



Speech By
Steve Minnikin

MEMBER FOR CHATSWORTH

Record of Proceedings, 17 October 2018

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

 **Mr MINNIKIN** (Chatsworth—LNP) (4.58 pm): I move—

That this House—

1. notes:
 - (a) in early 2016, GIRO and Indec warned Labor of a driver shortage once the Redcliffe peninsula line opened;
 - (b) on 30 September 2016, 48 services were cancelled and Minister Hinchliffe found out on Twitter;
 - (c) on 4 October 2016 the Redcliffe peninsula line opened with Labor employing fewer qualified drivers than in January 2015;
 - (d) on 21 October 2016, 12 per cent of scheduled services were cancelled with large scale disruptions to services occurring over the following weeks;
 - (e) on 24 October 2016, Labor announced a plan to recruit 200 train crew, despite an earlier EBA that blocked external recruitment for these positions;
 - (f) on 27 October 2016, the QR Chair and CEO resigned;
 - (g) on Christmas Day 2016, 261 or 36 per cent of all scheduled services were cancelled;
 - (h) numerous interim timetables announced by the government have been changed frequently and without warning;
 - (i) the Labor/unions MOU to pay multi-million dollar Commonwealth Games bonus payments;
 - (j) the RTBU taking Queensland Rail to the Fair Work Commission to block external recruitment based on Labor's 2017 EBA;
 - (k) on 4 October 2018, Labor accepted the resignation of QR Chair Phillip Strachan, handpicked by the Premier to fix the trains, and two other board members;
 - (l) Labor has paid millions of dollars in overtime to staff because of the RTBU's preference for a structural deficit of staff;
2. notes Labor's failure to nominate when rail fail will end and the 472 weekly services will be restored; and
3. expresses no confidence in the Minister for Transport and Main Roads.

It never ceases to amaze me the differences between us on this side of the ditch and New Zealand when it comes to Westminster ministerial accountability. The Prime Minister of New Zealand had a member of her cabinet who was guilty of this. She used her personal email for a couple of emails but should have been using her official ministerial email account. However, the member for Miller continues to sit here under the protection of the left of the ALP and makes an absolute mockery of the whole essence of Westminster ministerial accountability.

Let's roll the tape with some of the evidence. It is almost like *Sesame Street's* Guy Smiley and Beat the Time. 'We have the minister here and the question is: guess the number of new drivers!' At the end of the day, why do we have 472 fewer weekly services—not more weekly services but 472 fewer? The missing-in-action member for Miller loves to get the stats and put them in the blender, put them through the mincer, and tries to rewrite history because, to be fair, he has only had four years to get this right. Well, he and a litany of other failed members.

The Deputy Premier had a couple of goes. Bing bong, she was out in left field. Then we had the member for Sandgate. We know what he did. At least he had the gumption to fall on his sword because he knew that he had done the wrong thing. The member for Miller really is special because no matter what he does, he has taken the best on-time running record of any passenger network in this country and absolutely run it into the ground. You have to be pretty special in this place to get your own rail fail tag. Now we have rail fail 2. You have to be very special.

We know that the member for Miller loves his Twitter, but there is only one problem. Given the amount of time he spends on social media—Twitter, Facebook and particularly his private emails—if he spent one-third less time on that and concentrated on his core mission, which is to run the Transport and Main Roads department, the people of Queensland would all be better off. This man presides over what was formerly a great institution: Queensland Rail. From what the little birdies who contact me daily have told me, he has killed it to pieces when it comes to morale.

We have a member here who knows that when he walks in he has the protection of the member for South Brisbane because he props her up, and we have three little sand mines starting to appear. We have the member for Miller, the member for South Brisbane, Minister Jones and Minister Dick—they have their own little fiefdoms—and then most importantly of all we have the queen courtier herself, the Premier of this state, who also is absolutely in the mix of it.

Only a couple of weeks ago a report came out. It was a fairly insignificant report. The report was Queensland Rail's annual report. The member for Miller had it on 14 September. What did he do with it? He sat on it. There must have been a call from somewhere further up the line—maybe the Premier's office—and a memo to the member for South Brisbane and a memo to the member for Miller, 'Please come forward. There is something you need to take account of. You have missed something on approximately page 70 of the report,' and that was bonuses. It was something that was obviously overlooked. 'Nothing to see here. Move right along.'

The member for Miller will get up very shortly and say, 'No, I was onto it.' Just as he was onto turning up to ABC and 4BC studios for radio interviews. He is missing in action. This man should resign. He should go right now. We have a member of parliament who presides over the third largest department on the books and what has he done with it? He has run it into the ground. Morale is in the gutter. On-time running times are now one of the worst in mainland Australia. You have to be very special indeed to go from being best in the country to absolute worst in four years. The question for the last time will be—through you, Mr Speaker—Minister, when will rail fail end?