No. 44 Subordinate Legislation tabled on 11 February 2014.

5.4 Examination of Bills

During the reporting period, the Legislative Assembly referred 10 Bills to the Committee for detailed consideration. The Committee reported on 6 Bills in this reporting period and will report on the following Bills in the next reporting period:

- Building and Constructions Industry Payments Amendment Bill 2014
- Professional Engineers and Other Legislation Amendment Bill 2014
- Residential Tenancies and Rooming Accommodation Amendment Bill 2014
- Local Government Legislation Amendment Bill 2014.

Any Committee recommendation that the legislation be amended is documented along with the associated Government response. The Committee made 33 recommendations on Bills (excluding recommendations that the Bill be passed) of which 10 were supported by the Government.

Report No.27 Queensland Building Services Authority Amendment Bill 2013

The Legislative Assembly referred the Queensland Building Services Authority Amendment Bill 2013 to the Committee on 05 June 2013. The Committee was required to report to the Legislative Assembly by 1 August 2013.

The policy objectives of the Bill were to:

- establish the Queensland Building and Construction Commission in place of the Queensland Building Services Authority

- provide for the appointment of a governing board, which will report to the Minister for Housing and Public Works to replace the existing board
- provide for the appointment of a commissioner, effectively the chief executive, to replace the existing general manager, appointed by the governing board.

The Committee received 5 written submissions and held a public briefing with the Department of Housing and Public Works on 18 June 2013.

On 31 July 2013, the Committee tabled Report No. 27, Queensland Building Services Authority Amendment Bill 2013. The Committee recommended the Bill be passed, and in addition made the following three recommendations:

- R2** section 20(J) of the Bill, which details the responsibilities of the Commissioner, be amended to include a provision that makes the Commissioner responsible for preventing conflicts of interest between business divisions of the new Commission and for advising the Board of any conflicts of interest that do arise.
- R3** subsection 11(f) of the Bill, which sets out the functions of the Board, be amended to read *“advising the Minister about unfair or unconscionable trading practices affecting the security of payments to subcontractors and contractors”*.
- R4** for the purpose of consistency, Schedule 1 of the Bill include an amendment to section 14(1)(d)(i) of the *Pest Management Act 2001* to replace the provision’s reference to the *Queensland Building Services Authority Act 1991* with the *Queensland Building and Construction Commission Act 1991*.

On 22 August 2013, the Government tabled its response and accepted recommendations 3 and 4 only.

The Queensland Building Services Authority Amendment Bill 2013 was passed, with amendment, by the Legislative Assembly on 22 August 2013.

Report No. 31 Transport Legislation (Port Pilotage) Amendment Bill 2013

The Legislative Assembly referred the Transport Legislation (Port Pilotage) Amendment Bill 2013 to the Committee on 06 August 2013. The Committee was required to report to the Legislative Assembly by 5 September 2013.

The main objective of the Bill was to devolve the responsibility for the provision and delivery of pilotage services for ports located north of Brisbane (except Abbot Point) from Maritime Safety Queensland to port authorities through a managed transition process.

The Committee received 3 written submissions and held two public briefings with the Department of Transport and Main Roads on 8 August 2013 and 30 August 2013 and a public hearing with invited stakeholders on 21 August 2013.

On 31 July 2013, the Committee tabled Report No. 27, Queensland Building Services Authority Amendment Bill 2013. The Committee recommended the Bill be passed, and in addition made the following four recommendations:

- R2** for future Bills, the Department of Transport and Main Roads provide an explanation in the Explanatory Notes for the urgency of a Bill or the Minister for Transport and Main Roads provide an explanation for the urgency of a Bill in the First Reading Speech.
- R3** during the development of Stage Two of the port pilotage devolution process, the Government consults extensively to ensure the views of all stakeholders and industry experts are taken into consideration.
- R4** the Department of Transport and Main Roads consult extensively on all future Bills to ensure the views of stakeholders and industry experts are taken into consideration.

- R5** for future Bills, the Explanatory Notes provide a more comprehensive discussion of the proposed.

On 11 September 2013, the Government tabled its response and supported all of the Committee's recommendations.

The Transport Legislation (Port Pilotage) Amendment Bill 2013 was passed with amendment on 10 September 2013.

Report No. 33 Local Government and Other Legislation Amendment Bill 2013

The Legislative Assembly referred the Local Government and Other Legislation Amendment Bill 2013 to the Committee on 20 August 2013. The Committee was required to report to the Legislative Assembly by 9 October 2013.

The policy objectives of the Bill are to deliver the following key policies of the Queensland Government:

- to ensure the new de-amalgamating local governments of Douglas, Livingstone, Mareeba and Noosa Shire Councils have the power to make budget and rating decisions from 1 January 2014 (changeover day), clarify that the transfer of assets between de-amalgamating local governments will not incur duty under the *Duties Act 2001* and provide transitional provisions for development applications affected by de-amalgamation
- to ensure certainty for local communities by providing that only the Minister may apply to the Local Government Change Commission (change commission) to assess a local government change application
- to further ensure that mayors and councillors are clearly in charge of councils by enabling one person to be both a councillor and a director of a local government corporate entity (other than the chairperson or deputy chairperson)
- to ensure the planning and development system is more efficient and effective.

The Committee received 10 written submissions and held a public briefing with representatives from the Department of Local Government, Community Recovery and Resilience, the Department of State Development, Infrastructure and Planning and the Local Government Association of Queensland on Wednesday, 11 September 2013. On Tuesday, 1 October 2013, the Committee held a Public Hearing for invited stakeholders.

On 9 October 2013, the Committee tabled Report No.33 - Local Government and Other Legislation Amendment Bill 2013. The Committee recommended the Bill be passed, and in addition made the following five recommendations:

- R2** The Committee recommends that the Minister for Local Government, Community Recovery and Resilience amend the Bill's proposed section 948 of the *Sustainable Planning Act 2009* to ensure that, in the interests of procedural fairness, any development application that has been lodged before this amendment comes into effect, is considered by local governments under the same hierarchy of planning instruments that were in place at the date the application was lodged unless the applicant and the Council agree otherwise.
- R3** The Committee recommends that the Minister for Local Government, Community Recovery and Resilience amend the Bill to include appeal provisions for decisions made after the changeover day by either the continuing or new local government where the matter relates to land within both local government areas.
- R4** The Committee recommends that the Minister for Local Government, Community Recovery and Resilience amend section 952 of the Bill to ensure that, in the interests of

procedural fairness, any development application that has reached the Information and Referral Stage of the Integrated Development Assessment System at the changeover date of 1 January 2013, remains with the continuing local government unless the applicant and both councils involved agree otherwise.

- R5** The Committee recommends that the Minister for Local Government, Community Recovery and Resilience considers amending Clause 15 of the Bill to reflect the suggested change by the Local Government Association of Queensland to clarify the process for the preliminary assessment of a complaint about the conduct or performance of a councillor so that the Council Chief Executive Officer can respond to a complaint immediately, prior to Council providing written notice of the complaint to the Chief Executive Officer.
- R6** The Committee recommends that the Minister for Local Government, Community Recovery and Resilience ensures, that for future Bills, the Explanatory Notes endeavour to clearly identify and address all applicable fundamental legislative principles.

On 31 October 2013, the Government tabled its response and supported the Committee's recommendations 3, 5 and 6 only.

The Local Government and Other Legislation Amendment Bill 2013 was passed with amendment on 31 October 2013.

Report No. 35 Residential Tenancies and Rooming Accommodation and Other Legislation Amendment Bill 2013

The Legislative Assembly referred the Residential Tenancies and Rooming Accommodation and Other Legislation Amendment Bill 2013 to the Committee on 10 September 2013. The Committee was required to report to the Legislative Assembly by 22 October 2013.

The policy objectives of the Bill are to amend the *Residential Tenancies and Rooming Accommodation Act 2008* to:

- allow for a smooth transition of tenancies from direct Government management to management by a Community Housing Provider (CHP)
- achieve greater consistency between public housing and community housing
- support the implementation of the Government's new Anti-Social Behaviour policy
- *Queensland Building and Construction Commission Act 1991* to facilitate commercial development, by amending the licensing requirements and removing restrictions regarding retention money for Public Private Partnership (PPP) and an amendment to facilitate earlier resolution of building disputes
- *Guide, Hearing and Assistance Dogs Act 2009* to provide rights of access to places of accommodation of people with a disability who rely on guide, hearing and assistance dogs, and make it an offence for a person to refuse accommodation to a person with a disability who relies on a certified guide, hearing or assistance.

The Committee received 12 written submissions and held a public briefing with representatives from the Department of Housing and Public Works and the Department of Communities, Child Safety and Disability Services. The Committee also held a public hearing on 1 October 2013 with invited stakeholders.

On 22 October 2013, the Committee tabled Report No. 35, Residential Tenancies and Rooming Accommodation and Other Legislation Amendment Bill 2013. The Committee recommended the Bill be passed, and in addition made the following 15 recommendations:

- R2** The Committee recommends the addition of the word 'persistently' to proposed section 290A(1)(b)(iii) so that it reads "*interfered persistently with the reasonable peace, comfort*

or privacy of another tenant” to increase the gravity of this breach to align with other serious breaches described in this provision.

- R3** The Committee recommends that the Minister for Housing and Public Works consider including a provision in this Bill which provides for tenants to vacate a premises before handover date without penalty where notice to leave has been given.
- R4** The Committee recommends the removal of subsection 345A(3)(c)(ii) from the Bill (the requirement that QCAT consider the needs of persons awaiting housing assistance from the State when determining if behaviour warrants the termination of a tenancy agreement).
- R5** The Committee recommends the amendment of proposed new section 345A(3) to provide that QCAT must consider all relevant circumstances of the tenant and any vulnerable members of the tenant’s household in determining whether to make a termination order.
- R6** The Committee recommends the removal of the word ‘littering’ in the definition of ‘antisocial behaviour’ in section 527A and the addition of the phrase ‘or excessive rubbish on or around the premises or on neighbouring premises’ so that the definition reads: *“includes making excessive noise, dumping cars or excessive rubbish on or around the premises or on neighbouring premises, vandalism and defacing property.”*
- R7** The Committee recommends that section 527C be redrafted to provide that changes to existing State tenancy agreements (which transition to a Community Housing Provider) may only be made under the Act (and not by regulation) and that the only changes that may be made to the existing State tenancy agreements are:
- where they are administratively necessary to affect the transition (for example, the name of the lessor and the requirement for the provision of household information) and
 - upon the natural end of the tenancy agreement (whether through expiration or transfer or renewal) or the agreement is breached, whichever occurs first.
- R8** The Committee recommends that section 527F be redrafted to provide that changes to existing State tenancy agreements (which remain with the State as lessor) may only be made upon the natural end of the tenancy agreement (whether through expiration or transfer or renewal) or when the agreement is breached, whichever occurs first.
- R9** The Committee recommends that the Minister review the Western Australian model of managing vulnerable tenants in the social housing system with a view to identifying elements which may be adopted into the current Queensland system.
- R10** The Committee recommends that a new provision be drafted for inclusion in the Bill which:
- requires social housing lessors to consider the circumstances of tenants when administering the *Residential Tenancies and Rooming Accommodation Act 2008*, and
 - provides a specific definition of ‘circumstances of tenants’ in the Bill.
- R11** The Committee recommends that the Minister ensure that the processes and standards that should be followed by State and Community Housing Provider employees in exercising any authority under this Act be fully documented and consistently implemented across the sector, regardless of the lessor.
- R12** The Committee recommends that a review be undertaken of the support mechanisms available to social housing tenants to ensure they fully understand their rights and responsibilities under the Act and under their tenancy agreement.

- R13** The Committee recommends that the notes to the offence provisions, specifically new section 12A, 'Obligations of persons exercising control of places of accommodation', and current section 13, 'Obligations of persons exercising control of public places and public passenger vehicles' outline a person's right of action under the *Anti-Discrimination Act 1991 (Qld)*.
- R14** The Committee recommends that for future Bills, the Explanatory Notes endeavour to clearly identify and address all applicable fundamental legislative principles and provide a more comprehensive discussion of the proposed policy changes.
- R15** The Committee recommends that the Department of Housing and Public Works consult extensively on all future Bills to ensure the views of stakeholders and representative bodies are taken into consideration.

On 30 October 2013, the Government tabled its response and supported the Committee's recommendations 2, 6 and 13 only, and noted recommendations 11, 12, 14 and 15.

The Residential Tenancies and Rooming Accommodation and Other Legislation Amendment Bill 2013 was passed with amendment on 30 October 2013.

Report No. 43 Queensland Training Assets Management Authority Bill 2014

The Legislative Assembly referred the Queensland Training Assets Management Authority Bill 2014 to the Committee on 4 March 2014. The Committee was required to report to the Legislative Assembly by 29 April 2014.

The objective of the Bill is to establish an independent statutory body, the Queensland Training Assets Management Authority (QTAMA), to provide for the efficient and effective management of State-owned training assets, primarily for the provision of vocational education and training (VET), in accordance with sound commercial principles.

The Committee received 1 written submission and held a public departmental briefing and public hearing with representatives from the Department of Housing and Public Works, on 2 April 2014.

On 29 April 2014, the Committee tabled Report No. 43, Queensland Training Assets Management Authority Bill 2014. The Committee recommended the Bill be passed, and in addition made the following 6 recommendations:

- R2** The Committee recommends that clause 46 (4) (a) of the Bill be amended to require the Minister for Housing and Public Works to consult with the Treasurer and Minister administering the *TAFE Queensland Act 2013*, rather than the Treasurer and the Minister administering the *Further Education and Training Act 2014* given the *TAFE Queensland Act 2013* is more relevant to the administration of TAFE.
- R3** The Committee recommends that the Minister advise the House of the approximate dollar value of the proposed threshold for 'proposed significant action' under clause 46 during debate on the Bill in the House.
- R4** The Committee recommends that the Bill be amended to include a requirement for greater consultation by the Minister responsible for administering the (proposed) *QTAMA Act 2014* and the Minister responsible for administering the *TAFE Queensland Act 2013* and that this consultation requirement include, but not be limited to, a requirement to consult on the draft asset management plan.
- R5** The Committee recommends that the Bill be amended to include a transitional provision which explicitly ensures that the proceeds of all TAFE asset sales for the first two years of QTAMA's operation be reinvested in the VET sector.

The Committee further recommends that, beyond the initial two year transitional period, the Government ensure transparency in the percentage split between the return of proceeds from TAFE asset sales to consolidated funds and reinvestment in the VET sector.

R6 The Committee recommends that Part 7 of the Bill – *Transitional provisions* be amended to reflect the advice received from the Department of Housing and Public Works that the Government intends to give TAFE priority access to the public VET facilities for a designated, two-year, transitional period.

R7 The Committee recommends that the Department of Education, Training and Employment monitor and evaluate the impact of the establishment and operation of QTAMA on VET delivery generally, and on TAFE delivery specifically, and provide regular written reports over the first two years of QTAMA's operations to both the Minister for Housing and Public Works and the Minister for Education, Training and Employment.

On 8 May 2014, the Government tabled its response and did not support any of the Committee's recommendations.

The Queensland Training Assets Management Authority Bill 2014 was passed on 8 May 2014.

Report No. 46 Transport and Other Legislation Amendment Bill 2014

The Legislative Assembly referred the Transport and Other Legislation Amendment Bill 2014 to the Committee on 3 April 2014. The Committee was required to report to the Legislative Assembly by 30 June 2014.

The objective of the Bill is to amend a number of transport and non-transport Acts to support the delivery of infrastructure projects, to improve legislative processes, reduce red tape and clarify existing definitions and requirements to simplify the regulatory framework.

The Committee received 5 written submissions and held a public departmental briefing and public hearing with representatives from the Department of Transport and Main Roads, the Queensland Police Service and invited stakeholders on 21 May 2014.

On 30 June 2014, the Committee tabled Report No. 46, Transport and Other Legislation Amendment Bill 2014. The Committee recommended the Bill be passed, and made no further recommendations.

Report No. 49 Professional Engineers and Other Legislation Amendment Bill 2014

The Legislative Assembly referred the Professional Engineers and Other Legislation Amendment Bill 2014 to the Committee on 22 May 2014. The Committee was required to report to the Legislative Assembly by 18 August 2014.

The objective of the Bill is to make amendments to clarify and improve the *Professional Engineers Act 2002* so that it remains relevant and best meets its objectives. Proposed amendments include:

- introducing a new category of non-practising engineer to cater for retired engineers, and for engineers on maternity leave or other career breaks
- including additional provisions in the Act so that the Board has the power to reject a complaint if it reasonably considers that the complaint is unfounded or lacking in substance. This is in addition to the current reasons for the Board to reject a complaint which include frivolous, vexatious or trivial complaints
- expanding options for the Board in deciding about unregistered engineers, such as to caution, reprimand or enter into undertakings, so that lengthy and expensive prosecution processes may be avoided in some circumstances
- permitting the delegation of decisions in relation to the renewal process to a Board member, a committee of members, the registrar or an appropriately qualified Board

staff member to alleviate difficulties experienced in processing the large increase in the number of registrants.

The Committee received 6 written submissions and held a public departmental briefing on 25 June 2014 with representatives from the Department of Housing and Public Works and the Queensland Building and Construction Commission.

Report No. 50 Local Government Legislation Amendment Bill 2014

The Legislative Assembly referred the Local Government Legislation Amendment Bill 2014 to the Committee on 3 June 2014. The Committee is required to report to the Assembly by 18 August 2014.

The objectives of the Bill is to:

- empower the chief executive officer (CEO) of a local government to be the returning officers (RO)
- empower the Electoral Commission of Queensland (ECQ) to direct a CEO RO and approve the CEO RO's election plan
- change voting for mayors in undivided local government's from first-past-the-post (FPTP) to optional-preferential (OPV) and simplify voting for candidates in FPTP elections
- introduce a cut-off date for a local government to apply for a full postal ballot
- provide for the ECQ to declare the results of the election of the mayor separately to the declaration of the other councillors
- more closely align the *Local Government Electoral Act 2011* (LGEA) with the *Electoral Act 1992* (EA), where relevant and appropriate, including:
 - aligning provisions relating to roll closures, ballot papers, special postal votes, re-count of votes, failure to vote, candidate gift disclosure periods, candidate deposits, offences, and the ECQ's investigation powers
 - adopting a number of reforms in the *Electoral Reform Amendment Act 2014* (ERA Act) in relation to increased access to postal voting, regulation of how-to-vote cards, electronic voting and proof of identity requirements
- clarify in the *City of Brisbane Act 2010* (COBA) and the *Local Government Act 2009* (LGA) that a councillor who is subject to a suspended sentence is disqualified from being a councillor immediately on the sentence being handed down
- repeal obsolete de-amalgamation provisions in the LGA
- correct the obsolete reference to the LGA in section 177 of the EA.

The Committee received 7 written submissions.

Report No. 52 Building and Constructions Industry Payments Amendment Bill 2014

The Legislative Assembly referred the Building and Constructions Industry Payments Amendment Bill 2014 to the Committee on 21 May 2014. The Committee is required to report to the Legislative Assembly by 1 September 2014.

The objective of the Bill is to amend the *Building and Construction Industry Payments Act 2004* to undertake reform in three main areas arising from the recommendations of the Wallace Report into payment dispute resolution in the Queensland building and construction industry. The three main areas of reform reflect the issues raised by stakeholders from the building and construction industry:

- appointment of adjudicators and the adjudication process

- amendment of timeframes for claimants and respondents and to address complex claims
- provision of additional information in adjudication responses.

The Committee received 57 written submissions and held a public departmental briefing on 25 June 2014 with representatives from the Department of Housing and Public Works, the Queensland Building and Construction Commission, and Mr Andrew Wallace. The Committee intends to hold a public hearing on the 21 July 2014.

Report No.53 Residential Tenancies and Rooming Accommodation Amendment Bill 2014

The Legislative Assembly referred the Residential Tenancies and Rooming Accommodation Amendment Bill 2014 to the Committee on 3 April 2014. The Committee is required to report to the Legislative Assembly by 3 October 2014.

The objective of the Bill is to amend the *Residential Tenancies and Rooming Accommodation Act 2008* to make provision for statutory minimum standards for rental accommodation and rooming accommodation in Queensland. The proposed amendments would allow the Minister to prescribe minimum standards by regulation for private rental accommodation, both standard housing and rooming accommodation.

The Committee received 11 written submissions.

5.5 Referred Inquiries

The Committee reported on three non-Bill Inquiries referred to it by the Legislative Assembly and made 90 recommendations with 42 recommendations supported and 17 supported in principle by the Government.

Report No 39 Inquiry into Cycling Issues

On 7 June 2013, the Legislative Assembly agreed to a motion that the Committee inquire and report on the following particular issues to improve the interaction of cyclists with other road users:

- short and long term trends in bicycle injuries and fatalities involving motor vehicles
- evaluation, considering factors such as effectiveness, enforceability and impacts on other road users of existing and any other alternative road rules, such as the 1m rule, which govern interaction between cyclists and other road users
- current penalties and sanctions, including where there are differential fine rates for cyclists compared to other road users
- the potential benefits and impacts of bicycle registration.

On 29 November 2013, the Committee tabled Report No. 39, Inquiry into Cycling Issues. The Committee made 68 recommendations:

- R1** The Committee recommends that the Department of Transport and Main Roads be provided lead agency status, and be appropriately resourced, to provide oversight, management and coordination of all cycling related matters for the Queensland Government, including implementation of the Queensland Cycle Strategy 2011-2021 and the recommendations made by the Committee in this Report.
- R2** The Committee recommends the Minister for Transport and Main Roads investigate robust mechanisms for measuring bicycle participation and mode of transport share in Queensland to support already established targets and inform business case for bicycle program investment.

- R3** The Committee recommends that the Department of Transport and Main Roads work with other relevant agencies to address the current lack of centralised data collection and reporting for on-and-off road cyclist injuries and fatalities.
- R4** The Committee recommends that the Department of Transport and Main Roads, in partnership with key stakeholders, explore mechanisms to encourage and facilitate bicycle-related incident reporting, particularly where safety issues and potential breaches of the Queensland road rules are involved.
- R5** The Committee recommends that the Department of Transport and Main Roads develop a strategy to better document the incidence of bicycle-related injuries on roads in order to target appropriate interventions more effectively.
- R6** The Committee recommends that the Minister for Transport and Main Roads develop a “*vulnerable road user hierarchy*” policy which reflects and promotes the social, health, environmental and community benefits of increased modes of ‘active’ and ‘public’ transport over existing primary road user categories and that the hierarchy be adopted in the relevant planning instruments and transport infrastructure regulations.
- R7** The Committee recommends that the Minister for Transport and Main Roads review all relevant legislation and sub-ordinate legislation to ensure that road rules and definitions accurately and consistently recognise cyclists as legitimate road users and, where appropriate, amend road rules to reflect the general principle that all road users must acknowledge that presence of and give right of way to the more vulnerable road user (for example, motor vehicles giving way to cyclists and cyclists giving way to pedestrians).
- R8** The Committee recommends that the Minister for Transport and Main Roads amend Queensland road rule section 144 to introduce a minimum overtaking distance by inserting a new provision specifying that a sufficient distance for overtaking a bicycle means:
- a) a lateral distance of not less than 1 metre if the applicable speed limit does not exceed 60km/h and
 - b) a lateral distance of not less than 1.5 metres if the applicable speed limit exceeds 60km/h. (NB. Lateral distance needs to be defined as being measured from the right side of the bicycle or bicycle rider to the left side of the driver’s mirrors or other projections including trailers and other attachments).
- R9** The Committee recommends that the Minister for Transport and Main Roads prescribe a penalty for failing to comply with amended Queensland road rule section 144 set out in Recommendation 8 above as follows:
- a) a maximum fine of 40 penalty units (that is maximum \$4,400) and
 - b) a maximum loss of 8 demerit points.
- R10** The Committee recommends that the Minister for Transport and Main Roads further amend the Queensland road rules to ensure that motorised wheelchairs, which are lawfully allowed to travel on the road, are also protected by the minimum overtaking distance legislation.
- R11** The Committee recommends that the Minister for Transport and Main Roads fund an extensive community awareness campaign both prior to, and following the introduction of the new minimum overtaking distance regulations and that this campaign incorporates humanising cyclists in a way that general public can identify with them.

- R12** The Committee recommends the Department of Transport and Main Roads work with motoring organisation (such as the RACQ and the Taxi Council of Queensland) and with heavy vehicle and passenger transport operators to ensure all Queensland drivers, and drivers across the nation who might drive in Queensland are made aware of the new minimum overtaking distance requirement in the Queensland road rules. For example, including minimum overtaking distance signs at the Queensland borders.
- R13** The Committee recommends that the Department of Transport and Main Roads develop guidelines and an education campaign to inform drivers on ways in which they can avoid close interaction with cyclists – for example, driving in the right hand lane of a multi-lane road.
- R14** The Committee recommends the Minister for Transport and Main Roads work insert a new Queensland road rule section 139A to provide specific provisions, to accompany the minimum overtaking distance road rule section 144, along the lines of the following:
- 1) A driver on a two-way road without a dividing line or median strip may drive to the right of the centre of the road to overtake the rider of a bicycle if –
 - a) the driver has a clear view of any approaching traffic and
 - b) the driver can do so safely;
otherwise the driver must wait until it is safe to overtake the rider of a bicycle.
 - 2) A driver on a road with a dividing line, single continuous line, or 2 parallel continuous lines may drive to the right of a dividing lane, single continuous line, or 2 parallel continuous lines to overtake the rider of a bicycle if –
 - a) The driver has a clear view of any approaching traffic and
 - b) The driver can do so safely;
otherwise the driver must wait until it is safe to overtake the rider of the bicycle.
 - c) A driver who performs an overtaking action in (1) and (2) must signal this right and left change of direction in accordance with Queensland road rules sections 46-48.
- R15** The committee recommends that the Minister for Transport and Main Roads:
- introduce a 24 month trial which exempts cyclists aged 16 years and over from the mandatory helmet road rule when riding in parks, on footpaths and shared/cycle paths and on road with a speed limit of 60km/h or less, and
 - develop an evaluation strategy for the trial which includes baseline measurements and data collection (for example through the CityCycle Scheme) so that an assessment can be made which measures the effect and proves any benefit.
- R16** The Committee recommends that the Minister for Transport and Main Roads introduce an exemption from Queensland road rule 256 for all cyclists age 16 years and over using a bicycle from a public or commercial bicycle hire scheme.
- R17** The Committee recommends that the Minister for Transport and Main Roads introduce amendments to current regulations to ensure that parents of children (15 years and under) are liable to pay the penalty where their child is found to be riding without a helmet.
- R18** The Committee recommends that the Minister for Transport and Main Roads amend the relevant Queensland road rules to allow for a 'rolling stop' rule which permits cyclists to treat stop signs as give way signs where it is safe to do so.

- R19** The Committee recommends that the Minister for Transport and Main Roads amend the relevant Queensland road rules to allow a 'left turn on red permitted after stopping' rule for cyclists at red lights.
- R20** The Committee recommends that the Minister for Transport and Main Roads amend the Queensland road rule section 248 to permit cyclists to ride on a pedestrian crossing (Zebra) or children's crossing provided the cyclist approaching the crossing:
- a) first slows down, as near as practicable to, but before reaching, the stop line at the crossing; and where required for safety, stop, and
 - b) proceeds slowly and safely; and
 - c) gives way to any pedestrian on the crossing; and
 - d) keeps to the left of any oncoming rider of a bicycle or person who is using a personal mobility device.
- The Committee also recommends that the Minister amend Queensland road rule section 81 so that a driver must give way to cyclists using a pedestrian crossing or children's crossing.
- R21** The Committee recommends that the Minister for Transport and Main Roads consider the impact on cyclists of any changes to speed limits when reviewing transport-related policies and strategies, including, for example, the Queensland Road Safety Action Plan 2013–2015 and the Speed Management Strategy 2010–2013.
- R22** The Committee recommends that the Minister for Transport and Main Roads remove Queensland road rule section 119 'Giving way by the rider of a bicycle or animal to a vehicle leaving a roundabout'.
- R23** The Committee recommends that the Minister for Transport and Main Roads review and amend all Queensland road rules relating to road user conduct/actions on roundabouts to provide for cyclists to enter and exit a roundabout from the centre of the lane.
- R24** The Committee recommends that the Minister for Transport and Main Roads amend Queensland road rule section 129 so that motorists are not required to keep to the far left side of the road unless it is impracticable to do so.
- R25** The Committee recommends that the Minister for Transport and Main Roads add a provision to the Queensland road rules to specify that bicycle lanes are clearways between 6-9am and 3-7pm on weekdays.
- R26** The Committee recommends that the Minister for Transport and Main Roads amend Queensland road rule section 247 'Riding in a bicycle lane on a road' as follows:
- (1) *The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider should ride in the bicycle lane unless it is impracticable to do so.*
- R27** The Committee recommends that the Minister for Transport and Main Roads:
- remove the requirement in road rule (section 258) for a bicycle to have a bell in working order and
 - insert a new requirement into the road rules that a bicycle rider must give an audible warning of their presence as near as practicable to, but before reaching, a pedestrian or a cyclist they are approaching or passing.
- R28** The Committee recommends that the Minister for Transport and Main Roads amend Queensland road rule section 259 to make it compulsory for a flashing or steady light that is clearly visible for at least 200 metres to be displayed on the front and rear of a bicycle, or the cyclist, at all times.

- R29** The Committee recommends that the Minister for Transport and Main Roads implement the recommendations contained in this Report independently of whether they are agreed to nationally through the national road rule process.

Vulnerable Road User Protection:

- R30** The Committee recommends that the Minister for Transport and Main Roads introduce a criminal offence of “Infliction of Injury or Death to Vulnerable Road Users” based on the model statute for a vulnerable road user law drafted by the League of American Bicyclists but which incorporates a range of penalties that include maximum penalties that are tougher than the existing penalty framework provided in section 83 (Careless driving of motor vehicles) of the *Transport Operations (Road Use Management) Act 1995 (Qld)*.

Review of penalties and sanctions:

- R31** The Committee recommends that the Minister for Transport and Main Roads, in consultation with the Attorney General and Minister for Justice, review the penalties set out in Schedule 3 of the *State Penalties Enforcement Regulation 2000* with a view to increasing infringement penalty units for cyclists to equal those for motorists where the potential to endanger other road users is greatest.
- R32** The Committee recommends that the Department of Transport and Main Roads work closely with the Department of Justice and Attorney General, Queensland Police Service and the Queensland Law Society to:
- a) undertake a review to assess the effectiveness of current road rules, demerit point schedules and the criminal code in protecting vulnerable road users
 - b) make recommendations for future law reform in Queensland to provide improved safety for vulnerable road users and
 - c) ensure that penalties relevant to those road rules amended as a result of the recommendations of this Inquiry are also reviewed and updated as required.
- R33** The Committee recommends that the review recommended in Recommendation 32 above should specifically consider the following:
- a) introduction of specific provisions and tougher penalties relating to Menacing and Predatory Road Behaviour within the Criminal Code and/or other relevant instruments
 - b) introduction of specific provisions and tougher penalties related to leaving the scene of an accident within the Criminal Code and/or other relevant instruments and
 - c) increasing penalties and provisions for ‘on-the-spot’ fines for ‘dooring’ offences within the Queensland Road Rules, Demerit Points Schedule and/or other relevant instruments.

Bicycle registration:

- R34** The Committee recommends that the registration of bicycles not be introduced in Queensland and, if this recommendation is supported, the Minister for Transport and Main Roads make a public statement clearly outlining the reasons for making the decision.

Cycling infrastructure and facilities:

- R35** The Committee recommends that the Minister for Transport and Main Roads review available best practice guidelines and develop a Queensland Cycle Infrastructure Standard to guide the design and placement of bicycle network infrastructure across Queensland. Further the Committee recommends that this 'standard' be adopted within relevant planning instruments and transport infrastructure regulations to ensure consistency of implementation by local, state and federal government in the provision of cycle infrastructure in Queensland now and into the future.
- R36** The Committee recommends that the Department of Transport and Main Roads, as lead agency on cycling, coordinate with local government authorities, to establish an amalgamated state-wide cycle network database and infrastructure quality assessment monitoring system which is transparent, regularly updated and publically available; and which assesses infrastructure against the adopted Queensland Cycle Infrastructure Standards (see recommendation 35).
- R37** The Committee recommends that the Department of Transport and Main Roads work with relevant road authorities throughout Queensland to ensure the Austroads 'standard' is applied (as a minimum) for the placement of dedicated bicycle lanes ensuring that: where possible adequate lane width and separation from other road users is provided; and where parking zones are present, bicycle lanes are provided adequate space away from 'dooring' area of parked cars. The Committee further recommends that:
- a) where the above standards cannot be met with respect to width and separation, bicycle lanes be removed and replaced with alternative cycle facilities that do not compromise the safety of cyclists and other road users and
 - b) where parking zones are present adjacent to a designated bicycle lanes that 'kerbside running' bicycle lanes, which position the cyclist to the left of parked cars and moving traffic between the curb and the car zone (also known as Copenhagen bicycle lanes) be adopted as the best practice and preferred standard for all new and upgraded cycle infrastructure.
- R38** The Committee recommends that the Department of Transport and Main Roads work with relevant road authorities throughout Queensland to ensure:
- the current use of Bicycle Awareness Zones associated line markings are replaced with the more widely used and easily recognizable 'sharrows' placed in the centre of the shared lane space.
 - a 'standard' is developed for the installation and treatment of shared lane facilities such as 'sharrow' markings so that their usage is consistent across Queensland and traffic regimes. The standard needs to make it clear that advisory markings have only a limited use, restricted to lower speed and lower volume traffic conditions in accordance with the best practice/design standards recommended in Recommendation 8.1 above and
 - that implementation of this recommendation is supported by an appropriate education and awareness campaign to explain the concept to all road users of "shared" zones.
- R39** The Committee recommends that if recommendations 37 and 38 not be adopted, the Department of Transport and Main Roads work with local governments across Queensland to review the current placement and use of on-road bicycle infrastructure (namely bicycle lanes and bicycle awareness zones) across Queensland to determine if they are meeting their intended objectives and providing for the safety of cyclists and other road users.
- R40** The Committee recommends that the Department of Transport and Main Roads work with relevant road authorities throughout Queensland to ensure the Austroads 'standard'

is applied (as a minimum) for the installation and treatment of off-road shared user pathways and cycleways and ensure the consistent application of these standards across Queensland's cycle network. The Committee recommends that the standards for off-road shared user pathways and cycleways should specifically address:

- the use of consistent advisory speed limits on shared pathways and cycleways
- optimal use of separation, line markings and signage on shared pathways and cycleways and
- placement of cycle-friendly kerb mounts and footpath connections installed at the entry and exit points to on-road cycle lanes.

R41 The Committee recommends that the Department of Transport and Main Roads review best practice design options for roundabouts; and ensure that road authorities adopt best practice design standards for all new and upgraded roundabout projects along principal high frequency cycle routes.

R42 The Committee recommends that the Department of Transport and Main Roads work with all relevant road authorities to implement lower enforceable speed limits in the approach to and at roundabouts in declared shared road user zones.

R43 The Committee recommends that the Minister for Transport and Main Roads amend the Queensland road rules to formally recognise that, in the absence of fully separated/buffered bicycle lanes, the preferred and legal action at roundabouts is for cyclists to 'control the lane' whereby the cyclist merges with other road users and enters/travels through the roundabout from the centre of the lane. The Committee recommends that in order to accommodate the above amendment, the Department of Transport and Main Roads work in collaboration with all Queensland road authorities to review the safety of current bicycle lanes placed around the outside of roundabouts in declared shared road user zones, and make necessary changes to provide either fully separated/buffered bicycle lanes or amend road markings and signage to accommodate the 'control the lane' approach.

R44 The Committee recommends that the Minister for Transport and Main Roads:

- facilitate a trial of the use of bicycle storage areas, hook turn storage areas, and advanced Stop/Give Way line markings at a greater number of intersections across Queensland to determine their effectiveness in relation to improving visibility and safety of cyclists to other road users and
- should the trial prove successful in improving the safety outcomes for cyclists, look to include bicycle storage areas, hook turn storage areas, and advanced Stop/Give Way line markings as 'standards' for intersections along principle cycle routes.

R45 The Committee recommends that the Minister for Transport and Main Roads consider the adoption as a standard for cycle network planning and provision one or both of the following principles:

- Connectivity Principle: That no bicycle lane would be more than 1.5km from another in the inner suburbs, and no more than three kilometres between bicycle lanes in outer suburbs.
- 'Every Street' Principle: That 'every street' be considered a potential cycle route and where possible cycle-friendly treatment be applied to provide for safe and convenient use by cyclists alongside other road users.

R46 The Committee recommends that the Department of Transport and Main Roads, in consultation with local governments, develop a Principal Bicycle Network plan for all

major city centres across Queensland which maps out an integrated network of priority bicycle routes.

- R47** The Committee recommends that the Department of Transport and Main Roads in consultation with key stakeholders identify a list of all existing cycling infrastructure and routes not considered 'adequate' (including those referred to as part of the Inquiry process) and prioritise upgrades to these facilities as the first step towards delivering a Principal Bicycle Network.
- R48** The Committee recommends that the Minister for Transport and Main Roads explore policy and/or regulatory mechanisms to ensure the 'mandatory' consideration and compliance with the following cycling policies in all new and upgrade road projects (local, state and federal; public and private proponents):
- Cycling Infrastructure Policy and
 - Road User Hierarchy and
 - Principal Bicycle Network plan.
- R49** The Committee recommends the Minister for Transport and Main Roads ensure the transparent reporting and benchmarking of the application of the above policy for mandatory consideration of cycling facilities and the road user hierarchy in all major infrastructure developments and road upgrade projects (public and private); and that this be reported in the Department's annual report.
- R50** The Committee recommends that to support project proponents (public and private) in meeting the above policies and standards, the Minister for Transport and Main Roads should review and update existing guidelines to reflect Australian and international design standards for cycling infrastructure.
- R51** The Committee recommends that the Department of Transport and Main Roads, as lead agency on cycling, engage with all relevant local, state and federal authorities to ensure state-wide coverage of policies recommended above and to ensure consistency across Queensland in design standards for cycling infrastructure.
- R52** The Committee recommends that the Minister for Transport and Main Roads, in partnership with relevant public transport authorities, review the current integration of cycling infrastructure with public transport networks including consideration of:
- policies and provisions to allow for the carrying of bicycles on public transport across the state's public transport network and
 - provision and placement of bicycle storage facilities at all major public transport interchanges and stations.
- R53** The Committee recommends that the Department of Transport and Main Roads work with relevant road authorities to review existing maintenance policies for Queensland bicycle facilities and develop a state-wide cycle network maintenance protocol which maps out all bicycle network facilities and allocates clear responsibility and funding requirements for maintenance across local, state and federal road authorities.
- R54** The Committee recommends that the Department of Transport and Main Roads investigate available technology and introduce a bicycle network 'black spot' reporting system which provides a permanent process by which road users can nominate or report "inadequate" infrastructure, bicycle route upgrades, and maintenance issues to ensure Queensland's cycling infrastructure continues to meet the expectations of cyclists and other road users.

- R55** The Committee recommends that the Department of Transport and Main Roads work with other relevant agencies to ensure guidelines for construction and road work sites give due consideration to and minimise hazards to cyclists.

Education and awareness:

- R56** The Committee recommends that the Minister for Transport and Main Roads develop proactive, comprehensive and integrated education campaigns to be funded and implemented urgently. The campaigns should include any of the changes that are introduced as a result of the recommendation contained in this Report and also encompass (but not be limited to):
- Queensland road rules and responsibilities, specifically as they relate to cyclists
 - awareness of penalties
 - roundabouts
 - overtaking (cyclists overtaking cars and motorists overtaking bicycles)
 - left turns on red lights
 - entitlement to road use (including how road infrastructure is funded)
 - vulnerable road user principles/liability
 - dooring
 - rolling stop.
- R57** The Committee recommends that the Department of Transport and Main Roads approve and install suitable permanent roadside signs depicting required driver-bicycle interaction as part of the introduction of new minimum overtaking distance laws.
- R58** The Committee recommends that the Minister for Transport and Main Roads investigate and incorporate social marketing principles as extensively as appropriate into the education and awareness campaigns recommended in this Report.
- R59** The Committee recommends that the Minister for Transport and Main Roads ensure the proportion of the annual road safety budget dedicated to education and awareness between cyclists and drivers be at least proportional to the representation of cyclists in the Australian population (around 18% in 2011).
- R60** The Committee recommends that the Minister for Transport and Main Roads work collaboratively with organisations involved in cycling safety with a view to sharing resources to achieve efficiency and greater safety outcomes.
- R61** The Committee recommends that the Minister for Transport and Main Roads include cycling related material in both the written and practical driver's licence testing. Specifically:
- mandatory inclusion of at least 5% (or 2 questions, whichever is higher) about road rules relating to cycling in the theoretical/written component of driver's licence testing and
 - mandatory inclusion of interaction with cycling related infrastructure in the practical component of driver's licence testing.
- R62** The Committee recommends that the Minister for Transport and Main Roads develop a simple form of road rules revision (such as a short, online, open-book check list) which should be promoted in driver's licence renewal, registration and traffic offence notices.

- R63** The Committee recommends that the Minister for Transport and Main Roads ensure the consolidation of all cycling related information in the Your Keys to Driving in Queensland driver's licence guide into one distinct section.
- R64** The Committee recommends that the Minister for Transport and Main Roads consider making specific road-sharing training and education compulsory for all professional bus, taxi and truck drivers as part of obtaining their operating licences.
- R65** The Committee recommends that the Minister for Transport and Main Roads consider re-prioritising implementation of the Queensland Cycle Strategy 2011-2021 Signature Project 2.1 (pilot and deliver nationally-accredited bicycle education programs suitable for children and adults).
- R66** The Committee recommends the Minister for Transport and Main Roads develop, fund and implement a single, short form code of conduct brochure to be widely distributed to replace the multiple documents produced by multiple agencies throughout Queensland.
- R67** The Committee recommends that the Minister for Transport and Main Roads proactively promote the Bicycle Train (Bike Bus) scheme to schools throughout Queensland and that schools be more actively supported to implement the scheme in their school communities.
- R68** The Committee recommends that the Minister for Transport and Main Roads consider the suggestions for new education and awareness initiatives made in submissions to this Inquiry with a view to incorporating them into the broader education and awareness campaign as appropriate.

On 28 May 2014, the Government tabled its response and supported the Committee's recommendations 1-5, 11-14, 21, 23, 29, 31-34, 40, 46, 47, 54-58, 60, 66 and 68 only; and support in part recommendations 8, 9, 20, 37, 38, 61 and 64; and supported in principle recommendations 10, 26, 41, 42, 44, 45, 48-51, 53, 62, 63, 65 and 67. There were seventeen recommendations the Government did not support.

Report No 45 Inquiry into rail freight use by the agriculture and livestock industries

On 30 October 2013, the Legislative Assembly agreed to a motion that the Committee inquire and report on options to incentivise the agricultural and livestock industry to utilise rail:

The Terms of Reference provided to the Committee are as follows:

- Identify opportunities to enhance coordination and collaboration across government, transport industry and primary producers about rail freight
- Provide future direction for enhancing the utilisation of the rail system for primary producers and their freight needs including the demand for freight, including future volume, nature, timing and frequency
- Identify the characteristics of the future transport system for primary producer freight needs
- Identify a broad range of options, including appropriate risk sharing amongst supply chain participants, for delivering freight solutions for primary producers
- Optimise the capacity and performance of the rail system for freight
- Plan a rail system that is positioned to exploit future freight, particularly export, opportunities
- Develop sustainable long-term solutions for freight movement by rail for the agriculture and livestock industry.

Further, that the committee consult with key industry groups including AgForce; Queensland Farmers Federation; Cane Growers Australia; Meat and Livestock Australia; GrainCorp; Cotton Australia; and rail managers and operators including Queensland Rail; Aurizon and Pacific National.

On 16 June 2014, the Committee tabled Report No. 45 - Rail freight use by the agriculture and livestock industries. The Committee made 45 recommendations:

R1 The Committee recommends that the Queensland Government implement the recommendations in this Report and work closely with the rail industry, primary producers and other levels of government to ensure the Queensland rail system (both below-rail and above-rail) is transformed into a modern, state-of-the-art transport system capable of facilitating industrial, mining and agricultural growth; becoming the “industry preferred transport mode” across the State.

R2 The Committee recommends that the Queensland Government carefully weigh up the benefits and possible negative implications of transferring Queensland’s regional rail lines to the Australian Rail Track Corporation before making a final decision, and that this assessment take into account the specific concerns raised by the Committee in relation to issues discussed throughout this Report.

R3 Co-ordination of freight supply chain logistics

The Committee recommends that the Queensland Government appoint a high-level, accountable executive officer (reporting directly to either the Director-General of the Department of Transport and Main Roads or the Department of Stated Development, Infrastructure and Planning) who is responsible for:

- co-ordinating freight supply chain logistics across relevant government agencies
- facilitating the work of the proposed Freight Authority and Infrastructure Taskforce
- ensuring that future consultation with stakeholders is undertaken in a co-ordinated, effective and efficient manner.

R4 Formation of a freight authority

The Committee recommends that the Queensland Government establish a bipartisan, high-level Freight Authority comprising logistics experts, freight providers and customers, and government agency representatives to be tasked with providing ongoing, current advice to Government through the new accountable executive officer (recommended above) on:

- Queensland’s freight transport and supply chain logistics and in particular, the supply chain requirements of the agriculture and livestock industries
- implementation and review of the Moving Freight strategy
- the work of the proposed Infrastructure Taskforce including the assessment criteria for prioritising key infrastructure projects
- work undertaken with the Federal Government and local governments to plan for and develop an efficient freight system
- the operation of the freight Transport Services Contracts ensuring the subsidies are both transparent and assessable and are applied in the most effective way to guarantee producers receive the benefit.

R5 Rail infrastructure taskforce

The Committee recommends that the Minister for Transport and Main Roads establish an independent infrastructure taskforce to oversee the development and implementation of

a statewide rail infrastructure plan and that the membership comprise agriculture, livestock and mining industry representatives, transport industry representatives, and relevant state government agencies.

R6 State-wide rail infrastructure plan

The Committee recommends that the proposed infrastructure taskforce ensure that a state-wide rail infrastructure plan is developed in consultation with stakeholders and that the plan:

- identifies and prioritises infrastructure requirements (maintenance, upgrades and new lines) over the short, medium and longer term including projects identified by stakeholders in evidence to this Inquiry
- incorporates strategies for upgrading and realigning rail lines so they can carry high-speed freight trains and ensures that any upgrade proposals incorporate either dual gauge or standard gauge lines
- gives a high priority to effective planning for port access which is aligned to port expansion requirements
- includes a strategic approach to future arrangements for larger scale intermodal terminals as vital supply chain hubs
- is consistent with national long term freight infrastructure planning
- includes priority projects identified by Infrastructure Australia
- provides a transparent process for the assessment of new lines and upgrade project proposals from the government and/or the private sector, including unsolicited proposals from the private sector
- is co-ordinated with industry so that it is consistent with any strategic plans and anticipated requirements of key industries
- incorporates upgrade and new line projects identified in any rail infrastructure master plans such as the Mt Isa Line Rail Infrastructure Master Plan
- provides for preservation of future transport corridors and intermodal terminal sites and clearly identifies the funds required for this purpose
- is regularly updated and published along with full details of the analysis and associated costings.

R7 Rail infrastructure master plans

The Committee recommends that the proposed infrastructure taskforce oversee the development of Rail Infrastructure Master Plans for all key rail lines (similar to the Mt Isa Plan) in consultation with industries operating in the area and the relevant local governments; and during this process assess potential projects identified in the evidence provided to this Inquiry.

R8 Master plan for the South West, Western and West Moreton lines

The Committee recommends that the Infrastructure Taskforce gives the highest priority to the development of a Rail Infrastructure Master Plan for the South West, Western and West Moreton lines to provide certainty for the agricultural and livestock sector to plan operations into the future and that the plan:

- assess the viability of projects identified by stakeholders, including those submitted to this Inquiry

- identify upgrades that will improve productivity and the speed of trains including the removal of bottlenecks caused by short sidings, low axle weight limits and insufficient passing loops with a priority focus on those with a low cost that will immediately unlock capacity
- look at ways to improve cattle loading and unloading facilities and depots at strategic locations with a view to running more freight services (for example, into and out of Roma)
- investigate the use of an automatic signalling system to improve efficiency on the Brisbane metropolitan rail network
- include the dedicated rail freight line from Toowoomba to the Port of Brisbane as a high priority project.

R9 Inland Rail Project

The Committee recommends that the Queensland Government work closely with the Federal Inland Rail Implementation Group to ensure the Queensland section of the Inland Rail Project (which incorporates a dedicated rail freight line to the Port of Brisbane), is prioritised and included in phase one of the project; and to ensure the route and specifications of the line meets the needs of Queensland industry and the priorities of the Queensland Government.

R10 Rail link to the Surat Basin

The Committee recommends that, as a priority, the proposed Infrastructure Taskforce investigate the potential of a privately funded extension of the Inland Rail line to the Surat Basin coal mines and ensure such an extension provides opportunities for agricultural commodities to be rail freighted to the Port of Brisbane.

R11 Transfer of freight lines to the Australian Rail Track Corporation

The Committee recommends that, if the transfer of Queensland freight lines to the Australian Rail Track Corporation proceeds, the Government ensure that the agreement/lease provides for a process that enables the Queensland Government to have direct input into rail infrastructure planning to guarantee the needs of the agriculture and livestock industries are taken into consideration.

R12 Rail infrastructure funding

The Committee recommends that the Minister for Transport and Main Roads, in consultation with the proposed infrastructure taskforce:

- investigate ways in which the State Government can provide additional (and/or reallocated) funds towards rail infrastructure to ensure the agriculture industry has access to a modern, high speed, efficient and affordable rail freight service
- examine options for attracting private sector funding, including the development of Public Private Partnerships, and investigate how the development of new commercial lines funded by the private sector (for example coal) can be used to transport agriculture and livestock freight
- review the current Queensland Rail investment framework that only approves infrastructure enhancements where there are sufficient contracted tonnages to justify the necessary capital investment on commercial terms
- investigate other funding options which would provide for capacity upgrades and removal of 'low cost' rail infrastructure blockages on "non-commercial" regional lines, for example, the West Australian "beneficiary pays investment model" that recovers the investment over time through increased charges.

R13 A more balanced infrastructure investment portfolio

The Committee recommends that the Minister for Transport and Main Roads take immediate action to reprioritise proposed transport infrastructure investment by the State Government (including funding provided by the Federal Government) to provide a greater percentage of funding to upgrading Queensland's rail network.

R14 Sale/lease of rail infrastructure assets

The Committee recommends that the Queensland Government reapply the proceeds from the sale/lease of any rail infrastructure assets to rail infrastructure upgrades and/or investment in supply chain efficiencies either directly through infrastructure investment and/or partly through the proposed Strong Choices Investment Program.

R15 Preserved train paths be retained

The Committee recommends that the Minister for Transport and Main Roads:

- ensure train paths continue to be preserved for use by the agriculture and livestock industries and to provide rail freight to regional communities
- review the preserved train path legislation and the process for reallocation of "unused" paths to develop a regulatory regime that ensures the intent of the preserved train path system is not undermined in practice
- ensure that, if the transfer of the regional lines to the Australian Rail Track Corporation goes ahead, the State Government retains the authority to preserve access to train paths for the agriculture and livestock industries through a clause in the transfer agreement/lease.

R16 Preserved train path review

The Committee recommends that the proposed new Freight Authority examine ways to:

- make the preserved train path system more innovative, flexible and transparent by identifying underutilized train paths and developing ways to use those pathways more flexibly to ensure agricultural products and general freight is moved on them
- allow train paths contracted in long-term "take or pay contracts" to be tradeable by the party which holds the contract with the above-rail operator with the consent of the freight operator - for example, through the introduction of a slot trading system.

R17 Allocation of new train paths

The Committee recommends that the Minister for Transport and Main Roads ensure there is a transparent process for allocating any additional train paths that result from improved infrastructure such as the upgrades to the Toowoomba Range line.

R18 Passenger priority legislation

The Committee recommends that the proposed Freight Authority ensure the review of the rail passenger priority policy (identified as an action in the Moving Freight strategy) include consideration of the development of passenger and freight train hierarchies to inform a rail operations trade off decision-making framework.

R19 Automatic train signalling system

The Committee recommends that the Department of Transport and Main Roads undertake a cost benefit analysis of introducing an automatic train signalling system, including an assessment of whether such a system could provide for an increased number of freight trains on the Brisbane metropolitan network.

R20 Haulage contract arrangements

The Committee recommends that the proposed Freight Authority investigate more flexible rail haulage contract arrangements for the agriculture sector and the smaller mining tasks, and encourage their use by above-rail operators as the Committee is concerned that 'take or pay' contracts can be used to, in effect, discriminate against agricultural commodities moving on rail.

R21 Sharing supply chain risk

The Committee recommends that the Minister for Transport and Main Roads ensure that future government subsidies, **support** and/or contracts with above-rail operators be made conditional upon the willingness of the above-rail operator to share the supply chain risk and include producers and/or producer representatives in freight cost/charging negotiations.

R22 Transparency of the rail freight charges

The Committee recommends that the Minister for Transport and Main Roads look at ways to encourage above-rail providers to provide a transparent break down of rail freight charges to the agricultural industry to counteract the perception that profiteering is occurring in relation to the Government's rail freight subsidies.

R23 National Heavy Vehicle Charging and Investment Reform

The Committee recommends that the Queensland Government continue working with other governments on the National Heavy Vehicle Charging and Investment Reform project with the longterm aim of achieving more equity in the contribution paid by rail and road freight providers towards the cost of infrastructure and that, in the meantime, the Government take more immediate action to improve the rail freight supply chain through rail infrastructure upgrades and supply chain efficiencies.

R24 Livestock Transport Services Contract

The Committee recommends that the Minister for Transport and Main Roads ensure the subsidy of livestock rail freight through a Transport Services Contract continue and that this subsidy be, at a minimum, maintained at the current levels.

R25 Next generation Livestock Transport Services Contract

The Committee recommends that the review of the Livestock contract currently being undertaken by the Department of Transport and Main Roads look at innovative ways in which to deliver the subsidy, and ensure that the new contracts:

- be public and transparent and delivered in the most efficient and productive way possible
- ensure competition is generated for above-rail freight business
- include detailed and measurable key performance indicators to enable the Government to determine value for money and to ensure accountability of the subsidy provided
- require the above-rail service provider to provide clear and measureable metrics in relation to costs, reliability, and quality of the service
- include a process to drive ongoing service improvement
- enable greater flexibility and responsiveness to industry, including split loads, smaller trains and the accommodation of services for smaller producers and processors
- be developed in consultation with industry and local government.

R26 A broader agriculture Transport Services Contract

The Committee recommends that the Minister for Transport and Main Roads investigate the benefits of an additional subsidy for the freight of non-livestock agricultural products (such as grain, cotton, and sugar) where uncompetitive rail freight costs currently push agricultural freight onto the road and that this be funded by the refining of the Regional Freight subsidy (see recommendation 28).

R27 Regional Freight Transport Services Contract

The Committee recommends that the Minister for Transport and Main Roads ensure the subsidy for general freight continues until such time as the general freight task becomes competitive and commercially viable through the implementation of strategies recommended in this Report (such as freight co-coordinators and multi-load freight tasks).

R28 Refinement of the Regional Freight Transport Services Contract

The Committee recommends that the performance of the current Regional Freight Transport Service Contract be evaluated with a view to refining and focussing the routes subsidised (that is, excluding any lines that can operate on a competitive, commercial basis) and that the next Regional Freight Contract be restricted to rail transport only, where rail infrastructure exists.

R29 Possible transfer of freight lines to the Australian Rail Track Corporation

The Committee recommends that, if the transfer of freight lines to the Australian Rail Track Corporation proceeds, the Government ensure that the lease/agreement specifically allows the Queensland Government to continue to subsidise agricultural and regional freight services.

R30 Planning strategically-located, inter-connected hubs

The Committee recommends that the proposed Freight Authority work urgently with industry stakeholders (across commodities) and relevant local governments along the key agricultural freight routes to:

- identify optimal locations and linkages for a series of warehousing and intermodal terminal or inland port solutions
- engage and co-ordinate with interested stakeholders to identify and remove barriers to progressing these projects.

R31 Containerisation facilities

The Committee recommends that the proposed Freight Authority engage with industry to identify optimal locations for co-locating containerisation facilities with planned intermodal terminals, inland ports and warehousing hubs.

R32 Containerised freight

The Committee recommends that the Infrastructure Taskforce, in considering the recommendations in this Report, identify those infrastructure upgrades that will facilitate increased rail transport of containerised freight and ensure that this is factored into the process of prioritising infrastructure projects.

R33 Loading and unloading infrastructure

The Committee recommends that the proposed Infrastructure Taskforce:

- work with industry to identify loading and unloading infrastructure which can be brought back “on line” quickly and economically and to work urgently to re-open those facilities
- facilitate discussions and planning with the agricultural industry to urgently develop and agree plans for the upgrade of loading and unloading infrastructure.

R34 Rolling stock investment

The Committee recommends that the proposed Freight Authority develop, finalise and communicate clear forward plans for rail freight investment in Queensland to facilitate private investment in new, efficient rolling stock opportunities, vital to generating above-rail competition.

R35 Freight task co-ordination

The Committee recommends that the Department of Transport and Main Roads urgently engage with industry to:

- identify which rail systems would benefit from the appointment of a freight task coordinator, and that priority be given to employing a co-ordinator for the Western/South Western/West Moreton system and the Central Western system
- determine an appropriate joint funding model ensuring that those who benefit from the coordination contribute towards the cost, that is producers and/or industry representatives, above-rail service providers and Government
- ensure that any necessary government funding be made immediately available to appoint the freight co-ordinator positions
- facilitate the arrangements and access to information necessary to ensure coordinators have full visibility of the supply chain in their own rail systems and in connecting systems
- ensure that co-coordinators are vested with the appropriate authority to undertake the coordination task and facilitate train services.

R36 Facilitation of above rail competition

The Committee recommends that the Minister for Transport and Main Roads investigate the following options for facilitating above-rail competition for agricultural freight in Queensland:

- leasing or other commercial arrangements that facilitate access to locomotives and rolling stock to alternative operators
- the waiving of, or rebate of, line access fees to incentivise third-party operators
- opportunities for Queensland Rail to operate hook and pull arrangements for private operators
- leasing rail stock owned by Queensland Rail to private operators
- opportunities for local government authorities to be involved in running train services allowing them to underwrite, lease or even own rolling stock; and be involved in the operation of associated infrastructure such as yards, loading facilities and depots.

R37 Queensland Rail consider re-entering the freight business

The Committee recommends that the Minister for Transport and Main Roads assess the benefits of Queensland Rail re-entering the agricultural and general rail freight business, in the short term, through the provision of both the rolling stock and above-rail services until alternative operators are ready to provide services.

R38 Rolling stock

The Committee recommends that the Department of Transport and Main Roads:

- undertake an independent assessment of the remaining useful life in the existing Aurizon rolling stock and investigate options for purchasing back the rolling stock at the end of the current Transport Service Contracts or when/if Aurizon plans to decommission any of its current rolling stock
- ensure that any rolling stock bought back under these circumstances be made available to third party, above-rail operators under commercial leasing arrangements.

R39 Rolling stock disposal

The Committee recommends that the Government use whatever levers it has available to it, for example under the contracts it has with the above-rail operator, to compel Aurizon to give preference to Australian buyers of excess or unwanted rolling stock where the offer is competitive.

R40 Freight data for alternative above rail service providers

The Committee recommends that the Minister for Transport and Main Roads ensure that potential new operators are provided with freight data and future freight needs modelling as well as transparency of any relevant Queensland Rail charges, and any other relevant charges, to ensure they have access to the information necessary to develop an adequate business plan.

R41 Train path allocation for alternative rail service providers

The Committee recommends that the Minister for Transport and Main Roads ensure that sufficient train path allocations are made available to third-party, above-rail operators to enable them to compete in the market.

R42 Improved communication between above and below rail operators

The Committee recommends that the Freight Authority investigate ways to ensure there is improved communication and co-operation between above and below rail operators.

R43 Strategic freight model

The Committee recommends that the proposed Freight Authority oversee the development of a Queensland Strategic Freight Model as a priority so as to improve:

- the Government's capacity to understand and map supply chains and freight flows, identify critical freight infrastructure and blockage points, and plan for the forecast growth in agricultural commodities
- the information available to third parties such as above rail service providers, industry representatives, and infrastructure proponents.

R44 Collection of data

The Committee recommends that the proposed Freight Authority investigate using an independent third party (such as the Queensland Transport and Logistics Council or a university) to collect and analyse the commercial in confidence data from the freight industry to inform the Strategic Freight Model.

R45 Leveraging existing freight data

The Committee recommends that the proposed Freight Authority work closely with relevant government agencies, local governments and the private sector to leverage existing freight data with the aim of developing a rail freight map that specifies volumes

and flow across the State (similar to the Department of Transport and Main Road's road freight map).

The Government is due to respond by 16 December 2014.

Report No (TBA) Inquiry into Coastal Sea Freight

On 22 May 2014, the Legislative Assembly agreed to a motion that the Committee inquire and report on the effect of coastal shipping policy on the development of an efficient and productive multi-modal freight network, taking into account issues such as regional development, supply chain security, road safety impacts and contestability between coastal shipping and other transport modes.

The Terms of Reference provided to the Committee are as follows:

- Consider what benefits arise from a scheduled 'weekly' coastal shipping service, in terms of reducing road and rail congestion and managing future freight demand
- Consider what impact coastal shipping would have on competition in the Queensland freight transport sector
- Consider the implications of coastal shipping policy for defence support, disaster management, maritime safety, community amenity, environmental sustainability and tourism
- Investigate cross-jurisdictional differences that exist between the states in regulating trading vessels on intrastate voyages that might impact on competition and increase costs within the coastal shipping industry
- Review the policy and regulatory arrangements of the *Coastal Trading (Revitalising Australian Shipping) Act 2012* including the impacts of the 3 tier licensing system on establishing an intra-state coastal shipping trade in Queensland waters
- Investigate whether Queensland benefits from the uniform regulation of these vessels under existing Commonwealth legislation, and make recommendations where necessary for proposed amendments.

Submissions have been called for and will close on Friday, 11 July 2014. The Committee is due to report back to Parliament on this Inquiry by 1 December 2014.

6 Committee Expenditure

The Committee is funded from the appropriation made to the Legislative Assembly. The following table outlines the Committee's expenses from 1 July 2013 to 30 June 2014.

Detail	\$
Direct Salary Costs ⁵	308,743
Travel expenses	83,918
Printing and stationery	4,094
Meeting/Hearing expenses	6,094
Telecommunication costs	1,626
Professional development	1,809
Total Expenditure	\$406,284

The Committee had no revenue for the period.

7 Meeting Attendance

The Committee held 42 meetings during the reporting period. The information below records the attendance of members during these meetings.⁶

Date of meeting	Meeting Type	Mr Howard Hobbs MP (Chair)	Mrs Desley Scott (Deputy Chair)	Mr John Grant MP	Mr Darren Grimwade MP	Mr Carl Judge MP	Mr Anthony Shorten MP	Mr Jason Woodforth MP	ALP Replacement
25 July 2014	EST PM	✓	✓	x	✓	✓	✓	✓	
30 July 2013	PM	✓	✓	✓	✓	✓	✓	✓	
7 August 2013	PM	✓	x	✓	✓	✓	✓	✓	
8 August 2013	PB	x	✓	✓	✓	✓	✓	✓	
21 August 2013	PH	✓	x	✓	✓	✓	✓	✓	
27 August 2013	PH	✓	x	✓	✓	✓	✓	✓	
30 August 2013	PM	✓	x	✓	✓	✓	✓	✓	

⁵ Figures for staffing expenditure shown above reflect a three person secretariat supporting the committee. The committee's staffing might have been supplemented with additional resources from general Committee Office staff throughout the year.

⁶ Mrs Desley Scott MP was not able to attend all THLGC meetings as she was attending other Committee meetings.

Date of meeting	Meeting Type	Mr Howard Hobbs MP (Chair)	Mrs Desley Scott (Deputy Chair)	Mr John Grant MP	Mr Darren Grimwade MP	Mr Carl Judge MP	Mr Anthony Shorten MP	Mr Jason Woodforth MP	ALP Replacement
3 September 2013	PH	✓	x	✓	✓	✓	✓	x	
4 September 2013	PH	✓	x	✓	✓	x	✓	x	
11 September 2013	PM	✓	x	✓	✓	x	✓	✓	Curtis Pitt MP
1 October 2013	PB PH	✓	x	✓	✓	✓	✓	✓	Tim Mulherin MP
3 October 2013	PM	✓	✓	✓	x	x	✓	✓	
11 October 2013	PM	✓	✓	✓	✓	✓	✓	✓	
16 October 2013	PH	✓	x	✓	✓	✓	✓	✓	Jackie Trad MP
21 October 2013	PM	✓	✓	✓	x	✓	✓	✓	
30 October 2013	PM	✓	x	x	✓	✓	✓	✓	
6 November 2013	PM	✓	x	✓	✓	✓	✓	x	
12 November 2013	PM	✓	x	✓	✓	✓	✓	x	
20 November 2013	PM	✓	x	✓	✓	x	✓	✓	Curtis Pitt MP
26 November 2013	PM	✓	✓	✓	✓	x	✓	✓	
12 February 2014	PM PH	✓	x	✓	✓	✓	✓	✓	
24 February 2014	SV	✓	x	✓	x	✓	✓	✓	
25 February 2014	PM PH	✓	x	✓	x	✓	✓	✓	
5 March 2014	PM PH	✓	✓	✓	✓	✓	x	✓	
19 March 2014	PM SV	✓	✓	✓	✓	x	✓	✓	
26 March 2014	SV	✓	✓	✓	✓	✓	✓	x	
27 March 2014	SV	✓	✓	✓	✓	✓	✓	x	
2 April 2014	PM PH PB	✓	✓	✓	✓	✓	✓	✓	
7 April 2014	PM PH	✓	✓	x	✓	x	✓	x	
14 April 2014	PM PH	✓	✓	✓	x	✓	✓	✓	

Date of meeting	Meeting Type	Mr Howard Hobbs MP (Chair)	Mrs Desley Scott (Deputy Chair)	Mr John Grant MP	Mr Darren Grimwade MP	Mr Carl Judge MP	Mr Anthony Shorten MP	Mr Jason Woodforth MP	ALP Replacement
28 April 2014	PM PH	✓	x	✓	✓	✓	✓	✓	
30 April 2014	PM	✓	✓	✓	✓	✓	✓	x	
7 May 2014	PM	✓	✓	✓	✓	✓	✓	✓	
12 May 2014	PM	✓	✓	✓	✓	x	x	x	
16 May 2014	PM	✓	✓	✓	✓	✓	✓	✓	
21 May 2014	PM	✓	x	✓	✓	✓	✓	✓	
26 May 2014	PM	✓	✓	✓	✓	✓	✓	✓	
4 June 2014	PM	✓	✓	✓	✓	✓	✓	✓	
4 June 2014	EPM	✓	✓	x	✓	✓	✓	✓	
6 June 2014	PM	✓	✓	✓	✓	✓	✓	✓	
13 June 2014	PM	✓	x	✓	✓	✓	x	✓	
25 June 2014	PM	✓	x	✓	✓	✓	✓	✓	

Legend:

DB- Departmental briefing
EPM- Estimates private meeting
EPH- Estimates public hearing
PB- Public briefing
PH- Public hearing
PM- Private meeting
SV- Site Visit