




Speech By  
**Shane King**

**MEMBER FOR KURWONGBAH**

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Record of Proceedings, 17 September 2019

**TRANSPORT LEGISLATION (FEES) AMENDMENT REGULATION**

 **Mr KING** (Kurwongbah—ALP) (5.45 pm): I could make up a few too, Mr Deputy Speaker, but I will take your advice. I rise to oppose the motion.

**Mrs Frecklington:** That was funny.

**Mr KING:** I am glad the member for Nanango enjoyed that. For the information of members, the annual vehicle registration charges are made up of three components: registration, traffic improvement and the CTP insurance premium. Registration fees have previously been adjusted annually in accordance with government indexation policy. An indexation rate of 3.59 per cent was locked in by the Newman government across the forward estimates from 2015-16 to 2018-19. This means the associated estimated revenue was subsequently allocated to important government initiatives, including building and maintaining roads, and I am sure that is happening because it is happening in my electorate. I drove up the coast the other day and I saw some massive roadworks, so I do not know what the member for Chatsworth was talking about.

To relieve the cost-of-living pressures on Queenslanders, the Palaszczuk government announced a lower indexation rate of 2.25 per cent for 2019-20. Light vehicle registration fees have therefore only increased by 2.25 per cent from 1 July 2019. I do not want to sound flippant about this, but I have a few V8s and old cars and I register them all. The rego will be going up \$18 a year on a V8. Yes, that is a cost-of-living expense to people but it is \$18 a year. Okay, that is what we are talking about and that is on a V8. I do not know how many people in here have a V12. I certainly do not, but that is \$22 a year and that is the highest increase on a light vehicle.

Queensland's 2.25 per cent fee indexation is comparable with other jurisdictions. For those jurisdictions that increased registration fees on 1 July 2019, the rate of increases throughout the jurisdictions ranged from 2.2 per cent to 5.5 per cent for a four-cylinder vehicle.

**Mr O'Rourke** interjected.

**Mr KING:** In some jurisdictions, it was 5.5 per cent. As I said before, estimated revenue based on this indexation rate has been allocated to a number of government programs, which include building and maintaining roads. Reducing this indexation rate would result in funding having to be cut and scheduled works and programs being delayed or cancelled.

The LNP have presented a new funding black hole with this motion. This is on top of their \$9 billion of unfunded promises. It is another funding black hole with no plan. I know as most Queenslanders do that the LNP have a simple solution to fill the black holes that they create, and that is to cut, sack and sell. Any decision to reduce the annual indexation of registration fees will reduce the amount of funding available for investment under the Queensland Transport and Roads Investment Program, or QTRIP.

The forward program of work in QTRIP is based on forecasted funding over four years from 2019-20 to 2022-23. This QTRIP funding across the forward estimates has been fully allocated to projects and programs. Reducing QTRIP funding would require cuts to the state's transport network,

but it is no surprise that the LNP moved this motion because we know they love cuts. When they were in power previously, I believe they cut \$600 million from roads and transport funding so I am not surprised they think it is a good idea to once again cut funding to QTRIP.

The CTP insurance premium component of our rego fees is not indexed. Instead private insurers operate in a competitive market and set premiums within a range established by the Motor Accident Insurance Commission. This range is adjusted quarterly based on actual claims experienced. Queensland has some of the lowest CTP premiums in the country. Heavy vehicle registration fees are not the subject of a fee increase in 2019-20. Heavy vehicle registration fees are based on nationally agreed fees set by the Transport and Infrastructure Council.

Even with the increase in registration fees this year Queensland families still have relatively low registration fees for the most popular selling cars including CTP insurance premiums. For one of the most popular selling medium sized four-cylinder cars, the Toyota Corolla, Queensland is the third cheapest in the country. For the most popular selling car in Australia, the Toyota Hilux—and I am sure there are some here who have those—Queensland is once again the third cheapest in the country.

We are investing in the infrastructure which our rego fees help to pay for. In my electorate of Kurwongbah residents will benefit from the billion dollar upgrade of the Gateway Motorway, the Petrie roundabout upgrade, the Dakabin station upgrade which is part of the \$357 million Station Accessibility Upgrade Program as well as the new Settlement Road-Deception Bay Road upgrade and local park-and-ride upgrades. I am sure the residents in my area who own a V8 can handle paying \$18 a year to help these road infrastructure upgrades.

The new QTRIP has seen an overall increase of more than \$1.3 billion across the four-year period when compared to the previous QTRIP. Our job-creating investment in roads and transport infrastructure will sustain 21½ thousand jobs across Queensland during the life of the program. In this year's budget we committed money to the ultimate Linkfield Road overpass solution, but unfortunately the federal LNP's matching money is out of reach for at least another four years. We will have to wait for the Morrison government to bring their money forward. This overpass upgrade is sorely needed, but we were hamstrung by the Morrison government's decision to put their funding so far away—more than another election away. We have matched their funding. We have also brought forward \$4 million of our funding to ensure we can do any early works that are needed before full construction, so works can happen sooner. I am calling on our local federal members to stand up for the north side and fight in Canberra for this money to be brought forward.

Earlier this year the Palaszczuk government also announced the start of design work to create Australia's second diverging diamond interchange—and there are two members in here who are very happy about that—at the Strathpine Road interchange. We will provide \$15 million to build this interchange upgrade, creating 45 jobs and tackling peak congestion between Strathpine and Bracken Ridge.

The critical upgrades that people need on our roads and the jobs that are supported by our infrastructure investments might not happen if registration is reduced. If the LNP had their way, they would cut, sack and sell like they did last time they were in office. That is the only way they could pay for the black holes in their funding.