




Speech By
Colin Boyce

MEMBER FOR CALLIDE

Record of Proceedings, 22 August 2018

APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL

Transport and Public Works Committee, Report

 **Mr BOYCE** (Callide—LNP) (3.30 pm): I rise to make a contribution to the debate of the report on the estimates hearing of the Transport and Public Works Committee and give my thoughts about the budget. First I take the opportunity to thank my fellow committee members. I particularly thank the committee secretary, Deb Jeffrey, and her secretariat staff for their continued support and for the effort they put into preparing our reports and papers. Without Deb's perseverance and support I know that I, as a new parliamentarian, would be somewhat lost so I express my gratitude and extend my thanks.

For 2018-19 the Palaszczuk Labor government has brought in five new taxes worth in the vicinity of \$2.2 billion across the forward estimates: waste levy, \$1.32 billion; wagering point-of-consumption tax, \$367 million; foreign buyer property tax, \$311 million; property investors tax, \$132 million; and car stamp duty, \$100 million. In terms of economic and business conditions, unemployment was 6.1 per cent in July, in both seasonally adjusted and trend terms. Only Tasmania currently has a higher rate of unemployment. The Australian unemployment rate is 5.4 per cent in trend terms.

Queensland's annual wage growth is two per cent in the private section and 2.7 per cent in the public sector. Queensland's public sector wage growth has outstripped private sector wage growth for the past three years. CommSec's State of the States report ranks Queensland fifth, settling in well behind Tasmania and just edging out South Australia. Queensland ranks sixth on retail spending, sixth on unemployment and seventh on construction work. The Sensis Business Index rates the Palaszczuk government as the least popular amongst small and medium sized business.

Queensland's public non-financial debt in 2018-19 will be \$70.9 billion, rising in 2021-22 to \$83.1 billion. The debt per person in Queensland will equate to \$15,730 in the year 2021-22. There has been no plan put forward by the Treasurer in relation to how the government plans to pay down this growing debt. The government is quite obviously happy to have a 'have it now, pay for it later' mentality. We are spending more money than we are making. That is a recipe for economic ruin.

I turn to Queensland Rail. In terms of the 472 weekly services cut from the QR timetable at the height of Queensland's 'rail fail', questioning of the CEO of Queensland Rail over the expenditure relating to the government's attempts to restore full timetable services across the rail network revealed that \$15.37 million was spent last financial year on consultants to provide additional expertise and support to work through these issues. The committee was advised that, after almost two years and millions of dollars, the services had only been 'stabilised'. Disappointingly, no date was given for when commuters could expect to see a restored timetable and the end of Labor's 'rail fail'. At the time of the estimates hearing Queensland taxpayers had been slugged almost \$160 million as a result of Labor's 'rail fail'.

I refer to page 121 of Budget Paper No. 3, which shows \$17.3 million to extend the three-metre-wide V1 cycleway from Holland Park to Tarragindi at a total cost of \$45 million. The people of my electorate are aghast at how a government can prioritise a bike path over critical road infrastructure. For example, there is a bridge over the Boyne River at Mundubbera which desperately needs replacing. It was built some 70 years ago and was designed to take the traffic of the 1940s, not the heavy transport that it is expected to cater for now. There are many such road infrastructure problems, single-lane bitumen roads and unsealed sections of roads. None of these issues have been addressed in the budget. The electorate will be further amazed when they learn that the minister has indicated that upwards of \$250 million may be spent on future bikeways in Brisbane. This is a government of Brisbane, not a government of Queensland.

I thought the budget estimates were somewhat farcical. In relation to Minister de Brenni's comments, isn't it amazing that I have been reduced to farcical attempts to highlight the fact that the government is quite happy to waste money?

(Time expired)