




Speech By
Michael Crandon

MEMBER FOR COOMERA

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**MOTION: QUEENSLAND RAIL; NO CONFIDENCE IN THE MINISTER FOR
TRANSPORT AND MAIN ROADS**

 **Mr CRANDON** (Coomera—LNP) (5.39 pm): I rise to support the motion by the member for Chatsworth. What we have seen from this government over time is a litany of failures. If there is one exclamation mark amongst them this is it: the rail fail. We have heard all sorts of excuses. Typically they blame the LNP or it is the federal government's fault. It is anybody else's fault, everybody else's fault, but not this government's fault. Really? Labor has been in office for almost four years—in fact, 44½ months, more than 1,350 days.

Let us run through some of the timeline for the rail fail. More than a year after coming into office in early 2016 they were warned of a driver shortage once the Redcliffe Peninsula line opened. More than two years ago they cancelled 48 services. More than two years ago the Redcliffe Peninsula line opened and they had less qualified drivers than they did when they came into office in 2015. Two years ago they cancelled 12 per cent of scheduled services culminating in a huge disruption to services. Again two years ago, on 24 October 2016, they announced a plan. These transport ministers are good at planning to plan. It never goes anywhere, but they do plan to plan. The plan was to recruit 200 train crew. How is that going two years down the track?

Mrs Wilson: They can't answer!

Mr CRANDON: They cannot answer. This Sunday, 21 October, marks the second anniversary of Labor's rail fail where, on that day in 2016, commuters had 167 services cut from the timetable each week. That was just the start. This was followed by an interim timetable eliminating 209 scheduled services just four days later, on 25 October 2016. Then again more service cuts on 7 November which was followed by further cancellations and an eventual revised down timetable on 23 January 2017 cancelling a total of 472 services. That was two years after those opposite came into office.

When will they take responsibility for their litany of failures? When will they take responsibility for the rail fail? When will they answer the question? When will it be done? When will the rail fail be over? I will tell members when—when the Rail Tram and Bus Union say so. When the RTBU has extracted every ounce out of this fiasco. This government is under the control of the unions in this state. They say, 'Jump', the government says, 'How high?' They say, 'No.' The government listens to them. We have seen it in the mangocube emails. Remember those? They were all over it. The ETU were all over it. It is clear that the union does not want those jobs filled, they want overtime for their members at a huge cost to Queenslanders, not just in dollar terms but in the lack of services across the network. If this is a success, Minister, I would hate to see what you think is a failure.

What are some of the other fails? There is the fail in relation to the park-and-ride at Ormeau Railway Station. I am getting 70 new park-and-ride spots at Ormeau Railway Station. The problem is that where these 70 are going in, more than 100 people park there every day. I am actually going backward with the number of car parks that I have got for my people at Ormeau Railway Station. Where

are they going to park? We are losing 30-plus car parks by putting in this formal car park. I need the security, I need the lighting, but where am I going to park my other 30-plus cars?

Recently at the park-and-ride at Coomera, just before Westfield opened TransLink went through and hit 50 park-and-ride patrons with a \$261 fine for parking safely but illegally. Why? Because there are no car parks available for them. That was \$13,000 worth of fines on that one day. The new Pimpama Railway Station that will solve some of these problems was a promise made by this government in the last election. When is it due for delivery? In 2023—five years from now, Minister! You are a joke!