



Speech By  
**Steve Minnikin**

**MEMBER FOR CHATSWORTH**

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Record of Proceedings, 23 August 2023


**APPROPRIATION (PARLIAMENT) BILL**

**APPROPRIATION BILL**

**Consideration in Detail (Cognate Debate)**

**Appropriation Bill**

**Transport and Resources Committee, Report**

 **Mr MINNIKIN** (Chatsworth—LNP) (11.42 am): My first question was to the minister and the question was, ‘Minister Bailey, why should Queenslanders believe anything that you say today?’ It was ruled out of order by the chair. I always try to make sure that my commentary is balanced. I have plenty to say about the minister, but I will simply say I do believe the member for Kurwongbah does a very good job of chairing the estimates process for the Transport and Resources Committee.

I want to comment on a couple of key numbers to which I am going to refer a little bit later in my five-minute contribution. The first one is 3,110 days and the other one is 2,080 days. I will come back to those shortly. In relation to the minister, it is for others to judge, when they read the committee transcript, how he performed on the day. As far as we are concerned—or certainly I am concerned—he has been elevated to the opposition’s most valuable player because subsequent to the estimates process the performance of the minister has been a litany of headline after headline. I will not comment further on the body language we have seen subsequent to the estimates process because I want to do a deep dive on a couple of key things that came out.

As I referred to yesterday, we have had the rail fail, the mangocube scandal and we now have the train shame. In relation to the train shame, the \$2.4 billion blowout, there has been plenty of speculation and a lot of questions that remain unanswered. The Minister for Transport and Main Roads, the member for Miller, has been the Minister for Main Roads for 3,110 days, and, to be fair, he has been the minister for TMR for 2,080 days. I highlighted yesterday that there is something you cannot buy and that is character. The other thing you cannot buy is time. Here we are now, with a three-term, tired Labor government, and one of the chief proponents of complete waste and a lack of action in relation to key projects is the member for Miller, the Minister for Transport and Main Roads. There are a series of projects where blowouts or cost overruns have been well documented.

At the end of the day what is concerning is that we are only nine years away from the Olympics and key infrastructure that pertains to the minister’s remit are simply years behind. That was well amplified last night on the news. What that \$2.4 billion represents for Queenslanders is 9,600 ambulances that were not purchased, 23,078 nurses and 1,305 ICU beds. If I was to target one metaphor to illustrate all that is wrong with the performance of the member for Miller—I will not table it

or use it as a prop because there have been rulings repeatedly about that—it would be the TMR website—which I asked to be refreshed minutes before I made this contribution—pertaining to the Beams Road, Carseldine and Fitzgibbon rail level crossings. The progress status is still showing, as at around about 95 minutes ago, pre-construction. If ever one needed to have an example of a project which has been promised and promised with little delivery—in fact, very little delivery at all—it is that particular project. That is one of a catalogue that I could actually raise. The simple fact of the matter is that there is a big disconnect between the rhetoric that is uttered in the House and what is happening on the street. The reality is that time is catching up with the member for Miller and his lack of performance. When one looks at the transcript of the estimates hearing, he even went back to invoke the ghost of the Bjelke-Petersen government.

I would like to close on page 30 of the transcript where he says, 'Our trial of the Queensland digital driver's licence in Townsville is currently underway.' The only problem is that this was something that was promised on 18 August 5½ years ago. There is a disconnect between the actions and the rhetoric.