




Speech By
Tim Nicholls

MEMBER FOR CLAYFIELD

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BUILDING QUEENSLAND BILL

 **Mr NICHOLLS** (Clayfield—LNP) (3.19 pm): The LNP will not be opposing this legislation. Of course it carries on the good work that was started under the LNP with the formulation of Projects Queensland within Treasury, which was a body set up to rigorously assess projects, to seek out private partners to procure those projects and, in certain circumstances, to lead those projects to delivery and completion—a state of affairs that was sorely needed in Queensland after the mistakes of the previous administration. We have heard the Deputy Premier speak about an infrastructure plan and we heard about an infrastructure plan yesterday. I just want to comment on that, as the bill particularly refers to advice to the state on matters relating to infrastructure in Queensland.

After eight months in office this government quite clearly still does not have a plan for infrastructure in Queensland. We have seen 72 reviews but we have not seen a real decision. Last week we saw the government running a million miles a minute from the only thing that could even loosely be called a plan, and that was the economic action plan that contained 60 of their own election and budget commitments. It was the only semblance of a policy to drive the economy in this state since this election, and what happened? The government has run away from it. They have no plan to restore the budget to a sustainable footing, no plan to pay down the gross debt, and most of all they have no plan to grow the economy or invest in job-creating infrastructure. The tragedy that we are facing in Queensland at the moment is that we are in the middle of an infrastructure freeze, and that was highlighted only yesterday when we saw the CommSec State of the States report.

This morning in question time we saw the Treasurer make a feeble attempt to try and talk his way around the CommSec State of the States report, which has seen Queensland drop into the bottom tier rank of states for the first time in three years—something we have not seen since the days of Andrew Fraser. I remember Andrew Fraser coming into this place and blaming the CommSec report, saying that it only measured certain things and he was going to ring up the bloke who put the report together and have a word with him about it because he did not like the message he was getting. That saw Queensland bumping along at the bottom of the pack in final place, and what do we see after eight months of this Labor government? Queensland bumping along back at the bottom of the pack. There is no getting away from it. The methodology has not changed in the last three years. The results are the same: Queensland is bumping along in the third rank of states alongside Tasmania and South Australia. We are seven and a half per cent below the decade average in terms of construction work. We have gone from third place to last place in terms of construction work. That has been Labor's legacy to Queensland.

The government has been unable to outline one new infrastructure project that it has initiated. The best it can do is champion projects started by the LNP and ignore the projects that have stalled since its election to government. Yesterday we saw the Deputy Premier rush out the Draft State Infrastructure Plan. I think the only jobs that are created by this plan are for those people who press the

buttons on the photocopier, because there are nothing more than motherhood statements and a repeat of Budget Paper No. 3 in respect of that document.

Mr Bleijie: Where was the Premier?

Mr NICHOLLS: I did not see the Premier at the release of the plan. There are two parts to it, part 1 and part 2, and it is 140 pages. You would think that in 140 pages you would see something new. You would think that there would be a new idea or a new project to be put underway, but instead we have problems and no solutions. This is the only time I have heard of a government issuing a plan that does not actually propose a solution. As I was looking at it I thought this that plan is reminiscent of that neocon Donald Rumsfeld, who talked about known knowns, known unknowns and unknown unknowns. When you think about this plan, to quote Rumsfeld you think about the fact that there are no unknowns; there are things that we know.

In terms of this government what we do know is that they have no plan; that is a known known. Then there are known unknowns; that is to say, there are things that we know we do not know. This government knows that it has to pay for infrastructure, but it does not know how it is going to pay for that infrastructure. Then there are also the unknown unknowns, the things that they do not know that they do not know, and that is the draft infrastructure plan. We do not know what we will need, and we do not know how to do it in case we did know what we were going to do. That is the signal achievement of this government in relation to this draft infrastructure plan; that is, it is full of unknown unknowns and no solution is provided. When asked, the Deputy Premier was forced to admit that the draft infrastructure plan does not include one new project—not one.

Ms Trad: I did not! Look at page 10, part A.

Mr NICHOLLS: The Queensland government has unveiled its long-awaited draft infrastructure plan, but all the projects have already been announced. That is the headline in the *Gold Coast Bulletin*.

The Queensland government's long-awaited draft infrastructure plan provides scant detail about future projects.

Ms Trad interjected.

Mr NICHOLLS: I am being fair. 'Deputy Premier Jackie Trad says the plan will provide certainty for Queenslanders, however' there are no new projects in the document that have not already been announced.

There are numerous broad statements about the government's infrastructure "opportunities" for the next five to 15 years.

Ms Trad: Jeff, just table your infrastructure plan.

Mr NICHOLLS: Do not worry; it is coming!

Madam DEPUTY SPEAKER (Ms Grace): Order! The member for Clayfield has the call.

Mr NICHOLLS: It has been a little while. I am okay; I can take a couple. The *Courier-Mail* website states—

Infrastructure Minister Jackie Trad has unveiled the Government's draft state infrastructure plan, which contains no previously unannounced major projects.

We have seen a rehash of announcements that were already made, but we do not have one new project. We know that Building Queensland has been up and operational as an administrative unit since April. In the interests of openness and transparency I would like to know what recommendations they may have already made about new projects, because that is what Queenslanders are crying out for. When in government we knew that the boom in infrastructure construction in relation to mining and gas projects was going to taper off. We said many times in this place that you need a diverse economy. We spoke about the four pillars of the economy, and we particularly spoke about the construction and property sector as needing the hand of government to help them get on with the job. That is why we spoke about the need to invest out of the mining sector, as important as that is.

For the last eight months here in Queensland we have seen a government that has not been stepping up to the plate when it comes to delivering infrastructure, but a government that continues to seek a handout from Canberra and a government that is trying to access the Asset Recycling Fund without actually recycling assets. They want more access to more GST funds, despite Queensland receiving an extra 48 per cent increase in GST over the next four years—almost half as much again in GST over the next four years—yet still they cannot find the funds to deliver infrastructure.

The only project they have been able to announce has been with the help of a Liberal Party Prime Minister, Malcolm Turnbull. The only project they have been able to get is with her new best friend—besties, BFFs—although he was not in the selfie, so I do not know quite what was going on there. There might have been something going on. Nonetheless, the only project that seems to be getting off the ground is only getting where it is with the support of the federal coalition.

While we will not be opposing this bill and we will be agreeing to some of the changes that have been highlighted by the Deputy Premier, we want to again highlight the lack of action in the infrastructure space. Let us for a moment consider the facts. When we left office we had delivered transformational infrastructure projects for the people of Queensland. Let us not forget what had been delivered in the infrastructure space. There was \$8.6 billion to upgrade the Bruce Highway, in partnership with the federal government. There was also the delivery of 10 new schools in high-growth areas in South-East Queensland through the Queensland Schools Project, delivered by Projects Queensland with an innovative funding model—the first opened up in February this year—and being rolled out over the next four years. I notice that it has been put in the infrastructure plan, together with myriad other projects funded by states, and a number of other maintenance projects. It has been put in place to deliver 10 new schools in an innovative funding program.

I mention the Government Wireless Network. For 10 years people in the emergency services—police, fire and ambulance—had been waiting for a secure digital wireless network. For G20 and the visits of the President of the United States, the President of Russia, the Prime Minister of Great Britain and other world leaders, what would we have been left with, languishing under Labor? We would have had an old analog system whereby everyone could tune in with their scanners and pick up what was going on. The Government Wireless Network represented a more than \$450 million investment in providing our hardworking emergency services personnel with state-of-the-art equipment, procured and delivered by Projects Queensland under an LNP government, in 24 months. I acknowledge the work that was done by the then head of Projects Queensland, Dave Stewart, who understood the importance of putting that together and who is now head of the Premier's department. He worked assiduously in putting together these projects.

I also mention the \$4.4 billion investment in New Generation Rollingstock to upgrade Queensland's fleet of trains.

Mr Minnikin: The ones that fit through tunnels.

Mr NICHOLLS: These ones do have seats, they have air conditioners and they fit in tunnels. They also have their own stabling yard up in Wulkuraka. More than 160 new people will be employed in managing and maintaining that rolling stock over that period of time, with guaranteed service delivery and on-time running being made available as a result of the contracts we put in.

Let us compare that with the ALP's record of infrastructure delivery. Let us look back at what we had to deal with when we came to office. The \$1.2 billion Health payroll system—

Mr Minnikin: That was a doozy.

Mr NICHOLLS: A doozy. There was \$2.5 billion spent on the western corridor recycled water grid. There was \$1 billion spent on the Tugun desalination plant. There was \$350 million spent on the Wyaralong Dam which Labor then decided not to connect to the South-East Queensland water grid. There was \$600 million wasted on the Traveston Crossing Dam. That one was knocked on the head by their own colleague in Canberra. There is the comparison: the coalition in Canberra is helping the Labor Party in Queensland with some money for Gold Coast Light Rail Stage 2, but what did Peter Garrett say about Traveston? 'No way.' Don't worry: \$600 million down the drain. That was a thought bubble of a project.

Then there is the \$2.2 billion cost blow-out in building the children's, the Sunshine Coast and the Gold Coast hospitals. We have Auditor-General's reports into those. We also had, as I mentioned earlier, the ordering of tilt trains without seats and trains with air conditioning units that meant trains could not fit into the tunnels at Central station.

I remember fondly the \$150 million blow-out in delivering the smart card driver's licence. I remember Paul Lucas coming into this place, year in and year out. We were going to have a driver's licence that had a chip in it that meant people could do anything from borrowing a library book to paying for McDonald's in the drive-through. Everything was going to be loaded onto that smart chip driver's licence card. Every year in the budget the cost just kept blowing out. It was a \$20 million project that was going to be funded by the private sector. After \$150 million we are still waiting for it to do what was promised, if ever it will be delivered. Never start that one again. It was just a disaster.

I mention the \$450 million wasted on the Northern Pipeline Interconnector stage 2—a favourite project of the member for Maroochydore, who relentlessly pursued the waste of money in respect of that particular project. Of course, my old mate the member for Buderim brought to the attention of the House during the last term of government the \$6.1 million Olympic ski jump into a swimming pool.

Mr Mander: What about the pile of rocks, too? There was a pile of rocks out there somewhere.

Mr NICHOLLS: The rock egg in the national park that no doubt is generating millions of tourist visitor nights somewhere in the wild.

When in government the LNP put an end to all of those shenanigans, all of that waste. We established Projects Queensland within Queensland Treasury to make sure that would not happen again. We subjected projects to rigorous cost-benefit analyses. We put them through the mill. Yes, it makes life harder for the elected representatives. As my good friend the member for Callide will attest, under the LNP government there was no easy way to get a project approved if it did not stack up. We made it our business to make sure that money was not wasted—that we did not see dams without pipes, pipes without dams, trains without seats, wasted IT projects.

We put in place a rigorous program that enabled Projects Queensland to assess projects across government including projects in the government owned corporations sector. So when a request for a capital spend was issued by a Stanwell or a CS Energy, it went through Projects Queensland first before that money was approved for expenditure. As a result of that, we managed to save \$3 billion from the forward forecasts for capital expenditure in government owned corporations, thus reducing Queensland's total state debt such that we bequeathed to this government not a debt of \$85 billion, as we were bequeathed back in 2012, but a total debt that capped out at \$75.5 billion—after delivering projects like the Sunshine Coast university hospital, the Gold Coast hospital and the Lady Cilento hospital and after finding \$1.8 billion for the Commonwealth Games that had not been included in the budget in any way, shape or form.

That is the other project we had. The member for Callide well remembers within a couple of weeks of coming to government that there was an obligation to provide a Commonwealth Games village and facilities in a bid book without one brass razoo being allocated within the budget. There was not one brass razoo in the budget to pay for those things. On top of that, when we went through the contract agreement with the Commonwealth Games Federation we found that the government had failed to hedge on its obligations, and that cost us an extra \$45 million because of currency movements. That is how competent the Labor government we succeeded was!

Let us look at what this government has actually delivered in eight months. I refer to the infrastructure fact sheet from the 2015-16 Queensland budget website, which is still live. Members can go to it today. I will outline the major projects stated as being in procurement on the Queensland budget infrastructure website. The first is the Toowoomba Second Range Crossing. I wonder who delivered that project. I wonder who got the feds to put the money in to make that project a reality—who did the deal after 20 years of it being stalled. I wonder who made all of that happen.

Miss Boyd: Ian Macfarlane.

Mr NICHOLLS: I heard some genius call out 'Ian Macfarlane'. I am not sure if that genius is prepared to put their hand up. There is a dearth of them.

For 20 years people had been calling out for a second Toowoomba range crossing and for almost that entire 20 years Labor was in government in this place. Kerry Shine was the member for Toowoomba North, and what did he deliver? He delivered zero, zilch. He delivered absolutely nothing. He could not get a contribution from his comrades in the Labor Party when they were in power from 2007. He did nothing. He could not get a commitment out of his own government, and he was an attorney-general for a short period of time in that government as well.

In less than two years we got a commitment from the federal government and we found the money within our own budget to be able to deliver the Toowoomba Second Range Crossing, which will open up the mighty Surat Basin and the Darling Downs, taking 45 minutes off travel time. The Gateway Upgrade North is a billion dollar project put in place with the assistance of the then transport minister, Scott Emerson, the member for Indooroopilly. That is another project that was delivered by the LNP in conjunction with its federal colleagues where we were able to put the case, put the program together and start delivering. Earlier this year, I was pleased to be able to attend the launch of that project in the seat of Nudgee, just outside my own electorate. Queen's Wharf Brisbane is a \$7 billion project that is entirely the vision of the LNP. It took a tired, musty and dusty old part of town and was going to convert it into a vibrant destination for international tourists, Queenslanders and Australians alike.

Ms Grace: You're wrong.

Mr NICHOLLS: I hear the member for Brisbane Central claiming credit for it now. I can remember in 1983, as an articled clerk going to QUT, parking in that car parking space. That place has been a car park since time immemorial. Under Labor, what did we have? We were going to have the Brisbane North project. Do members remember that? It was three buildings 150 metres out into the Brisbane River. That was their vision, just before it started flooding. We would have had something like 7,500 cubic metres a second of water just whooshing past the front door of those three buildings that were 150 metres in the river. Not only that, we had a \$5.5 million planning charrette at QUT to talk about it. Talk about infrastructure planning! I can remember a lot in this place. I have been here long enough now to remember a lot of Labor's failures and they are legend.

The final project on Labor's claim to fame—on its website for its budget—after the Toowoomba Second Range Crossing, LNP; the Gateway Upgrade North, LNP; Queen's Wharf Brisbane, LNP; what is the final one?

Ms Grace: Rubbish.

Mr NICHOLLS: I hear the member for Brisbane Central again. It is another project benefiting the member for Brisbane Central. She should be on bended knee thanking the LNP for what we delivered for her. What do we have here? The Herston Quarter redevelopment—the old nurses' quarters. We were bequeathed that. It was Labor's decision to ship everyone over to the Lady Cilento Children's Hospital. Irrespective of the wisdom of that decision, Labor bequeathed us a half-built hospital that was going on a cost overrun, delivering fewer beds but costing more money. That is what Labor bequeathed. It also had no plan to do anything with the land that had been left over. Under Labor, it was going to sit there. Those nurses' quarters, which had so much history in them, were going mouldy and deteriorating even further. My wife's grandfather was one of the earliest superintendents of the children's hospital. There was a ward named after her father, who was a doctor there.

Ms Trad: Hey Tim, talk about the bill.

Mr NICHOLLS: I am talking about infrastructure. I am talking about matters relating to infrastructure in Queensland. The minister for infrastructure does not think that hospitals are infrastructure for Queensland. The whole catastrophe that is the Labor Party's infrastructure plan is Queen's Wharf, the Herston Quarter redevelopment—of course, when the LNP was in government that was listed as a sneaky asset sale. The members opposite ran around the place saying, 'This is a sneaky asset sale.' Now that they are in government, the Labor members are climbing all over this project. They want it to happen. As I made the prediction before the Queen Wharf's development was announced, when the successful proponent in relation to the Herston Quarter redevelopment is made the members opposite will be clambering all over themselves saying what a fantastic, sagacious decision it is, how wise it is, how it will see this part of town redeveloped and re-used for medical purposes, for commercial purposes, for innovation. I bet members the words I will not hear them say is, 'Thank you very much to the LNP for putting this project together for us.' I bet they will not even have the good grace to do that.

Mr Minnikin interjected.

Mr NICHOLLS: I say to the member from Chatsworth that I am prepared to put a rock lobster on that. I think we are right. I can remember when we opened up the bus tunnel at Lutwyche on the border of my electorate in the electorate of Stafford. We had the opening and former premier Newman came along with former minister Emerson. As I recall, the member for South Brisbane was also there. In his speech declaring the busway open, which linked in with Airportlink—

Ms Trad: That you didn't build, didn't plan, didn't fund.

Mr NICHOLLS: Hang on a second. I will come back to that interjection. I do not want to forget it. I am not going to ignore that interjection; I will come back to it. But what did the then premier say? He said, 'I want to acknowledge that this work was instigated and paid for by the Labor government.'

Ms Trad: Correct.

Mr NICHOLLS: He said it at the opening.

Ms Trad: Wow.

Mr NICHOLLS: And he said that at a number of other openings where he acknowledged that the work had been done by a prior government. Of course, the Labor government at a state level had taken a great idea from the then Liberal, subsequently LNP, council for Airportlink and grabbed it with both hands. I was there on the day when Peter Beattie—a blessed memory—and Paul Lucas were up there at Windsor where the old town hall is, announcing that they appreciated the great work that the Brisbane City Council had done in progressing the proposal this far, but they needed a big project and they were going to take it on themselves. At that stage it became the state government's project after it was part of the TransApex program that we took to the people of Brisbane in 2003 and were elected on in 2004. Airportlink, the Clem7 and the Go Between Bridge were all done as a result of our side of the House putting plans in place.

After that little sojourn into the lack of a Labor Party plan and the fact that it has only been able to put on its website plans that were, in fact, LNP plans, I want to reflect on some of the other projects that had the potential to create jobs and which were put under a cloud. Of course, there is the Cedar Woods development, which continues to be a bone of contention; the Broadwater cruise ship terminal, a project that was designed around providing a cruise ship terminal, which is now increasingly looking like—who knows what? The minister does not know. All we know is that there is a red line on a map. We have not seen any ideas come forward. We have not seen a plan from the proponents. We have

not seen any inkling of an idea from the minister in relation to that proposal. It is another thing that has been put under a cloud. We have seen Trinity Inlet and the \$40 million that was put aside in relation to that development being pulled out. That has gone. The fact remains that Queensland would already be enjoying the benefits of an infrastructure plan had the LNP been in office.

Ms Trad interjected.

Mr Rickuss interjected.

Mr NICHOLLS: No, all in due course. All good things come to those who wait. The member for Callide had already issued the directions statement. InfrastructureQ was released in September 2014 and it set out the principles and the priorities for the consideration and assessment of infrastructure. The InfrastructureQ state plan was all but complete at the time that the election was called and the projects had already been put in there. Of course, leading into the election we released a fully funded costings document that would have delivered major infrastructure upgrades across the state.

Ms Trad: And Queensland said no to asset sales.

Mr NICHOLLS: No, let us just look at what would have been the case. We had the Cairns Airport Drive upgrade, which is now not going ahead; the Vines Creek bridges replacement, which was one of our projects that I see turns up in the draft infrastructure plan. That is another project snaffled by the Labor government. We had inland highway upgrades worth \$375 million and we had the upgrade to Riverway Drive in Townsville. We had a discussion around the Sumner Road overpass, member for Mount Ommaney, and this morning there was a question about it. It is something that has been cried out for for years and years and years. That holds up traffic going over the highway in that part of the world. We had funding put aside of \$80 million for that overpass upgrade as we did for the north side of Brisbane with the Boundary Road interchange upgrade. We had funding for the duplication of the Sunshine Coast railway line, a project well due to be completed. There was \$532 million for it. And there was funding for 20 new schools across Queensland, including the Cairns Special School and upgrades for school infrastructure. And there was funding for the Royalties for the Regions, which has shamelessly been cut, but I do notice that Royalties for the Regions still shows up in the draft infrastructure plan that has been released. It is still being claimed under the infrastructure plan. We had a fully funded costings document which would right now be delivering infrastructure upgrades across the state. We had projects, as I mentioned, like the Sunshine Coast rail line duplication, the Boundary Road interchange, the Pacific Motorway-Gateway merge at Eight Mile Plains, the Kuranda Range Road, schools and park-and-ride facilities.

When one compares where we could be now versus where we are now, the difference could not be more stark. We would be delivering jobs. We would have infrastructure underway. We would have projects employing people providing jobs. For comparison one only need look at New South Wales where the WestConnex project is now going full steam ahead. Because they have the funds in order to deliver WestConnex stage 1, guess what? WestConnex stage 2 becomes viable. Then once WestConnex stage 2 is underway, guess what? You can fund WestConnex stage 3. You can recycle your funds through and the whole project gets done in one hit—not in 10, 15 or 20 years.

It is not only here in Queensland that we have to take stock and measure the problem, we also have to look at how are we going in comparison to other states. That is the yardstick. That is the measure. The measure is how are you going compared to the other states on the east coast of Australia, the other two of the big three states with population growth and economies not the same but similar to ours in New South Wales and Victoria. As I go around the state and talk to people in the construction and service industry, they lament the infrastructure freeze that is happening here in Queensland. As the CCIQ's Nick Behrens said—one of many things he has said about this government—they are not seeing enough urgency in getting the state's infrastructure plan out.

As at last month, notwithstanding that Building Queensland had been established administratively and had 14 staff, there had been not one project referred to it. I know that subsequently the Deputy Premier, after the estimates period, has referred projects to it, but for a period of four or five months not one thing was referred to it. One is always careful about mentioning public sector employees in this place, but there is evidence before the parliamentary committee of the desire for Projects Queensland to start getting out and amongst it in terms of assessing those projects. We think that it is important for Building Queensland—the successor, if you like, to Projects Queensland—to get involved.

I indicated earlier that the LNP would not be opposing the bill and that we would be supporting some amendments in relation to the bill. These are amendments that we took up from the committee stages and the committee report on the bill. I want to thank the committee for its review and report. We believe that there is improved clarity regarding some aspects of the bill. I have had the opportunity to read the Deputy Premier's proposed amendments and we will in the main be agreeing with those amendments as they reflect the amendments circulated in my name earlier today through the chamber.

Ms Trad interjected.

Mr NICHOLLS: I cannot even be nice to the Deputy Premier in this place without a sneering look from across the chamber. I have been incredibly forbearing in terms of my discussions in this House in relation to the Labor failures to deliver infrastructure, the fact that they have taken LNP ideas and claimed credit for them and the fact that Building Queensland is the natural successor to Projects Queensland. I do not know how more generous I could be than passing on those praises. 'I come to bury Caesar, not to praise him'. There was a lack of detail around some of the concepts in the plan. I think the concepts of social and environmental sustainability in both the bill and the explanatory notes need further fleshing out. These are loose concepts. In the consideration before the committee there was some discussion around it. The member for Burleigh asked the Building Queensland CEO Mr Quinn to explain it and he said—

Social factors that may form part of the cost-benefit analysis. It is going to be on a case-by-case basis with each project. There are social elements to any cost-benefit analysis you may be looking at in terms of the social impact a project may have on a particular area on a particular site.

We note that clause 11 of the bill highlights that Building Queensland will develop a framework for assessing the costs and benefits of infrastructure projects and we are of the belief that these concepts should be properly articulated in any framework for considering the costs and benefits of infrastructure projects considered by Building Queensland. We need to know what they are and how they will be measured and how they will be measured consistently.

We support the provisions of the bill relating to the board. I will simply say this: the Deputy Premier has announced on a number of occasions that there have been very many applicants for the positions of board members of Building Queensland. I would suggest to the Deputy Premier that today, after a considerable period of time, would be a great day to announce who will be making up the board of Building Queensland. I think it has been something in the order of over two months now since the estimates period at which time the Deputy Premier advised that more than 150 people had put their hands up to be on the board of Building Queensland—surely time enough to make a decision and to appoint the board members and to allow the administrative organisation to get cracking.

We agree with the trigger range for projects outlined in clause 13 of the bill, the \$50 million to \$100 million assistance and the over \$100 million to lead the business case and preparation of it. That is consistent with the values from similar bodies like Projects Queensland. As I have outlined, we are raising the issues in relation to the policy document released by Labor and that is the cost-benefit analysis. I want to reflect briefly on the statement made by the Deputy Premier that there was a suite of infrastructure policies that they took to the last election because I was intrigued to find out what that suite of infrastructure policies was. I recall the election fairly vividly.

Government members interjected.

Madam DEPUTY SPEAKER (Miss Barton): Order! I will remind the Deputy Premier that if she wishes to interject she should be in her allocated seat.

Mr NICHOLLS: The suite of infrastructure policies and capital measures I was able to find was a nine-page document which, once you take out the front page and the photos, came down to something like four and a half pages. I thought it appropriate to reflect on what the suite of infrastructure policies was. The suite of infrastructure policies, the capital measures, were the Townsville stadium—there is one; still cannot do that without help from the federal government; the marine infrastructure fund, which does not actually have to roll over until 2016-17; rebuilding intensive mental health care for young people, \$22.7 million; the Cairns Special School—we already had that in our program; and the education minor works fund.

The entire suite of Labor infrastructure policies consists of, effectively, the major project—the one project that would potentially fall under Building Queensland—that is, the \$100 million for the Townsville stadium, which is not going to be enough, and, probably being generous, a five-page document called *Building Queensland*, three-and-a-half pages of which is a whinge. Therefore, when we talk about a suite of infrastructure projects and when we talk about a cost-benefit analysis of those projects, the suite of Labor infrastructure projects is a very small suite, indeed.

As a policy commitment, the document states—

The policy guidelines for Building Queensland will require that a cost-benefit analysis and assessment of value for money take place prior to any project approval and that this assessment be released for public consultation. Only infrastructure projects that can demonstrate a clear economic, fiscal or service delivery benefit, including regional significance, will be considered.

Here is the important part—

If a project does not stack up, under Labor it will not proceed and the cost-benefit analysis will not be hidden from public scrutiny.

That is the clear commitment from the *Building Queensland* document, which is the policy that was taken to the election by the government. We will be holding the government to account in relation to that particular commitment, that if a project does not stack up, under Labor it will not proceed and the cost-benefit analysis will not be hidden from public scrutiny. I will deal with that more when we consider the clauses of the bill, because it goes to one of the important aspects of the bill. It is important that we have that discussion when we discuss the release of information and transparency.

Clause 18 of the Building Queensland Bill gives the minister power to direct Building Queensland not to perform its functions. You could say that this is the override. This is the one where you do not want the cost-benefit analysis done. This is where you want to do a project that does not meet those clear guidelines that the *Building Queensland* policy document speaks about. I am always concerned when we see those sorts of projects and I am concerned when we see a clause that allows that ministerial direction to be made. However, we accept that it will be there. We will simply be supporting, as the government has proposed, that the ministerial direction be published so that people are aware when that type of direction does go forward. That is in accordance with many of the submissions that were made to the committee, including by the Australian Constructors Association and Queensland Major Contractors Association. There are some other changes that need to be made. We will be calling for the infrastructure pipeline document to be released, as the committee recommended and as the Deputy Premier has indicated will occur.

As I indicated earlier, the opposition will not be opposing this bill. We would like to again highlight that this document itself will not solve the state's infrastructure woes. This document itself will not find money to build the projects that Queensland so desperately needs. There is an enormous difference—there is a gulf of difference—between financing a project and funding a project. Ultimately, the funding question is the question that has to be answered and it is the question that is still unanswered by this government. Even if they had an infrastructure plan that was their own work, even if this government had an infrastructure plan that credibly mapped out something more than what we saw in Budget Paper No. 3, even if this government had a framework for engaging with the private sector that would enable them to sign up tomorrow—and they do because we left them with one—the fundamental core problem is this: no matter where the money comes from and which bank lends it to you, it has to be paid for at some stage in proceedings. The piper has to be paid. This legislation does not do anything to solve that problem. It does not tell the people of Queensland where the funding is coming from. You can build a toll road and someone will have to pay the freight. You can build a road and put a shadow toll on it and someone will have to pay the freight. You can build a railway line or a light railway line and someone can lend you the money and build it for you and they will send the bill three or four years later, but that bill still becomes due. At this stage of proceedings, the Building Queensland legislation, formalising as it does the practices that were put in place by the prior LNP government in relation to the way projects should be assessed and delivered, does not solve the problem of where the money is coming from. That is the fundamental problem that this government has not yet come to grips with.

We will not be opposing the bill. We are prepared to allow it to go through. It enshrines the principles that were in place under the previous government, but it does not solve the infrastructure freeze here in Queensland and it never will.