




Speech By
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MEMBER FOR CHATSWORTH

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MATTERS OF PUBLIC INTEREST

Railways, Level Crossings

 **Mr MINNIKIN** (Chatsworth—LNP) (2.36 pm): Kerry Packer once said that you only get one Alan Bond in a lifetime. In its lifetime, this parliament will have only one member for Miller. As I keep on saying, this member is the gift that keeps on giving. If I went through *Hansard* I know there would be any number of times that the member for Miller, the transport minister, has said that everything is awesome. Sadly I have only five minutes to make this contribution because I could spend the next five days talking about this, but I will confine my contribution to open level crossings.

In the estimates hearings we get only a couple of hours, but there is such a plethora of information that we cannot do a deep dive. However, let us use the logic of the member for Miller. Cross River Rail is meant to enable more trains to run more regularly—tick—but let us think of that logically and you do not need to be a traffic engineer to work this out. What will eventually happen at the ends of Cross River Rail on different lines throughout the passenger network? I will give the example of Cavendish Road, which is close to my patch in the eastern suburbs. I could use Beams Road or a half dozen others, but let us look at Cavendish Road.

Probably about eight weeks ago I drove my car to the Cavendish Road level crossing. I had someone record me from the passenger seat so it was all aboveboard. I was there for about 17 minutes waiting for two trains on the Cleveland line, one going to Cleveland and one going back into the city, and then a coal train, no doubt heading to the Port of Brisbane. For 17 minutes the open level crossing boom gates were down. Reports have been done that say if more trains are going to run more regularly then that particular open level crossing could be down for up to 34 to 35 minutes in an hour.

Let us compare and contrast. Over the past six or seven years in Victoria plenty has been done wrong but—boy oh boy—did they get something right. About 70 open level crossings have been removed from their metropolitan and semirural lines. Let us compare that to Queensland. What is the figure that we have after three terms of a government in chaos and crisis that is being led down the garden path by an incompetent minister? A big fat zero! Zilch! Nothing! When I am out in my community it is pretty rare to meet people who know the names of ministers. Generally they know the Premier—and that goes down real well. They know this gentleman to my right, the opposition leader. However, normally they do not know any other minister.

They know the Premier and they know the opposition leader, and they absolutely know another minister of the Crown: the member for Miller, the Minister for Transport and Main Roads. Boy oh boy, do they know him! Is it any wonder? When we said 'budget blowouts' or 'cost increases' initially they were shaking their heads, but now they are actually getting mad.

From the chair where the Deputy Speaker sits, we know from the Premier's own mouth that none of these participants have any chance of being promoted, despite absolute muck-up after muck-up. There have been three monikers—the legacy of the member for Miller. One was rail fail. The member for Sandgate did the honourable thing. He resigned; he fell on his sword, understanding Westminster

principles and protocols. The member for Miller has well and truly checked out. You can buy lots of things in life but there is something you cannot buy. No matter how much currency you have, you cannot buy character. You cannot buy ticker.

On one project alone there is a \$2.4 billion blowout. Chatsworth is generally not a Struggle Street kind of electorate. It has its parts, but they are offset by some pretty well-to-do parts. Now, for the first time, you see people on Stanley Road living in their cars—mums and dads who cannot afford a house or the cost of living. It is a disgrace. For this gentleman, the member for Miller, \$2.4 billion is merely one small price tag. We could have funded the Olympics just with his blowouts.