




Speech By
Mark Ryan

MEMBER FOR MORAYFIELD

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BUILDING QUEENSLAND BILL

 **Mr RYAN** (Morayfield—ALP) (5.27 pm): I rise to make a short contribution to the debate on the Building Queensland Bill 2015. It was once written that procurement rationality dictates using the best resources to get the best products, whereas elected governments make the best political choices. Rational arguments would also demand that bureaucratic and political involvement be limited or excluded, but democracies require transparency and broad involvement in the process. That statement underpins the tension in the processes undertaken by democratic governments in relation to public procurement and public infrastructure delivery. This bill addresses and responds to that tension and does so in a very effective way because, in blunt terms, the Building Queensland Bill will take the politics out of specific infrastructure planning and investment in Queensland.

However, before I make a more substantial contribution in respect to the provisions of the bill, I want to make a comment in respect to some of the other contributions made by members during today's debate. It is particularly disappointing that, even in this debate—a debate about a bill that is to take the politics out of public infrastructure planning—and especially given the contribution from the member for Clayfield, it is clear that the LNP cannot help themselves: they have to play politics.

The member for Clayfield has a very selective memory. He seems to forget the role that his mentor Santo Santoro played during the Borbidge government. We remember that Santo was the mastermind and executioner of the then government infrastructure freeze. That is the member for Clayfield's mentor and that is his legacy. We know that both the member for Clayfield and Santo Santoro are cut from the same cloth. In fact, Santo probably wrote the member for Clayfield's speech today.

Perhaps, just perhaps, if Building Queensland had been established just a few years ago the LNP would not have downgraded the stage 2 upgrade of the Caboolture Hospital in the 1990s or cut stage 2 of the Morayfield Road four-lane upgrade or cancelled the Deception Bay-New Settlement Road highway overpass upgrade. Perhaps those decisions by the LNP would not have been affected if Building Queensland had been established in previous years. History shows that the mean, nasty side of politics of the LNP prevailed in respect of those infrastructure projects.

Mr Nicholls interjected.

Mr RYAN: That is a bit rich coming from the member for Clayfield given his contribution. Talking about the past of just a couple of moments ago, the member for Clayfield wanted to cry foul over this government's work to facilitate the delivery of new projects and new infrastructure in Queensland. However, the member for Clayfield had no problems with his side of politics fawning over the delivery of LNG infrastructure in Gladstone, the construction of the Moreton Bay Rail Link and the Gold Coast Light Rail stage 1. It is a bit rich for the member to come in here today with his ridiculous contribution.

Mr Rickuss interjected.

Mr RYAN: The member for Lockyer wants to carry on too, as he always does.

Mr DEPUTY SPEAKER (Mr Hart): Order! I ask all members to cease interjecting otherwise I will start warning members.

Mr RYAN: As we have heard in this debate today, Building Queensland will not operate as an advocate for particular projects. Rather it will ensure a consistent standard of cost-benefit analysis which, in turn, will allow it to make robust recommendations to government about infrastructure priorities. Among other things, Building Queensland will provide independent, expert advice on possible infrastructure priorities for the Queensland government based on rigorous business cases, including cost-benefit analysis.

Importantly, Building Queensland will also assist agencies with preparing business cases for certain infrastructure proposals and be the lead proponent for preparing business cases for all high-value infrastructure proposals exceeding the established threshold. In the spirit of transparency that is so central to this government, Building Queensland will also be required to publicly release the cost-benefit analysis summary and other important matters in relation to those qualifying infrastructure proposals. Modern, contemporary government now demands that innovative approaches be employed to identify any impediments to investment in infrastructure and strategies to remove the impediments.

It would be remiss of me to not acknowledge the contributions of the members, staff and executive of Engineers Australia as advocates for the Building Queensland concept. Earlier this year I helped host the inaugural engineers in parliament event here at parliament. Many of the attendees of that event were very strong advocates of this legislation.

I acknowledge the strong work of the Deputy Premier in bringing this legislation to the House. I also acknowledge the contribution of her staff, the department and the parliamentary committee for their respective efforts in respect of this legislation. I encourage all members to support the bill.