



Speech By  
**Hon. Mark Bailey**


**MEMBER FOR MILLER**

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Record of Proceedings, 16 October 2018

## MINISTERIAL STATEMENTS

### Queensland Rail

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (9.59 am): I rise to update the House on the restoration of South-East Queensland rail services.

**Opposition members** interjected.

**Mr SPEAKER:** Order! Members to my left, my appetite for those sorts of needless interjections is not very strong today. I ask you to listen to the minister's ministerial statement. He has not been controversial.

**Mr BAILEY:** Since October 2016 this government has been acting to restore the confidence of South-East Queensland commuters after the opening of the Redcliffe peninsula line led to the cancellation of services due to a driver shortage caused by the cancellation of driver training schools in 2014 by the previous LNP government. We are fixing the trains. It is not simple and it is not an overnight fix; it is a gradual and sustained recovery. Since 2016 Queensland Rail has selected 254 trainee drivers and 303 trainee guards. Some 105 drivers and 232 guards are now fully qualified and working on the system.

As at 7 October of this year, Queensland Rail has a net increase of 52 fully qualified drivers, boosting capacity. There are 91 more drivers and 43 guards in training in this year alone, and the rolling 12-month average for driver training durations has reduced from 18 months under the LNP to around 13 months under this government. The Palaszczuk government is running eight training schools this year compared to zero in 2014. More drivers will start training in 2018 than under the entire term of the previous LNP government. While the previous LNP sacked 1,700 Queensland Rail staff, this government is training and employing new drivers and guards to restore capacity.

**Mr Minnikin** interjected.

**Mr SPEAKER:** Order! Member for Chatsworth!

**Mr BAILEY:** It is a fact that more drivers are being trained this year than any year before. The timetable has been stabilised and the increasing pool in drivers has meant we have come through the last two timetable stress periods during the school holidays without reduced services. Rail patronage was up 3.8 per cent last financial year compared to 2016-17 thanks to our fare reductions for 93 per cent of commuters.

Over the last 12 months Queensland Rail has delivered more than 95 per cent of its more than 7,828 weekly services on time. That is 241 services a week more than the previous LNP government ever delivered. We continue to roll out the NGR trains, with 31 NGR sets in the system and another two starting services on the Ipswich and Caboolture lines next Monday, 22 October. I will continue to work with Queensland Rail and the Citytrain Response Unit to ensure that all appropriate measures are taken to deliver the drivers needed to increase service levels.

The Palaszczuk Labor government is committed to giving Queensland commuters as many services as possible and we have the right plan to do that, but we cannot achieve that without the expertise and the oversight of Queensland Rail's board. As the House will be aware, earlier this month Phillip Strachan resigned as chair of the Queensland Rail board. Mr Strachan led the inquiry established by the Palaszczuk Labor government in 2016 to investigate train crew and timetabling issues on the network. The recommendations he made as commissioner of that inquiry provided the plan for restoring Queensland Rail services and it is the plan that we continue to follow and implement.

**Mr Minnikin** interjected.

**Mr BAILEY:** Today I inform the House that Queensland Rail board member David Marchant has accepted the role to succeed Mr Strachan as interim chair of Queensland Rail. Mr Marchant has served on Queensland Rail's board since 2015 and has an impressive background in rail, notably as the CEO and managing director of the Australian Rail Track Corporation for 13 years. I welcome Mr Marchant's appointment and look forward to working with him and the Queensland Rail board. We will not stop until commuters have reliable rail services they can depend on and service levels improve, with Cross River Rail coming and the duplication of the Sunshine Coast rail coming online to boost rail services on every line for commuters across South-East Queensland.