




Speech By
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MEMBER FOR GLASS HOUSE

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MATTERS OF PUBLIC INTEREST

Palaszczuk Labor Government, Performance

 **Mr POWELL** (Glass House—LNP) (12.07 pm): This afternoon, Queenslanders will again witness a government that is asleep at the wheel, a government with no plans, a government breaking election promise after election promise and raising taxes and charges, and a government that is incapable of building anything. We are now nearly 18 months into Labor's infrastructure freeze. The one thing that Labor has been good at is taking credit for the work that the LNP did while it was in government in building infrastructure and getting Queensland moving. Up and down the length and breadth of Queensland, we see Labor taking credit for the LNP's investment, particularly in the Bruce Highway and the Gateway Motorway—a \$10 billion partnership with the federal coalition.

I digress for a moment. One such project that the federal coalition has committed to bringing forward is the Maroochydore-Nambour exit of the Bruce Highway—a \$187 million investment that will improve safety and traffic movement for many of the people of the Sunshine Coast who use that particular exit. It is only because of the LNP that the Toowoomba Second Range Crossing will be built. I acknowledge the member for Toowoomba North, the former member for Toowoomba South and the member for Condamine for their constant advocacy for that infrastructure. It was the LNP that rescued the new generation rolling stock program, which was bungled under the Bligh Labor government.

Labor's only plan for infrastructure is the 'Oliver Twist' approach: going cap in hand, asking the federal government for more and more money. Labor has gone back to the drawing board on Cross River Rail, demanding that the federal government stump up funding, yet it fails to produce a business case. The Minister for Main Roads, Mark Bailey, also took great pride in ripping \$160 million out of the Ipswich Motorway Darra to Rocklea project and short-changing local commuters.

Mr Bailey: What are you talking about?

Mr POWELL: If the minister is struggling to recall, it was a \$560 million project that is now only being funded for \$400 million. In my books—it might not be in the Treasurer's books—that is a \$160 million shortfall. A project that is again important to my electorate is the duplication of the Sunshine Coast line, again swept under the rug by Labor while they continue to review reviews and otherwise stall progress on this important upgrade. Labor has scrapped an upgrade for the Mooloolah River interchange at the Sunshine Motorway that will choke up local roads, particularly when the Sunshine Coast University Hospital finally comes online.

Perhaps in a perverse way it is okay that Labor is not building roads because they are making them too expensive to drive on anyway. This budget will be the second year that Labor increases family car registration by 3.5 per cent, or double the rate of inflation—another unfair price slug from a government with no plan to get the cost of living under control.

Government members interjected.

Mr POWELL: I take the interjections from those opposite. Yes, 3.5 per cent was the inflation rate when we were in government which is what those increases were. The inflation rate is now 1.7 per cent and they can change those increases any day that they like. Labor is addicted to taxes and Queenslanders are sick and tired of being treated like cash cows. Families with a four-cylinder vehicle will now pay over \$400 and that is simply unfair. We should not be surprised; it is in their DNA. Under the last four years of the Bligh Labor government car registration increased 30 per cent.

Only the LNP has a track record of keeping costs low for Queensland families and that is why in 2012 we froze rego for the family car for the term of our office. We know running the car is expensive, which is why we have committed to CPI increases only for the family vehicle in the next term the LNP is in government. Many Queenslanders lined up to condemn then transport minister Annastacia Palaszczuk's endless 15 per cent public fare increases: commuters, students, tourism bodies, public transport advocates and bus operators. Today we can add one more to the list: the transport minister, Stirling Hinchliffe. No wonder, because under Premier Palaszczuk's watch fares skyrocketed, patronage plummeted and the trains did not even run on time. The LNP has a strong record in making public transport affordable. We were the ones who ended Annastacia Palaszczuk's 15 per cent increases and made the first five per cent fare decrease in history. Queenslanders need to watch out this afternoon for yet more sneaky taxes.