



Speech by

**Hon. K. LINGARD**

**MEMBER FOR BEAUDESERT**

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Hansard 5 December 2001

**MOUNT TAMBORINE-BEENLEIGH BUS SERVICE; LOGAN COACHES**

**Hon. K. R. LINGARD** (Beaudesert—NPA) (7.31 p.m.): As I mentioned in parliament last week, I am very concerned about the removal of the passenger service proprietors subsidy on the Logan Coaches route from Mount Tamborine to Beenleigh. Unfortunately, last week the minister did not give me an answer when replying to a debate on legislation. Similar approaches by me to the Minister for Transport have not received a definite answer.

I have given reasons why I am concerned for the residents of Mount Tamborine and have even suggested a trial six-month period in which residents and the owner of the bus company could revamp the service and prove to the government that it can be a viable service. I have always said that I understand that at the moment the service is not viable. Unfortunately, the previous owners did not advertise the service very well, and the timetable for the service has not been conducive to a lot of people using the service. However, if after a six-month period it still proved to be non-viable, I would certainly accept that. However, another issue has now come to my attention.

Reports in local newspapers quote a spokeswoman for the minister as saying that the government is not removing this subsidy because there never was a subsidy in the first place. She is quoted as saying that it was a one-off thing offered to bus companies to help them through the GST and that it was never going to be anything more than that. However, I have spoken with the current owner and also to all of the previous owners, who all say that they had the subsidy. That means that it has been paid for at least five years before there was even any talk of the GST. The current owner is even saying that he believes the subsidy has been paid for as long as 12 years. The previous owner said that the subsidy was worth at least \$55,000 per year.

I point out to the minister and to the government that this is the only service which travels from Mount Tamborine in a northerly direction towards Brisbane. Therefore, as it travels to Beenleigh it supports all of those older people who might want to go to Brisbane. It supports those younger people who might want to use the service down to Beenleigh or are undertaking extra curricula activities of an afternoon and want to return from Beenleigh. It supports those people. One particular person who is nearly blind takes the service, gets on the train at Beenleigh and then uses that service to the airport as he travels internationally because he is a former university professor. The service is also used by people along the line between Mount Tamborine and Beenleigh.

From Mount Tamborine to the Gold Coast there is a service, but the service about which I am speaking is the only one that goes to the north. If this service finishes on 21 December, I believe that the people of Mount Tamborine will have no chance to participate in an integrated bus service. I note the excellent bus service from Mount Gravatt as that service goes to Brisbane.

So I ask the minister to consider very urgently this request for a subsidy which I believe is the only way of keeping this particular bus service going between Tamborine Mountain and Beenleigh.

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