




Speech By
Glenn Butcher

MEMBER FOR GLADSTONE

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**TRANSPORT LEGISLATION (FEES) AMENDMENT REGULATION (NO. 1):
DISALLOWANCE OF STATUTORY INSTRUMENT**

 **Mr BUTCHER** (Gladstone—ALP) (9.16 pm): I rise to speak tonight against this disallowance motion moved by the opposition. The move to freeze registration rises was quite clear when it was introduced, and that was that registration was to be frozen for three years. That time is now up. Those opposite seem to be somewhat hypocritical in their comments regarding this disallowance motion, seeing as though they factored in the very same increase in their forward estimates for 2015-16. It is quite clear that the LNP had no plan to continue the freeze if they were re-elected at the last state election—which they were not.

The Palaszczuk government is committed to building and maintaining our roads, and additional income from registration rises will be used to continue this work. This is particularly relevant in my electorate of Gladstone, where road infrastructure is required to ensure the Gladstone port and the city can continue to diversify, and having good road infrastructure will ensure that this can happen.

As a new member in the House, I have been interested in many of the address-in-reply speeches from both new and old members in the House, particularly from government, opposition and crossbenches who talked of road infrastructure and the needs in their electorates. Many speeches were in relation to new works required in their electorates to ensure livability and viability of their growing electorates. The only way these important infrastructure projects can be funded is from funds raised from registrations and from lobbying federal governments which the Palaszczuk government is intent on doing. I strongly believe that most people can accept rises in their registrations as long as they can see improvements, upgrades and new roads in their electorates. I read an extract from the *Gladstone Observer*—

The road network in and around Gladstone and Australia's second largest port is incapable of handling the trucks that keep Australia moving.

Transport operator Simon Humble forks out \$440 in fuel costs for a delivery that should only cost him \$200.

...

But to access one of his primary destinations, the Gladstone Port, his drivers are forced to unhook a trailer in Gracemere, for example, drive into Gladstone to unload, return to Gracemere, pick up the trailer, drive back into Gladstone to unload, before reassembling their trucks and heading off.

Mr Humble says the lack of transport infrastructure is a "disaster".

"It's a massive amount of extra time. The infrastructure is not up to standard.

"As a transport operator in Gladstone having road train access into the port would absolutely change the way we do business," Mr Humble said.

"If the infrastructure caught up (to the port) that would be good."

Last year 149,387 tonnes of grain was exported through Gladstone. This is expected to increase this year because of the better season.

And that means more trucks on the road, doing more runs between centres like Biloela and Gracemere, and Gladstone.

My electorate of Gladstone needs these road infrastructure projects which will continue to drive industry and help diversify our economy. These projects that my electorate is desperate for need to be funded, and this funding should not come at the cost of other funding from the budget.