



Speech By  
**Steve Minnikin**


**MEMBER FOR CHATSWORTH**

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**MOTION**

**Palaszczuk Labor Government, Waste**

 **Mr MINNIKIN** (Chatsworth—LNP) (5.30 pm): Of the long list of 27 items, my contribution tonight will focus on items (d) and (h). For the benefit of the Minister for Transport and Main Roads they are: fixing Labor's rail fail, \$170,660,000; and taxis for train drivers, \$493,033. No wonder the member for Miller was described by the CCC as 'foolish' because when it comes to finance he maintains this line of being referred to as 'foolish'.

I would like to spin the tape back just a few hours—to this morning—and quote from *Hansard* where the genius member for Miller said the following—

Funding for the Bruce Highway Cairns southern access stage 5 project is a mirage. That is also at least four years away.

It works like this, member for Miller: one, two, three, four. With reference to the budget papers, I notice in year 2021-22—year 3 over the four; not four years, year 3—that there is an allocation of \$105 million which includes an amount for the Cairns southern access corridor. I will give you a tip: if you want to come into this chamber, speak facts from the head, not nonsense from the heart.

There was some other interesting reading that I would like to enlighten the member for Miller—the failed transport minister; the architect of 'rail fail'—about. Let's compare and contrast, as the Premier wanted to do this morning, Queensland to New South Wales. I quote from *Railway Digest* news and sport.

**Mr Bailey** interjected.

**Mr MINNIKIN:** If you want to learn something, you might want to pipe down and listen.

**Mr SPEAKER:** Member, you will direct your comments through the chair. I do not think I need to be told to listen.

**Mr MINNIKIN:** Certainly, Mr Speaker. The latest copy of *Railway Digest*, which should be on everyone's reading list, says in relation to train driver recruitment—

There has been a 64 per cent increase in New South Wales in the past 12 months with—  
wait for it, member for Miller—

125 new train drivers and 235 new guards graduating.

Let us go back. It is such a feast. It is such a target with this failed member. Compare that to the at least seven occasions in the last six months where the member for Miller has been asked a very easy question: how many new drivers and how long will it take to address 'rail fail'? Queue—and for the benefit of *Hansard* I apologise in advance—my stock standard reply: bing bong; big, big fail. Let us get to the heart of the matter. Member for Miller, really you have a new career, champ, and that is—

**Mr SPEAKER:** Member, I think you are talking about portfolio related matters, not electorate matters. I would appreciate you calling him the Minister for Transport and Main Roads.

**Mr MINNIKIN:** The Minister for Transport and Main Roads will certainly have the next spot on 'better see Specsavers'. In the last one minute and 43 seconds let's cut to the chase and talk about what he always goes on about. What a train wreck of an interview he did on ABC 612 this morning at about 10 minutes to seven. What an absolute train wreck where yet again the Minister for Transport and Main Roads carped on about the number of drivers that were cut, sacked, dispensed with within the 2014-15 financial year.

I actual have a source document here, Minister for Transport and Main Roads. Now I admit the source may be in his eyes a bit dodgy because the fairly dodgy source, as he would put it, is Queensland Rail. I am happy to table this.

*Tabled paper:* Tables showing reasons for cessation of Queensland Rail train drivers [532](#).

Here are the facts. This is a spreadsheet which shows all driver categories: drivers, tutor drivers and drivers in charge. If we look at the categories of reasons for dismissal they are: age retirement, deceased, resigned, medical separation, retired medically unfit, voluntary separation or dismissed for conduct. If we look along that column inch by inch, millimetre by millimetre there is not a column space for sacked—not one. I will be writing to you in relation to this matter because it is serious. We did not sack them. There were a list of people—I have the quantum—that accepted VERs but they were not sacked. It proves conclusively that the transport and main roads minister completely needs to go.