



Speech by

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MEMBER FOR CLEVELAND

Hansard Thursday, 25 March 2010

**TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL;
TRANSPORT OPERATIONS (ROAD USE MANAGEMENT-
INTERLOCKS) AMENDMENT BILL**

Dr ROBINSON (Cleveland—LNP) (12.50 pm): I rise to make a brief contribution to the cognate debate of the LNP's private member's bill on alcohol interlocks and the government's Transport and Other Legislation Amendment Bill 2010. I note that the government's bill amends 14 pieces of legislation: the Acts Interpretation Act, the Adult Proof of Age Card Act, the Police Powers and Responsibilities Act and 11 transport specific acts. I commend the shadow minister for transport and main roads, Fiona Simpson, for her good work in leading the debate and policy formation on alcohol interlocks and in scrutinising the government's legislation. I commend the shadow minister's second reading speech as a more detailed treatise of the government's bill than my brief contribution today.

I support the LNP's private member's bill and much of the government's bill. I join with other opposition members to support the moving of an amendment with respect to alcohol provisions and in opposing aspects of the smart licence and MARPOL convention. This transport bill needs to be considered in light of the government's failure to manage the state's transport system.

In my electorate of Cleveland there are many very significant transport needs, particularly in the areas of transport infrastructure and service delivery. Redlanders spend an inordinate amount of time in cars commuting to and from work, struggling daily with traffic mayhem. This government has let down Redlanders when it comes to planning the road system to and from and throughout my electorate. Further, many intersections, such as at Shore and Wellington streets and Ziegenfusz and Cleveland-Redland Bay roads, are badly in need of signals. The government continues to dillydally on these urgently needed upgrades. Then there is the farce of the school crossing constructed at the new Bayview State School. Then without public explanation it was removed. I call on the government to resolve this dangerous situation that it has created.

The government has also failed to adequately provide a reliable rail service between Cleveland and the city. Breakdowns on the Cleveland line are common and commuters at peak times are crammed into carriages like sardines. We badly need immediate solutions and, in the long term, a plan to duplicate the line between Manly and Cleveland. Then there is the Eastern Busway, which is supposed to be coming to the Redlands some time in this century, put back until 2026.

Having made those brief comments, I will focus the remainder of my thoughts on alcohol interlocks and MARPOL provisions. The transport bill also needs to be considered in the light of the fact that this government has failed to effectively deal with drink-driving offenders. It has been slow to respond to this problem and has been forced to play catch-up with LNP policy to deal with the issue. The LNP's private member's bill deals with serious repeat drink-driving offenders by requiring them to install alcohol interlocks in their vehicles. Our interlock bill has been before the House now for months and it is an indictment on this government that it has taken so long to support our policy initiative.

Anyone who has been the victim of a traffic accident in which the offending driver was a repeat drink driver knows the fear created and the frustration felt toward the system. Such dangerous drivers turn vehicles into wrecking balls that can ruin other people's lives. Having observed closely the terror caused by such dangerous drivers, I agree that something must be done. The LNP has initiated this action to get tougher on such repeat drink drivers.

Not only has the government been slow to respond and had to be led to obvious solutions, it then overreacted by suggesting the barbecue stopper: a .02 alcohol limit on all drivers. In its attempt to play catch-up with the LNP it is now thinking about imposing this .02 limit on everyone.

In relation to the MARPOL provisions of the bill, we need a more effective response to maritime disasters than this government has shown. The independent review of the *Pacific Adventurer* oil spill reveals that Maritime Safety Queensland was not properly prepared for such an oil spill resulting in the failure in the response, particularly regarding response coordination and communication lines. No matter how the government tries to hide on this one, the facts are that it failed to protect Moreton Bay and the marine life of the bay during the *Pacific Adventurer* disaster.

Being the local member for North Stradbroke Island, I advise the House of the angst that this incident and the government's slow response caused in the area. There was great concern that the oil would impact not only on Moreton Island but also on North Stradbroke Island. Further, the condemnation of the government contained in the independent review is amplified by local North Stradbroke Island residents who were among the first to respond to the disaster. Their firsthand accounts were of government incompetence and focus on media management rather than immediately resolving the problem. Many more residents offered their help but were told it was all under control when, in fact, it was not.

Pollution in Moreton Bay from various sources is on the rise, and recent water quality tests show that water quality levels are unacceptably low in some parts of the bay. The government needs to get its act together and stop blaming recreational fishers for everything and start looking at measures to reduce pollution and to protect the bay. The government needs to improve its handling of such maritime disasters to reduce marine pollution. In closing, I commend the shadow minister for transport and main roads for her work in leading the charge on alcohol interlocks.