



Speech By  
**Steve Minnikin**


**MEMBER FOR CHATSWORTH**

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**PRIVATE MEMBERS' STATEMENT**

**Cross River Rail**

 **Mr MINNIKIN** (Chatsworth—LNP) (2.06 pm): I noted today the drop of the Auditor-General's report No. 7 for 2022-23 titled *Major projects 2022*. What we have been saying for several years now about the Cross River Rail project is here in black and white. We have said we believe in the need for a Cross River Rail project, but it has to provide value for money for the people of Queensland and, very simply, it has to stack up. I would like to go through some of the key findings with this particular report.

The first thing it details is that it is a \$6.88 billion project, not \$5.4 billion, as has been sprouted by the member for Miller for years now. Straightaway the figure that we said from the budget two years ago is true—\$6.88 billion. However, other essential ingredients required—for example, trains and signalling—also have to be added to that figure. Stay tuned for the revised update on that.

I really want to dovetail in on the business case decision. The auditor had a look at the business cases supporting the CRR project. It looked at the original one finalised in September 2011, the one that was amended in 2016 and the one that was also done for 2017 with some last-minute changes. If we have a look at the business case, it was projected to be the one for 2016. The Auditor-General's report states—

The business case projected that the daily rail passenger usage in South East Queensland with the operation of CRR would increase by 103 per cent over the period from 2015 to 2026 (an average increase of 6.65 per cent per annum)—

in patronage, undermining the viability of the CCR. It states further—

The actual Queensland Rail Citytrain Network Passenger trips (pre-CRR) data shows the increase in passenger trips for the 4 years ... an average of 1.6 per cent ...

Let me repeat that. This was based on a benefit-cost ratio, assuming that you would actually have a 6.65 per cent increase in patronage. It is only at 1.6 per cent. It goes on to say effectively that with this particular project—it is here in the summary, on the first very page—

Any significant changes to the assumptions (a greater than 20 per cent increase in costs and 20 per cent decrease in benefits), or an extension to the delivery date of more than 2 years, may mean the expected costs exceed the benefits.

I repeat: expected costs exceed the benefits.

Here is the signature project of the Palaszczuk Labor government that they have been trumpeting for years which is going to actually cost more than the benefits that Queenslanders will receive. If you fail to plan, you plan to fail. We have said time and time again that this project is far over price and we are going to get less value for money.