




Speech By
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MEMBER FOR CHATSWORTH

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TRANSPORT AND PUBLIC WORKS COMMITTEE

 **Mr MINNIKIN** (Chatsworth—LNP) (3.43 pm): I would like to also make a contribution in relation to report No. 14 of the Transport and Public Works Committee, and that is the review of the Auditor-General's report No. 4 in relation to integrated transport planning. I am disappointed that it was only a few minutes ago that the minister was here in the chamber and I wish he were here right now. I read the report with interest. Being an old auditor, I had a cup of coffee and read the report and found one particular part of it quite interesting.

Before I get to that, I take the opportunity to thank not only the LNP members on the committee—Col Boyce, the member for Callide, as well as Ted Sorensen, the deputy chair and member for Hervey Bay—but also the other members—the chair, Shane King, Robbie Katter, Bart Mellish and Jo-Ann Miller—in relation to the work that they continue to do on this committee. I also take the opportunity to thank the secretariat because I know that they do a great job as well.

Specifically, the part of this report that I would like to zero in on is contained on page 15, and that is section 2.6.2—'Transport Coordination Plan and Regional Transport Plans'. I quote from the report where it states—

The department confirmed:

Key elements of the integrated planning framework of Transport and Main Roads include the Transport Coordination Plan and regional transport plans. The Transport Coordination Plan 2017-2027 was released late last year and provides a strategic framework for the planning and management of the transport system in Queensland over a 10-year time frame.

There is the old saying, 'If you fail to plan then you plan to fail.' The next section of this report, which is 2.6.3—'Funding to renew the transport network'—makes for some pretty sobering reading. The Minister for Transport and Main Roads likes to come in here and spruik about the cutting of a new ribbon in relation to new infrastructure. The member for South Brisbane likes to harp on in relation to new developments in infrastructure throughout the state. Specifically, I believe, you have a fundamental duty to look after, first and foremost, your existing kit—your existing infrastructure—particularly in relation to the weather situations we see in Queensland at times. We have a major problem. I am going to quote directly from this report. The report states—

The committee noted QAO's conclusion:

DTMR has calculated that it has a \$4 billion renewal backlog for its road network as at 30 June 2017. It estimates the renewal gap will increase to more than \$9 billion over the next 10 years. This will affect DTMR's ability to meet minimum performance targets;—

I repeat: 'minimum performance targets'—

it will compromise service standards; and it will require DTMR to reprioritise works to address safety-related defects on its network at the expense of works to renew its assets.

In fact, further in the report is a table, titled 'Figure 1. Renewal funding gap'. It is terrible to read when you look at some of the key elements. Under 'Programmed maintenance (renewal)', the backlog as at June 2017 was \$453 million, but over the next 10 years the total need capability gap is around

\$2¼ billion. That is just in relation to programmed maintenance—a potential backlog of \$2¼ billion over the next 10 years. Under ‘Bridge/culvert strength (renewal)’, there was a backlog as at June 2017 of just over a billion dollars—not a million dollars but a billion dollars—\$1.084 billion to be precise. Alarmingly, the total need capability gap will blow out again to just under \$1¼ billion over the next 10 years.

We have a situation where we have a minister who must be doing something pretty spectacular when he has his own hashtag ‘rail fail’. Now he is going to have a new hashtag—I can see it coming—in relation to ‘road fail’. This report makes for some very sobering reading and it needs to be brought to the attention of the House. This minister is simply failing.