




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

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TRANSPORT LEGISLATION (FEES) AMENDMENT REGULATION

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (6.43 pm): It is always good to follow the member for Chatsworth, who was the assistant minister for public transport under Campbell Newman. You do not find that on his business card. You do not see that on his letterhead. The record of the member for Chatsworth includes cutting 48 train drivers and ordering trains from overseas that were not disability compliant. We saw so many botch-ups on transport and roads under his watch, leading to him letting the opposition leader predict 36 years before we went back to full timetable only in June and yet we went back to full timetable six weeks later. That is the sort of incompetence level we are getting from the member for Chatsworth. I see this motion in that light.

The member made two points in 10 minutes. There was an issue about maintenance. Let us look at the facts when it comes to maintenance. After the cuts of the Newman government, building on the extra \$100 million allocation by the Palaszczuk government for maintenance in last year's QTRIP we added an additional \$48 million in this year's QTRIP. The current four-year QTRIP represents an increase of \$1.36 billion, or 49 per cent, over that approved by the Newman LNP government of which the member for Chatsworth was an assistant minister. Facts are inconvenient, but they are very relevant to this debate.

In terms of expenditure, we are seeing the fourth record QTRIP in five years under the Palaszczuk government after deep cuts of \$600 million from the LNP when it was in government. Those opposite did not share that with the electorate when they went to the polls in 2012. Under Labor we have created 215,000 jobs after the anaemic economic growth as a result of the economic incompetence of the member for Clayfield when he was Treasurer, when growth got down to 0.7 per cent. It had a zero in front of it. That is the record of the LNP. Why? Because they cut, cut, cut and cut.

As the member for Greenslopes pointed out, the only major infrastructure those opposite—with a record majority—got going in three whole years was 1 William Street. That is their epitaph. That is why they lost the biggest majority in political history—120 years—in one term, not just in Queensland, in the whole nation. It is quite a record, one that they have never apologised for, one that the current opposition leader is proud of. Good luck at the next election being proud of the Newman government.

Section 43 of the Transport Legislation (Fees) Amendment Regulation 2019 amends fees and charges within the Transport Operations (Road Use Management—Vehicle Registration) Regulation 2010. This increases registration fees by 2.25 per cent. This change applies to all light motor vehicles, both private and commercial, under four and a half tonnes—basically, cars, small trucks, motorcycles, buses, mobile machinery, trailers and motorised caravans. Section 43 also includes heavy vehicle registration fees. For the benefit of the House, I note that these fees are not subject to an increase in 2019-20, something the LNP appears to be absolutely oblivious of. Heavy vehicle registration fees are based on nationally agreed fees by the Transport and Infrastructure Council. Again, another mistake by the member for Chatsworth.

The Palaszczuk government is committed to relieving cost-of-living pressures faced by Queenslanders. We do not see 43 per cent power prices under this government; we see the prices coming down. Public transport fares were frozen twice and cut by this government after increases of

seven and a half per cent year in, year out under those opposite. Only recently the Palaszczuk Labor government saved the people on the Darling Downs and Toowoomba from the highest toll in Australia. In its business case the LNP wanted people to pay a \$34 toll for the Toowoomba bypass. That is something those opposite never shared with Queenslanders. Isn't that extraordinary? They hid it. They did not say anything to anybody. They were going to spring it on them at the last minute. The Labor government got rid of it because we understand the economy, we understand the road system and we understand creating jobs.

Honourable members interjected.

Madam DEPUTY SPEAKER (Ms Pugh): Order! I can barely hear the minister. I note that the naughty list is empty, but it will not be for long if this keeps up.

Mr BAILEY: The LNP's fees and charges policy, which was brought down in the last LNP budget under the member for Clayfield who was then treasurer, had registration fees increasing by 3.5 per cent every year over the forwards from 1 July. That is a fact. It is in the budget papers for the last year of the Newman government. This regulation replaces the Newman LNP government approach, which was built into the forward estimates. Instead, it uses a forward-looking measure that provides a more contemporary estimate of price changes in the year in which the increase is applied.

The LNP's decision to move for a disallowance motion against a regulation that provides cost-of-living relief compared to their policy is a classic LNP own goal—another one. It is an own goal made by a struggling opposition leader whose wheels are spinning, who is not popular and who is beholden to the member for Clayfield for her tactics. Let us face it: the opposition leader is so committed to this motion that she is not even on the speaking list!

The Palaszczuk Labor government has made a commitment to fairer systems for indexing fees and charges to CPI. The indexation is based on the forecast in the annual Mid-Year Fiscal and Economic Review. It will also mean that the registration increases will track with the general performance of the economy and are not tied to an arbitrary increase of 3.5 per cent set over four years, as mandated by the former LNP government. Under our fairer policy, registration increased by 2.25 per cent. In 2019-20 that rate has been established and will result in about an \$8.50 increase over 12 months for a four-cylinder vehicle. Continuing to use the opposition's preferred method of indexation would have resulted in a \$13.20 increase. Queensland's 2.25 per cent increase indexation is comparable with other jurisdictions and is on the lower end compared to other states and territories. Rates of increase in other jurisdictions range from 2.2 per cent to 5.5 per cent for a four-cylinder vehicle.

As I mentioned earlier, the regulation places a freeze on heavy vehicle fees for 2019-20, which was agreed by my interstate counterparts, both Liberal and Labor. Something that the LNP needs to understand is that that is quite separate and clearly is something that the member for Chatsworth is simply not across. This decision provides revenue and price certainty to road management agencies and heavy vehicle operators. The disallowance motion would potentially jeopardise that measure. It seems that the LNP simply does not understand the impacts of this motion and the potential adverse effect on the heavy vehicle industry.

This is another disruptive disallowance motion for the increase in registration fees. If supported, this motion would have a significant negative effect on the funding of the state's road and maintenance program, but it is consistent with the LNP policy, which has never changed, to cut road and transport infrastructure. That was their policy in government and they are continuing to back it now, without being honest with Queenslanders about it. Registration fees fund the largest state controlled network in Australia. Our \$23 billion investment in road and transport infrastructure—

Mrs Wilson interjected.

Madam DEPUTY SPEAKER (Ms Pugh): Order! Member for Pumicestone!

Mr BAILEY: We are seeing 21½ thousand jobs created because of our investment—not cuts—in road and transport infrastructure and 13½ thousand of those jobs are in regional Queensland. The opposition has to come clean. What regional jobs and projects would they cut by cutting the revenue? They are not being honest about that. Regional Queensland is the big winner out of this year's budget and we are investing in roads right across Queensland. If this motion was carried and a freeze is applied to all light vehicles, it would result in a \$300 million black hole. That is a fact. With the ongoing impact of a \$132 million loss from 2022-23 onwards, more road projects would have to be cut because of the LNP policy. They have learnt nothing from the Newman government.

Those opposite refuse to name what they would cut. Would they cut the Smithfield bypass? Would they cut the Bruce Highway-Cairns Southern Access Corridor upgrade? Would they cut the Townsville Ring Road stage 5 or the Mackay Ring Road? Would they cut the Bruce Highway upgrades or the Warrego Highway upgrades? Having not spent a single new dollar on the M1 in three years, would they cut the four upgrades to the M1 that we have going, which is a \$2.3 billion investment? They are not being honest with Queenslanders.

Cutting the annual CPI indexation of registration and other fees would also cut the amount of funding available for investment. The 2019-20 QTRIP funding has been fully allocated to projects and programs and the inevitable outcome of the LNP policy would be cuts. So far, the LNP has made \$9 billion in unfunded promises. They need to come clean on what they would cut, because we know they cut revenue yet they say they will not cut projects. It does not make any sense whatsoever. It is magic-wand economics. They want to promise everything to everybody, but they do not want to be honest about what they would cut. It simply does not add up.

Mr Lister interjected.

Madam DEPUTY SPEAKER: Order! Member for Southern Downs, you are cautioned. The next time you will be warned.

Mr BAILEY: This flailing and failing approach by the struggling Leader of the Opposition is an example that you cannot whinge your way to the premiership. All we get from the member for Nanango is a lot of whingeing and whining, a lot of knocking and negativity. If they think that is going to get them there, they have another think coming.

Recently I was on the Bruce Highway at the Haughton River Floodplain, where \$500 million worth of joint funding will be spent on upgrading to flood-proof the Bruce Highway. Is that what those on the other side would cut? Is that the project they would cut, because they would have to cut something? The Peninsula Developmental Road project will be a transformational investment by this government in Far North Queensland. Would that be on the cutting block? That question has to be asked. Would it be the Ipswich Motorway upgrade, which was started by this government? It is a key piece of infrastructure that could have been done by the LNP, but was not. Would they cut the Sumners Road Interchange? I certainly hope not.

In terms of the M1 upgrades, we see heavy investment in the infrastructure that a growing population needs. We will not make the same mistakes that those opposite made by ignoring the population growth sectors in this state. We are investing in the roads, transport infrastructure, rail and marine infrastructure that this population needs. That includes having money on the table for upgrades to interchanges at exits 41 and 49 on the M1, which were ignored by those opposite. The exit 57 upgrade is worth \$25 million.

Honourable members interjected.

Madam DEPUTY SPEAKER: Order, members!

Mr BAILEY: We are getting the job done. I know it is confusing to those opposite. I know it is a difficult concept for them, but their slipperiness and their silence is not the approach of this government. We back jobs, we back workers, we back infrastructure and we back things such as the Rockhampton Ring Road. We back the Cairns Southern Access project. The Gordonvale to Edmonton project is on its way, as is the Kate Street to Aumuller Street project. We led the way on the Townsville Ring Road. Our Townsville members of parliament led the way to get the funding for that project locked in, after we did Riverway Drive. Those opposite promised the Riverway Drive upgrade, but they never delivered. They promised the Smithfield bypass, but they never delivered. It is no wonder that they lost government. It was because the people of Queensland saw through them.

On this side of the House we are also very committed to road safety. Our commitment to road safety has manifested itself in commitments of more than \$900 million over the next four years to targeted road upgrades to ensure that our roads are safer and that our road toll comes down. Billions of dollars have been allocated to rail and passenger transport infrastructure. Under the Newman government nothing happened with the Beerburum to Nambour upgrade, but it is now underway with \$550 million in joint funding. Those opposite did not even start the business case. What were they doing for three years? It is hard to work out. They did not even start the business case!

Honourable members interjected.

Madam DEPUTY SPEAKER: Order! Minister, if you want my—

Honourable members interjected.

Madam DEPUTY SPEAKER: Order!

Mr FURNER: Madam Deputy Speaker, I rise to a point of order. Seriously, I cannot even hear the minister, let alone others on this side. I ask you to bring the chamber back to order.

Madam DEPUTY SPEAKER: Thank you, Minister. That is not a point of order. The minister has the call. We have a minute and a half on the clock. I ask the chamber to hear the rest of the minister's contribution.

Mrs Frecklington interjected.

Madam DEPUTY SPEAKER: Member for Nanango, I am in the middle of making a ruling.

Honourable members interjected.

Madam DEPUTY SPEAKER: Minister, I do not want any cross-chamber chatter while I am making my ruling. I do not need the cross-chamber chatter from both sides of the House. We are about to conclude the debate. The minister has one minute on the clock and counting. I trust that he will finish his contribution.

Mr BAILEY: We are investing in roads and jobs. You have to be able to fund it. You cannot cut your way through.

Opposition members interjected.

Mr BAILEY: If only those opposite put as much energy into investing in jobs, roads and infrastructure as they do into yelling across the chamber then they would be in a lot better position than they are in now—in the lost halls of opposition and irrelevance. We will continue to back roads. We will back rail. We will back jobs. We will fund it.

Mr Boothman interjected.

Madam DEPUTY SPEAKER (Ms Pugh): Member for Theodore, your repeated interjections are not being taken. You are warned.

Mr BAILEY: We will not cut, sack and sell like those opposite. That is in their DNA. They know it. The Queensland public know. I am looking forward to the next election.

Madam DEPUTY SPEAKER: The time for the debate has now expired.