




Speech By
Steve Minnikin

MEMBER FOR CHATSWORTH

MOTION: CROSS RIVER RAIL

 **Mr MINNIKIN** (Chatsworth—LNP) (6.20 pm): I rise to support the minister's amendment, and this speech is indeed 'shovel ready'. One theme came through time and time again in the public feedback that I received at the Gumdale booth on the weekend, where I was very proud to play my role in electing Tony Abbott as the new Prime Minister with a four per cent swing in our favour. Time and time again people were commenting about the inability of the opposition to make any kind of impact on this government over its first 18 months. That came through time and time again. Before again receiving gratuitous advice from the Peel Street politburo about rail transport credentials, let's run through the highlights package.

To begin with, let's talk about fares. Back in October 2009, six months after the then election, Paul Lucas and Rachel Nolan announced five years of 15 per cent fare hikes. The current opposition leader was, indeed, a cabinet minister at the time, so she was very much part and parcel of that decision-making process. Let's go over this. What has CPI been at for the last 10 years? Between 2½ and three per cent, and those geniuses over there were looking to increase fares by 15 per cent. That was not exactly 'shovel ready'.

Let's move on to another highlight from the take, the Indooroopilly platform height—the bungled platform on the new \$26 million Indooroopilly train station. I refer to a *Courier-Mail* article dated 26 April 2010, which states—

A DANGEROUS gap between the platform and trains at Indooroopilly station has been worsened by bungled track work, and Queensland Rail staff failed to report the fault to senior management.

The gap—which measures up to 40cm—

Madam SPEAKER: Member for Chatsworth, I would also draw you back to the motion before the House.

Mr MINNIKIN: It highlights yet again the ineptitude of those opposite, who now have the audacity to once again stand up and give us advice in relation to this item of public policy. Let's talk about the Orient Express that they also came up with, the 21-car, \$35 million luxury train known as the Great South Pacific Express. They are trying to shove down our throats advice in relation to Cross River Rail when in October 2010—again, under Labor transport minister Rachel Nolan—it was revealed that this bit of infrastructure, \$35 million worth of Hornby train set, was sitting idle gathering dust. On top of that, those geniuses actually lost one of the carriages somewhere over the Mediterranean Sea.

Let's take the highlight tape even further and look at seats on the Sunlander. I will refer again to a *Courier-Mail* article which details that a tilt train was ordered without seats. Again, I bring honourable members back to the opposition's credentials as they pertain to the public transport space—they have absolutely none, zilch, no credibility whatsoever. Let's look at the highlight tape. Back in 2012, before the state election, a new tilt train to transport passengers along the Queensland coast in luxury was ordered by the Bligh government—wait for it—without seats. Unbelievable! So we

have trams and trains that do not have platforms at the right height; we have the Orient Express with carriages missing; we have trains that have actually been ordered without seats—it goes on and on.

Then we come back to basic day-to-day management. Let's talk about on time running. Again, how dare they, for the second parliamentary sitting in a row, get up and lecture us about public transport! The credibility of the ALP is at absolutely rock bottom—zero—so much so that at the booths on the weekend people actively laughed at them. I have been waiting 18 months for them to become an effective opposition. They have proven time and time again, such as in question time today and through the inane motion that was moved earlier by the member for South Brisbane—to which, thankfully, the minister has moved a disallowance motion—that either they have lousy speech writers or they do not have the intellectual horsepower to do what we do here, and that is type away, do our research, put in the hard yards and actually get up and say something that is credible.

In terms of on time running—a bing bong there. In terms of three strikes and you're out and in terms of having a guess at the Cross River Rail—a bing bong there. The highlight tape could run for hours and hours. When it comes to credibility in relation to Cross River Rail or anything else in public transport, they have no credibility.

(Time expired)