




Speech By
Joan Pease

MEMBER FOR LYTTON

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TRANSPORT (FEES) AMENDMENT REGULATION (NO. 1)

Disallowance of Statutory Instrument

 **Ms PEASE** (Lytton—ALP) (8.27 pm): I rise to speak against the disallowance motion of part 15 of the Transport (Fees) Amendment Regulation (No. 1) 2016 as I did when it was raised in 2015. I will begin by saying that I am surprised that the opposition has moved again to disallow part 15, which relates to the increase in registration fees.

The Palaszczuk government went to the 2015 state election with a commitment that we would not increase taxes beyond the level already set by the previous government, and we have not. The reason I am surprised is that the previous government seems to forget that they, too, committed to return to regular registration increases under the government indexation policy and they also proposed this motion in 2015. Therefore I am happy to remind them of their own policies.

These rises were in the LNP 2014 budget forward estimates and also in the December 2014 MYFER, which was delivered by Tim Nicholls as the treasurer of the day. This disallowance motion is cynical given that the opposition had themselves budgeted for an increase. The impact of this disallowance motion would cost the state over \$53 million in 2016-17 and more than \$563 million over the forward estimates.

We have applied the fee increase for the 2016-17 financial year at the same rates as the increase applied to the 2015-16 financial year. All other Australian jurisdictions, apart from the Northern Territory, will be increasing their registration fees from 1 July 2016 ranging from one per cent to five per cent. In Queensland from 1 July 2016 registration fees for light vehicles will increase in line with the government indexation policy of 3.5 per cent.

The Palaszczuk government made a commitment to stop the LNP's cuts to services. We have done this and we have reintroduced services. We are also committed to investing in transport infrastructure for regional jobs and safety. I remind you again that the LNP's own budget documents say they built in increases from July 2015, so how can the opposition disallow something that they were committed to themselves?

Queensland is not the most expensive state for registration fees. Compared with other states Queensland's registration fees are still relatively low for most popular selling cars. For example, Queensland is the fourth cheapest state in the country to register a small four-cylinder car such as a Mazda2; for the most popular selling medium sized four-cylinder car such as a Toyota Corolla—'Oh, what a feeling!'—Queensland is the second cheapest state in the country; and for a dual-cab four-cylinder utility like the Toyota Hilux, Queensland is the third cheapest state in Australia.

The Palaszczuk government is introducing a new payment option scheme which will enable customers to make regular direct debit payments towards their vehicle registration renewal and will provide a convenient set-and-forget direct debit payment option. The department also offers a payment option called the planned payment scheme—available through Australia Post—which allows registered operators to pay registration renewal fees in instalments by making regular instalments of \$40 throughout the year before their registration expires. From 24 June 2014 a further suite of enhancements and services will be available, including: e-correspondence, e-reminders, a Queensland rego check app and an e-contract and authentication program.

I am proud to be part of the Palaszczuk government, proud of our commitment to workers and families and delighted to be part of a progressive government that is about cutting the cost of public transport, creating jobs and returning services to our communities. This disallowance motion is mischievous, a waste of parliamentary time and would leave a huge hole in the budget if it succeeds. The Palaszczuk government's new schemes offer families options to manage their budgets, and it makes sense to be able to roll out registration into family budget planning with the added incentive of reducing surcharges. This is part of the Palaszczuk government's commitment to improving services for all Queenslanders. I urge the House to vote against the motion to disallow part 15 of the Transport (Fees) Amendment Regulation (No. 1) 2016.