

not have inspection requirements ensuring that brakes, steering and other safety-related matters are attended to. However, aside from those safety aspects, we need to ensure that Territorians are protected and, once again, help people to protect themselves. We need to ensure that they make some sort of contribution and that users pay fairly towards that massive \$28m a year that we pay on road maintenance. That phenomenal figure is nowhere near met through motor vehicle registration and licence fees. We all have a responsibility to share in that cost and, following the passage of this legislation, its implementation will be given significant publicity so that people will be made aware that they must comply with its requirements within 3 months unless they have a legitimate reason for not doing so. Each case will be assessed on its merits.

The member for Jingili mentioned construction equipment. There are different sorts of construction equipment. There is the classic example of a gravel truck driven from interstate, roaring along the highways and tearing up the roads, adding significantly and directly to our maintenance costs. Quite obviously, owners of such vehicles ought to be paying a permit fee if they are to be given exemption from the requirement of actually changing their registration plates. At the other extreme, we might be talking about a piece of mining exploration equipment that functions well away from the road system, and different criteria might apply in that case. In answer to concerns which have been raised, ample publicity will be given throughout the industry and officers will be educating people concerning their requirements.

The member for Stuart expressed concerns about licensing and registration on Aboriginal and other non-public land. The act defines 'public place' and 'public street', as does the Traffic Bill which is before us. Where there is common usage by or access to the general public, whether by permit - as is the case on Aboriginal land - or by fee or otherwise, there is a requirement for proper licensing and registration. From a commonsense point of view, we would not want to be sharing a road with somebody who was unlicensed and driving an unregistered vehicle that is not covered by third party insurance. I do not believe that the member for Stuart was advocating that we should be doing that. The definition of 'public street' and 'public place' extends to common usage.

The member for Koolpinyah suggested that it was about time the government made decisions about vintage motor cars. She concluded by saying that she has yet to write to the government about the matter. I certainly welcome her suggestions in regard to private hire car licences, part-time or otherwise. Matters such as this will be seriously investigated and if other members have similar concerns, they should direct them to my office.

The member for Stuart said that he had been concerned for 3 or 4 years about licensing matters in relation to Aboriginal communities. It is a matter that he may very well have raised but I would welcome a formal approach so that we can clarify those aspects. He will then be able to circularise his electorate and make sure that people are familiar with the requirements in respect of licensing and registration.

Motion agreed to; bill read a second time.

In committee:

Clauses 1 to 7 agreed to.

New clauses 7A, 7B and 7C: