




Speech By
Michael Hart

MEMBER FOR BURLEIGH

Record of Proceedings, 30 November 2023

STATE DEVELOPMENT AND REGIONAL INDUSTRIES COMMITTEE

Report, Motion to Take Note

 **Mr HART** (Burleigh—LNP) (3.01 pm): I want to speak to the committee report. To understand the gravity of what the Auditor-General found, it is worth reading from the transcript of our discussion with him. The Auditor-General stated—

The government's key guiding document for managing risks in planning and delivering infrastructure projects is the Capital Works Management Framework. We found that this does not reflect contemporary practice and does not provide a clear and standardised approach for managing infrastructure contracts, and many entities do not use it.

I would suggest that the department of transport is one of those departments that do not use it. The Auditor-General continued—

The departments have developed some internal guidelines, processes and systems for managing infrastructure contracts; however, they do not adequately align with the framework to the extent that the framework remains relevant.

He went on to say that departments had to change project scope and cost after they had already awarded the contracts and that is the major issue on which this government keeps falling down. The department of transport, through Minister 'Blowout' Bailey, continuously has projects blow out.

Mr McCALLUM: Madam Deputy Speaker, I rise to a point of order. I do not believe that the member was using correct titles.

Mr HART: I withdraw.

Madam DEPUTY SPEAKER (Ms Lui): You have the call, member for Burleigh.

Mr HART: On the Gold Coast, the light rail project has blown out from \$750 million to \$1.2 billion. It is still being built and we have not seen a final figure yet. I expect that it will blow out even more, which will make light rail stage 4 uneconomical to build. That is because the contract management framework is not being followed.

We have heard Minister Bailey talking about the M1 upgrades, where we have had another blowout under this incompetent minister. He blames the federal government. He says that the federal government is not meeting its 50-50 contribution to the M1. When we had a federal Liberal government the minister wanted an 80-20 split, but now he is happy to accept a 50-50 split. That is because he is working with his comrade mates.

We have seen a blowout in the train project that is associated with Cross River Rail. The trains are going to be built in Maryborough, supposedly. The cost of that project has gone from \$7.1 billion to \$9.5 billion. It will absolutely be a case of flat pack trains being brought in from Korea and assembled in this state. How do I know that?

Mr SAUNDERS: Madam Deputy Speaker, the member is misleading the House.

Madam DEPUTY SPEAKER: That is not a point of order.

Mr HART: I will contradict the member for Maryborough. I asked a question of the acting director-general of the Department of Transport and Main Roads about the buses that are being built in Burleigh. I have been to that factory where they build the buses. The buses come in flat packs. They bring in a chassis that is cut in half and they build a frame around it.

Mr Saunders interjected.

Madam DEPUTY SPEAKER: Member for Maryborough, order!

Mr HART: I asked the acting director-general if it was likely to be the same case with trains coming from Korea.

Mr Saunders interjected.

Madam DEPUTY SPEAKER: Member for Maryborough, order!

Mr HART: The answer was, 'That's how we manufacture things in Australia nowadays. We bring things in from overseas and they are built almost completely overseas.' The trains will be Korean trains.

Mr Saunders interjected.

Madam DEPUTY SPEAKER: Member for Maryborough, you are now warned under the standing orders.

Mr HART: They will be Korean trains. They will not be manufactured in Maryborough at all.

Mr Krause: They could have been made in Ipswich.

Mr HART: In fact, they could have made them in Ipswich; I take that interjection.

Mr Saunders interjected.

Madam DEPUTY SPEAKER: Pause the clock. Member for Maryborough, you were given a warning. I now ask you to leave the chamber for one hour.

Whereupon the honourable member for Maryborough withdrew from the chamber at 3.06 pm.

Mr HART: The trains could have been built in Ipswich but, unfortunately, the government takes Ipswich for granted. The Koreans are building a sheet metal factory in Maryborough to build the outside of the flat pack trains that come in from Korea. Under this government, we see continuous blowouts in projects because they cannot manage infrastructure. That is well known. Wait until we see the real cost of Cross River Rail. That will be terrible. It will be shocking. The only way we can save this state is to show Labor the door in '24.