




Speech By
Steve Minnikin

MEMBER FOR CHATSWORTH

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PRIVATE MEMBER'S STATEMENT

Transport Infrastructure

 **Mr MINNIKIN** (Chatsworth—LNP) (2.13 pm): I have been very honoured by the people of Chatsworth to represent them for almost 12 years. Not long after I was first elected, a very wise man gave me some advice: go hard when it comes to politics on the floor of the chamber, but once we adjourn leave it on the floor. That man's name was Terry Mackenroth. It is fair to say that the gentleman I shadow in this role as the shadow minister for transport and main roads, the member for Aspley, comes across as a decent man, but at the end of the day this is about politics and the training wheels are now well and truly off. I think it is critical that we now start going through the shopping list of failures that have occurred—and continue to occur—in the transport and main roads portfolio. This is not in any order, because I will be obvious and leave the best example until last.

The Northern Transitway has blown out from roughly \$50 million to over \$170 million. Only last Thursday I met with retailers along Gympie Road along with our tremendous candidate for Stafford, Fiona Hammond, and heard about the firsthand impacts of a project which is pretty much only two-thirds done and, at this point in time, will stay that way.

I spoke last night about the Bremer River Bridge and why there seems to be a conspiratorial approach to not telling people what is actually going on with that bridge. We have the Barron River Bridge in Far North Queensland; the Gold Coast rail station blowouts in the hundreds of millions of dollars; the \$371 million new ticketing system that still has flaws four years later; and the Airtrain issue, which the minister has promised to get on top of. It is a matter of fact that late last year his predecessor failed to come to some kind of agreement when it comes to Airtrain. We then had a fiasco when under-age P-platers were upgraded to licences prematurely. I think that was about an \$8 million glitch in the system. We are still waiting to have forward progress on that.

I think it was at his very first press conference, although I stand to be corrected, that the newly minted Minister for Transport and Main Roads said that he would be a new reboot; he would be fresh, open and accountable at all stages. He has been in that role now for a period of time, and I think it is only fair that this chamber ask the question, through me as the shadow minister, about Cross River Rail, which on the record has blown out by around \$907 million: what is the total cost of that project to date?