



Speech By  
**Hon. Mark Bailey**

**MEMBER FOR YEERONGPILLY**

Record of Proceedings, 3 June 2015

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

**Hon. MC BAILEY** (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply) (9.20 pm), in reply: What a tepid piece of political amnesia and selective history we have seen in the last hour and a half from the opposition. We have to feel sorry for the first-term LNP members coming into this place and experiencing the ineptitude of the opposition frontbench, although I have to say it was good to see an animated contribution from the member for Everton in his desperate search for another two votes for the LNP leadership. We can at least rely on him to be a bit animated. I welcome the apparent rediscovery of the term 'CPI' by the opposition. After three years of increasing electricity at double-digit rates every year, after two years of increasing public transport fees in South-East Queensland by 7½ per cent, not a single—

**Opposition members** interjected.

**Mr BAILEY:** They don't like it. In all of the contributions from the other side, they neglected to remind the chamber that they increased public transport fees by 7½ per cent. They were so concerned about CPI when they were in government that they did it not just once but twice. They can say all they like that they care about struggling families and cash cows—and I noticed that the member for Surfers Paradise seems to love the word 'profligate', bless him—but the fact is that I am looking at the LNP's own budget. We can tell that it is theirs: it has the Crosby Textor line and 'a plan for the future'. Let us have a look at their plan for the future. How did it go on 31 January, by the way?

In their budget of 2014-15 here are the motor vehicle registration figures: for 2012-13 and 2013-14 it bounces around pretty similarly—1.4, 1.5 and 1.5. Here is the rub—

**Mr Emerson:** Pretty similar; does that mean frozen? Is that what you mean?

**Mr BAILEY:** You don't want to hear the truth, do you?

**Mr Emerson:** Frozen; I think that is the word you are looking for, not profligate.

**Mr SPEAKER:** Order! Member for Indooroopilly, you have had a go.

**Mr BAILEY:** The member for Indooroopilly can deceive and distort all he likes, but I will answer him with the truth. Let us look at the LNP's last budget with a 3½ per cent increase bolted into their forward estimates. In 2014-16, it is \$1.65 billion. For the next year, 2016-17, it is \$1.74 billion. Then we go to 2017-18 and they are up to \$1.82 billion. Yet here we have the member for Indooroopilly, in a lightweight effort, I have to say, bringing in the smallest fig leaf I have seen in a long time by blaming his budget on inflation.

**Mr Emerson** interjected.

**Mr SPEAKER:** Order! Pause the clock. Member for Indooroopilly, you have had a good go.

**Mr BAILEY:** He was trying to ascribe the LNP's commitment in its last budget to a 3½ per cent increase over the next three years to inflation. If you believe that one, I have a block of flats for you.

Here are the facts: the inflation rate at the time was 2½ per cent—a full per cent lower than their increases. I will table these documents. Here they are in the midyear fiscal and economic review, and here are the figures again. We see a surge in revenue for 2015-16 from \$1.58 billion to \$1.65 billion, and there is \$1.72 billion and \$1.8 billion. It is all in their own budget. When they talk about Labor's increase in registration, they are really talking about their increase in registration. It is in their own budget.

What we have done is continued the exact settings—we have not changed them—that were in their budget. Those opposite can do this all they like. What we are seeing from the opposition is not a policy but posturing and positioning. I will table the LNP's own figures from their own budget and their own midyear review. In their own words they say, 'Under the government's election commitment there is no increase in the level of registration fees for private vehicles during this term of government.' I table those documents.

*Tabled paper:* Extracts from State Budget 2014-15: Mid Year Fiscal and Economic Review, pp. 25, 57 and 61 [\[526\]](#).

**Opposition members** interjected.

**Mr Emerson** interjected.

**Mr BAILEY:** They were so concerned—

**Mr SPEAKER:** Order! Pause the clock. Member for Indooroopilly, you have had a pretty good go. I would ask you now to remain quiet and allow the minister to speak or I may have to make a ruling.

**Mr BAILEY:** Thank you, Mr Speaker. They were so concerned about the people of Queensland that during their last term of government they kept the 3½ per cent increase in registration for commercial vehicles. I hear them wax lyrical about small business but they were not afraid to whack them for 3½ per cent for the last three years. We all know that neither major party went to the last election promising to keep the freeze. The key question in this debate is this: does anybody believe that if the LNP won the last election they would have kept the freeze in place?

**A government member:** No-one believes it.

**Mr BAILEY:** Who would believe that? There is no way that that would have occurred. I have heard enough posturing about roads today. Let us look at the LNP's record on roads in Queensland over the last three years. Under every year of the Newman LNP government we saw QTRIP, the funding plan for roads in this state—slashed by \$200 million. They cared so much about roads that they cut \$200 million every year—year in, year out—when they were in power. I guess the cost of building their tower of power next door is fairly significant. We can safely say that they squirrelled away at least \$600 million in roads funding for their wonderful tower of power next door—their skyscraper which they thought they might be in when it is completed.

It is probably a bit galling for regional LNP members to come into this place and realise how badly their party treated regional and Central Queensland.

**Mrs Frecklington:** You need to look at the history, Minister.

**Mr BAILEY:** I will talk about history. In Far North Queensland, North Queensland and Central Queensland, LNP seats fell like nine pins.

**Mr SPEAKER:** Order! Pause the clock. Member for Nanango, your voice is very clear.

**Mr BAILEY:** I am happy to talk about history. In the last election we saw LNP seats in Far North Queensland, North Queensland and Central Queensland fall like nine pins. Why? As I moved around the state it was very interesting to talk to mayors in regional Queensland—many of whom are very conservative mayors—who came up to me at events over a cup of tea to tell me how disappointed they were in how much funding was cut from their roads by the LNP over three years. The TIDS got slashed by \$20 million a year. QTRIP got slashed by \$200 million a year. Look at them; they are all very quiet right now. They are all very quiet when they are confronted with the facts.

**Opposition members** interjected.

**Mr SPEAKER:** Honourable members! Minister, I would urge you not to provoke the opposition. We have another bill to debate after this, I understand.

**Mr BAILEY:** I will behave myself. Mr Speaker, you can rely on the member for Indooroopilly to come into this House with the same job-destroying motions again and again. Four years ago when he was last in opposition he moved a motion just like this one—although he did not have his own budget behind it in which he was actually rescinding his own policy, as he is doing at this time.

Let us be perfectly clear what this motion is. It is a motion about revenge and wrecking politics. It is about people who cannot accept the decisions of the people at the last election. It is a motion that will cut funding to roads in this state. This time we can really see the hypocrisy for what it is—when it

is exactly the same rises that they had. Let me outline for the House the impact on the budget over the next couple of years. We are looking at a \$51 million cut in the first year. If this freeze was to continue year in year out, it would be \$111 million in the next year and \$174 million in the year after that, rising to \$242 million and then \$580 million. That is not a policy; that is economic vandalism at a time when this state cannot afford it.

I find it fascinating that members of the opposition can come into this place professing to care about roads. Over the last few months I have had a litany of letters from LNP members asking me to fund their roads, yet here they are trying to take away the ability to pay for them. On 6 May the member for Glass House wrote seeking funds to upgrade the Jubilee Drive intersection in Palmwoods. On 30 April the member for Maroochydore was chasing funds for a slip lane to be built on the approach to the South Coolool Road and Yandina-Coolool Road roundabout. The member for Redlands raised the issue of a road out his way yesterday. We have heard from the member for Albert, the member for Southern Downs, the member for Mudgeeraba, the member for Burdekin, the member for Kawana, the member for Mount Ommaney and the member for Burnett. It has been an LNP linedance for road funding in the last couple of years but they do not want to give us the revenue to pay for it.

That is the problem here. They have got form here. They cut TIDS under the last government. If they want roads, it is very simple—they are not free, we have to pay for our roads. If we do not pay for the roads, there are three choices—cut jobs, cut services or increase debt. That is what can be done. The LNP increased debt by more than \$14 billion over the last three years and they want to blow debt by another half a billion with this measure.

**Opposition members** interjected.

**Mr BAILEY:** Mr Speaker, it is regretful that I have to inform the LNP that roads do not come for free. They do have to be funded. The Palaszczuk government will be delivering a fair budget for Queenslanders. We will stop the forced redundancies that were the hallmark of the former Newman government, which was a bleak chapter in Queensland's history. Tonight the LNP are having another go at driving the knife back into the budget, just as they did for three years by putting a hole there. We are talking about a 3½ per cent rise across all light vehicle registration fees. That is all vehicles under 4½ tonnes. That is the first thing the regulation does. The next thing it does is that it amends the heavy vehicle registration fees by 0.6 per cent based on fees set by the National Transport Commission agreed nationally. I did not hear a single LNP member refer to that aspect of the rescission motion; there was not a word. They do not know their own motion—either that or they are deliberately not covering that bit. They are not just trying to rescind their 3½ per cent; they are actually expanding it. Importantly—

**Opposition members** interjected.

**Mr SPEAKER:** Members, I really think we need to get this finished. I would urge you to allow the minister to finish in silence so we can have a vote and then move to the next bill. We have all had a good go.

**Mr BAILEY:** Importantly, what the Palaszczuk government has done is to keep the cost of registration as low as possible, consistent with the LNP's last budget forward settings. Queensland is the third cheapest state in the country for medium sized, four-cylinder vehicles like the Toyota Camry. I point out to the chamber the deceitful nature of the campaign by the LNP out there in the digital world. I quote this from their social media: 'Queensland will be the most expensive state in Australia to own a car under the Palaszczuk government.' The fact is that the annual costs for motorists in this state are not the most expensive in Australia when we take into account all of the compulsory costs for a motorist. When we look at small cars, there are four states that are more expensive than us. When we look at medium cars, there are four states that are more expensive than Queensland. In the large car categories, New South Wales—

**Opposition members** interjected.

**Mr BAILEY:** They do not like to hear the facts, Mr Speaker. When it comes to V8s and six-cylinders, New South Wales is far and away more expensive than Queensland. When we look at motorbikes, we still see three states more expensive than Queensland when we look at all of the costs of motoring that people need to meet to be on the roads. I might add that around half of Queensland's registered vehicles are being charged registration fees at the four-cylinder rate—a rate in which we are one of the cheapest states across Australia.

The Palaszczuk government is mindful of cost-of-living impacts on households, including registration costs. We have looked at these changes and also at ways to lessen the impact on household budgets. That is why we are introducing a new payment option for registration fees that will take effect in July. That will enable regular direct debit payments towards vehicle registration renewal

costs and make it easier for households to manage their budgets. Our plan is for a convenient, set-and-forget direct debit payment option. This will allow customers to take up three-month registration pay terms, which is not currently available and which could not be achieved by the previous LNP government.

The surcharges for selecting a reduced registration period for light vehicles will reduce from 1 July for both registration and compulsory third party insurance. This means that, for the three- or six-month registration option, a registered operator will save \$9.50 over a 12-month period. With respect to the heavy vehicle increases that the LNP are also moving to stop, I can inform the House that this will put Queensland out of step with most other states. These increases are part of a national reform process. So this is a change that will signal nationally that Queensland is out of step with national processes which have bipartisan national support. This is just another part of the LNP wrecking game.

In closing, I ask the House to not support this disallowance motion. This is more about tricky politics and political posturing than it is about good policy. I urge all members of this House to see this motion for what it is—a political stunt and exercise by the LNP who are trying to rescind their own policy from the last budget. They had every intention of increasing registration fees as we are proposing, as the forward estimates prove. They know that these increases are necessary to deliver roads in Queensland, infrastructure and jobs to grow our economy and to sustain our regions. I welcome the number of regional members in the Palaszczuk government's caucus—a surge in regional representation by Labor members which speaks volumes.

Members of the LNP are writing to me en masse, pleading for road funding, yet they do not want to give this government the ability to fund it. It is cynical; it is economically irresponsible. It is the same old LNP, the same old faces, the same old tactics. One would think that after losing 35 seats and having the most catastrophic defeat of a first-term government in Australian political history they might stop and look at their tactics and look at taking a much more integral approach to things.

What members opposite want to do is blow a \$580 million hole in this budget and add to the \$14 billion in debt that they added to the budget bottom line over the last three years. It is irresponsible. It is not a policy; it is posturing.