




Speech By
Deb Frecklington

MEMBER FOR NANANGO

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PRIVATE MEMBERS' STATEMENTS

Member for Toowoomba South; Clancy, Ms T; Cross River Rail

 **Mrs FRECKLINGTON** (Nanango—LNP) (Deputy Leader of the Opposition) (10.21 am): I join with the Leader of the Opposition in congratulating our newest member, the member for Toowoomba South, David Janetzki. I welcome his family to parliament. I know that his two little girls, Elizabeth and Charlotte, were just in the public gallery. It was wonderful to see them as well.

Earlier the Premier listed a number of Olympians. I would like to add to that list by mentioning Kingaroy's No. 1 student Taliqua Clancy. Her very proud grandparents from Kingaroy are celebrating the first Indigenous Olympic beach volleyball player. Taliqua did not start playing beach volleyball until she was 16. Hers is an amazing achievement for a Kingaroy girl.

It is interesting to note that it is some 55 days since the Palaszczuk cabinet endorsed the failed business case for Cross River Rail. That failed business case outlined the six sneaky new Labor taxes inserted by the Deputy Premier. For the benefit of all of Queensland—I am quite sure most people have no idea about all of these new sneaky taxes that the Palaszczuk government is planning to bring in—I will read them out. They are: the congestion tax, paid for by motorists, that was going to raise about \$1.2 billion; the motor vehicle registration levy, paid by all Queenslanders, of about \$1.2 billion; the land tax on nearby property owners, \$1 billion; the public transport infrastructure tax, paid for by property owners, of about \$2.6 billion; a ticket surcharge for public transport users of about \$1 billion; and, finally, higher rates, paid for by nearby property owners, of just under \$300 million. That amounts to around \$7½ billion worth of potential taxes to be paid by Queenslanders.

After about 20 days of pressure from the opposition, the Deputy Premier ruled out only two of those taxes. How could we forget the estimates hearing? Bearing in mind that she was not able to rule out those other taxes, the Deputy Premier announced that the business case did not even include the cost of trains. The Palaszczuk Labor government says that its No. 1 infrastructure project is to cost \$5.4 billion, but when you look at the whole business case you see that it amounts to about \$16 billion and does not even include the cost of new trains and does not talk about the cost of ongoing maintenance of the track and all of the add-ons. When is the Premier going to rule out all of these extra taxes?

(Time expired)