



2018-19 Budget Estimates

Report No. 9, 56th Parliament
Transport and Public Works Committee
August 2018

Transport and Public Works Committee

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Chair's foreword

This report presents a summary of the committee's examination of the budget estimates for the 2018-2019 financial year.

Consideration of the budget estimates allows for the public examination of the responsible Ministers and the chief executive officers of agencies within the committee's portfolio areas. This was undertaken through the questions on notice and public hearing process.

The committee has recommended that the proposed expenditure, as detailed in the Appropriation Bill 2018 for the committee's areas of responsibility, be agreed to by the Legislative Assembly without amendment.

On behalf of the committee, I thank the Minister for Transport and Main Roads and the Minister for Housing and Public Works, the Minister for Digital Technology and the Minister for Sport, and their departmental officers, for their co-operation in providing information to the committee throughout this process.

I would also like to thank the members of the committee for their hard work and valuable contribution to the estimates process, and other members whose participation in the hearing provided additional scrutiny of the estimates.

Finally, I thank the committee's secretariat and other Parliamentary Service staff for their assistance throughout the estimates process.



Shane King MP
Chair

August 2018

1. Introduction

1.1 Role of the Committee

The Transport and Public Works Committee (the committee) is a portfolio committee of the Queensland Parliament, which commenced on 15 February 2018 under the *Parliament of Queensland Act 2001* and the Standing Rules and Orders of the Legislative Assembly.

The committee's areas of responsibility are:

- Transport and Main Roads
- Housing and Public Works
- Digital Technology
- Sport.¹

On 12 June 2018, the Appropriation Bill 2018 and the estimates for the committee's areas of responsibility were referred to the committee for investigation and report.²

On 27 July 2018, the committee conducted a public hearing and took evidence about the proposed expenditure from the Minister for Transport and Main Roads and the Minister for Housing and Public Works, the Minister for Digital Technology and the Minister for Sport and other witnesses. A copy of the transcript of the committee's hearing can be accessed at: http://www.parliament.qld.gov.au/documents/hansard/2018/2018_07_27_EstimatesTPC.pdf.

1.2 Aim of this report

The committee considered the estimates referred to it by using information contained in:

- budget papers
- answers to pre-hearing questions on notice
- evidence taken at the hearing
- additional information given in relation to answers.

This report summarises the estimates referred to the committee and highlights some of the issues the committee examined.

Prior to the public hearing, the committee provided the Minister for Transport and Main Roads and the Minister for Housing and Public Works, the Minister for Digital Technology and the Minister for Sport with questions on notice in relation to the estimates. Responses to all the questions were received.

Answers to the committee's pre-hearing questions on notice; documents tabled during the hearing; answers and additional information provided after the hearing; and minutes of the committee's estimates meetings are included in a volume of additional information tabled with this report.

¹ Standing Rules and Orders, Schedule 6. The schedule provides that departments, statutory authorities, government owned corporations or other administrative units related to the relevant Minister's responsibilities regarding these areas are included.

² Standing Order 177 provides for the automatic referral of the Annual Appropriation Bills to portfolio committees once the Bills have been read a second time.

1.3 Participation of other Members

The committee gave leave for other Members to participate in the hearing. The following Members participated in the hearing:

- Mr Steve Minnikin MP, Member for Chatsworth
- Mr Michael Hart MP, Member for Burleigh
- Mr John-Paul Langbroek MP, Member for Surfers Paradise
- Mr Michael Berkman MP, Member for Maiwar

2. Recommendation

Pursuant to Standing Order 187(1), the committee must state whether the proposed expenditures referred to it are agreed to.

Recommendation 1

The Transport and Public Works Committee recommends that the proposed expenditure, as detailed in the Appropriation Bill 2018 for the committee's areas of responsibility, be agreed to by the Legislative Assembly without amendment.

3. Minister for Transport and Main Roads

The Minister for Transport and Main Roads is the minister responsible for the Department of Transport and Main Roads (DTMR). The Minister is also responsible for the following statutory bodies, which report to the Minister, and government owned corporations (GOCs):

- Far North Queensland Ports Corporation Limited
- Gladstone Ports Corporation Limited
- North Queensland Bulk Ports Corporation Limited
- Port of Townsville Limited
- Gold Coast Waterways Authority
- Queensland Rail Limited
- RoadTek.³

3.1 Department of Transport and Main Roads

The Minister's primary ministerial responsibilities in relation to transport and main roads include: air services, busways, land transport and safety, main roads, marine infrastructure – project delivery, maritime, passenger transport, personalised transport, ports, railways, road safety, and transport infrastructure.⁴

The DTMR has five service areas:

- transport system investment, planning and programming
- transport infrastructure management and delivery
- transport safety and regulation
- customer experience
- passenger transport services.⁵

The following table compares the appropriations for DTMR for 2017-18 and 2018-19.

Appropriations	2017-18 \$'000	2018-19 \$'000
<i>Controlled Items</i>		
departmental services	5,063,420	5,131,477
equity adjustment	1,349,391	1,514,142
<i>Administered Items</i>	18,250	..
Vote	6,431,061	6,645,619

Source: Appropriation Bill 2018, Schedule 2, p 13.

In 2018-19, DTMR will administer funds on behalf of the government for:

- vehicle registration (\$1.836 billion)

³ State Budget 2018-19, Service Delivery Statements, DTMR, p 1; DTMR, correspondence, 24 May 2018.

⁴ Queensland Government, Government Responsibilities, Administrative Arrangements Order (No. 4) 2017, p 20.

⁵ State Budget 2018-19, Service Delivery Statements, DTMR, p 1.

- transport and traffic fees (\$443.7 million).⁶

3.2 Budget highlights

The 2018-19 budget highlights within DTMR include:

- securing Australian Government investment to progress the delivery of priorities on the Bruce Highway, as per the Future-proofing the Bruce election commitments
- negotiating investment priorities with the Australian Government for the next National Partnership Agreement for the National Land Transport Network commencing mid-2019
- working across the department to develop the rolling four-year investment and performance plan for maintenance, preservation and operation of the State-controlled road network (QTRIP)
- continued construction of the \$812.95 million Queensland and Australian Government funded Bruce Highway six-laning upgrade between Caloundra Road and the Sunshine Motorway
- continued construction of the 41km, \$1.606 billion Queensland and Australian Government funded Toowoomba Second Range Crossing
- continued construction of the \$1.143 billion Queensland and Australian Government funded Gateway Upgrade North project
- improving road safety by delivering initiatives in the *Queensland Road Safety Action Plan 2017-19*
- delivering safety treatments through the Targeted Road Safety Program, including high risk route actions, flashing school zone signs, discrete site treatments, township entry treatments and targeted safety interventions
- continuing to invest in innovative safety treatments, including sign spearing remediation measures and a trial of 'hold the red' traffic signals and intelligent transport systems
- improving our existing online services from a customer perspective, using customer insights to implement improvements to navigation, information and general usability
- delivering the Queensland Compliance Information System which provides compliance officers with the ability to easily record vehicle intercept information and have integrated access to registration and licensing information in the field through mobile tablet devices
- improving knowledge management tools for staff, to ensure that DTMR provides the right advice first time for customers
- commencement of the design and build of an upgraded public transport ticketing system to be implemented across the TransLink network and urban buses in 18 regional centres
- implementation of 'short term' actions within the *Disability Action Plan 2018-2022* to improve the accessibility of the passenger transport network for people with disabilities
- continuing to deliver the School Transport Assistance Scheme which provides financial assistance for Queensland school students to get to and from school.⁷

In 2018-19, the total capital program for the transport and main roads portfolio is \$4.217 billion, including total capital grants of \$239.3 million.⁸ Capital works program highlights for DTMR include:

⁶ State Budget 2018-19, Service Delivery Statements, DTMR, p 20.

⁷ State Budget 2018-19, Service Delivery Statements, DTMR, pp 4, 7, 11, 13, 15.

⁸ State Budget 2018-19, Capital Statement – Budget Paper No. 3, p 120.

- \$534.3 million to continue the Toowoomba Second Range Crossing, a bypass route to the north of Toowoomba, approximately 41 kilometres in length, running from the Warrego Highway at Helidon to the Gore Highway at Athol, via Charlton, at a total cost of \$1.606 billion, in partnership with the Australian Government.
- \$472.3 million to continue delivery of 75 new six car sets and services over a 32-year period for the New Generation Rollingstock (NGR) to meet the growing demand for rail services in South East Queensland
- \$200 million to duplicate the Bruce Highway from four to six lanes, Caloundra Road to the Sunshine Motorway, at a total estimated cost of \$812.9 million, in partnership with the Australian Government.
- \$115 million to construct the Mackay Ring Road (Stage 1), at a total estimated cost of \$497.4 million, in partnership with the Australian Government
- \$89.2 million for the new statewide public transport ticketing system
- \$70 million to construct additional lanes on the Pacific Motorway between Mudgeeraba and Varsity Lakes, in partnership with the Australian Government
- \$68 million to provide a three kilometre upgrade of the Ipswich Motorway between Granard Road, Rocklea and Oxley Road, Oxley at a total cost of \$400 million, in partnership with the Australian Government
- \$50 million to upgrade the Pacific Motorway/Gateway Motorway Merge, in partnership with the Australian Government
- \$45 million to widen the Gateway Motorway North to six lanes, at a total cost of \$1.143 billion, in partnership with the Australian Government
- \$44.1 million to widen the seal and to apply wide centre line treatment at various locations on the Warrego Highway between Dalby and Miles, at a total cost of \$63.6 million
- \$40 million to duplicate from two to four lanes on the section of the Bruce Highway (Rockhampton Northern Access) between Rockhampton-Yeppoon Road intersection and Terranova Drive, north of Rockhampton, at a total cost of \$121 million, in partnership with the Australian Government
- \$37.7 million to construct bridges and approaches on the Bruce Highway (Haughton River Floodplain) south of Giru between Horseshoe Lagoon and Palm Creek, at a total cost of \$514.3 million, in partnership with the Australian Government
- \$28.3 million to widen from four to six lanes on the section of the Bruce Highway (Cairns Southern Access Corridor Stage 4) from Kate Street to Aumuller Street near the Port of Cairns and wharf precinct, at a total cost of \$104.1 million, in partnership with the Australian Government
- \$27 million to realign the Peak Downs Highway at Eton Range, at a total cost of \$189.3 million, in partnership with the Australian Government
- \$24.2 million to undertake restoration works on the Marlborough-Sarina Road at Sarina Range in response to the impacts of Severe Tropical Cyclone Debbie, at a total cost of \$49.2 million
- \$17.5 million to construct Smithfield Bypass between the Captain Cook Highway at Yorkeys Knob Road Roundabout and McGregor Road Roundabout at a total cost of \$152 million.
- \$17.3 million to extend the three-metre wide V1 cycleway from Birdwood Road, Holland Park to Gaza Road, Tarragindi, at a total cost of \$45 million

- \$17 million to upgrade approximately nine kilometres of the Pacific Motorway between Eight Mile Plains and Daisy Hill to reduce congestion and travel times, in partnership with the Australian Government
- \$15.2 million to duplicate from two to four lanes on the Bruce Highway (Cairns Southern Access Corridor Stage 3) from Collinson Creek in Edmonton as far as the vicinity of Wrights Creek near Gordonvale, at a total cost of \$481 million, in partnership with the Australian Government
- \$14.4 million out of the Queensland Government's contribution of \$160.8 million towards the Beerburrum to Nambour rail duplication project to address the infrastructure and capacity constraints on this section of the North Coast Line
- \$13 million to seal sections of the Kennedy Developmental Road between Hughenden and The Lynd (Hann Highway), at a total cost of \$50 million, in partnership with the Australian Government
- \$10.9 million to duplicate from two to four lanes on a section of the Capricorn Highway between Rockhampton and Gracemere, at a total cost of \$75 million, in partnership with the Australian Government.⁹

2018-19 capital grants program highlights for DTMR include:

- \$70 million of infrastructure development grants to local governments including Aboriginal and Torres Strait Islander community assistance
- \$20.2 million to develop the cycle network throughout Queensland
- \$18 million for the Queensland School Bus Upgrade Scheme to provide funding to eligible school bus operators to assist with the purchase of new buses or buses that are less than five years old
- \$2 million towards school transport-related infrastructure upgrades, including vehicle turnaround or parking facilities and stop, drop and go areas (with a Queensland Government commitment of \$20 million over four years to the program).¹⁰

3.3 Gold Coast Waterways Authority

The Gold Coast Waterways Authority is a statutory body established by the *Gold Coast Waterways Authority Act 2012*, with a vision to provide '... a waterways network and facilities that are sustainably managed to support an appropriate balance between recreational, tourism, environmental and economic aspirations and objectives.'¹¹

The budget comparison for 2017-18 and 2018-19 for the Gold Coast Waterways Authority is below.

Agency	2017-18 \$'000	2018-19 \$'000
Gold Coast Waterways Authority	11,674	13,153

Source: State Budget 2018-19, Service Delivery Statements, DTMR, p 48.

⁹ State Budget 2018-19, Capital Statement – Budget Paper No. 3, pp 120-122.

¹⁰ State Budget 2018-19, Capital Statement – Budget Paper No. 3, p 122.

¹¹ State Budget 2018-19, Service Delivery Statements, DTMR, p 43.

In 2018-19, the Gold Coast Waterways Authority has allocated \$8 million to improve management of, and provide better access to, the Gold Coast waterways, canals and rivers.¹² Capital program highlights include:

- \$4.9 million to improve access and safety by dredging navigation channels and to improve accessibility and quality of waterways information
- \$2.7 million to provide infrastructure and assets such as ongoing improvements to Doug Jennings Park facilities, upgrading the Sand Bypass Jetty Deck and implementing an innovative renewable energy solution at the Gold Coast Seaway Sand Bypass System
- \$380,000 to provide boating infrastructure such as boat ramp and pontoon upgrades.¹³

3.4 RoadTek

RoadTek is a commercial government business and its purpose is to provide 'transport infrastructure solutions, including construction and maintenance services, to enable the department to deliver on Government priorities and community outcomes.'¹⁴

The budget comparison for 2017-18 and 2018-19 for RoadTek is below.

Agency	2017-18 \$'000	2018-19 \$'000
RoadTek	494,405	536,121

Source: State Budget 2018-19, Service Delivery Statements, DTMR, p 57.

3.5 Key issues raised at the public hearing

Issues raised at the public hearing by the committee and participating Members in relation to portfolio areas of responsibility of the Minister for Transport and Main Roads include:

- the Bruce Highway Trust
- rail passenger network timetable
- train crew scheduling
- train driver recruitment
- consultants working within Queensland Rail
- Merivale Bridge capacity
- rail level crossings
- Cross River Rail business case
- review of long distance passenger services
- unregulated regional air services routes
- incentives and support for new airline carriers
- work conducted by Ipswich City Council and Cherish the Environment Foundation as part of a Queensland Rail services contract
- conduct and compliance of rubbish trucks on roads in Ipswich

¹² State Budget 2018-19, Capital Statement – Budget Paper No. 3, p 122.

¹³ State Budget 2018-19, Capital Statement – Budget Paper No. 3, p 122.

¹⁴ State Budget 2018-19, Service Delivery Statements, DTMR, p 53.

- publishing of TransLink and Queensland Rail data
- update on the station upgrade program
- impact of public transport fares on public transport patronage
- public transport ticketing system and the formation of the public advisory panel
- renewal of bus service contracts
- TransLink performance reporting
- rail infrastructure connecting to the Galilee Basin
- update on the Queensland Transport and Roads Investment Program (QTRIP)
- conduct of trucking companies in Redbank
- review of the department's development approvals in relation to the transport of dump materials and/or landfill materials
- update on the progress of a business case for Gold Coast Light Rail Stage 3A
- publishing of Queensland Rail monthly performance data
- Brisbane City Council bus service contract
- update on road maintenance investment for the four-year rolling program
- update on the Caboolture-Bribie Island Road upgrade between Saint Road and Hickey Road,
- impact of current regulatory arrangements for pricing access to the Townsville-Mount Isa rail line on economic activity in Townsville and the North West Minerals Province
- process for setting prices on the Mount Isa rail line
- application of levies (maintenance contribution) for road users in relation to increasing competition on the rail network
- update on the Northern Transitway and Eastern Transitway
- update on the Redbank Plains-Ripley rail extension
- car parking at the Springfield rail station
- update on the road maintenance asset contracts with local councils and the Transport Infrastructure Development Scheme (TIDS)
- roadworks undertaken as part of NDRRA funded works
- the clean-up of derelict vessels from waterways
- upgrade of Queensland stations to be independently accessible
- the speed camera detection program
- government owned land adjacent to the Mango Hill station in relation to the park-and-ride program
- speed limits on the M1
- identification of project savings under the capital program
- update on the completion of the Boundary Road interchange project
- pedestrian crossing outside the Goodna Special School

- workplace safety incidents on the Toowoomba Second Range Crossing project
- New General Rollingstock contract
- productivity of Queensland Rail drivers
- incidences of signals passed at danger (SPAD)
- revenue and future investment for the port of Karumba
- maintenance of tourism roads in remote Queensland
- road maintenance
- Queensland Rail policy in relation to the removal and replanting of trees.

4. Minister for Housing and Public Works, Minister for Digital Technology, Minister for Sport

The Minister for Housing and Public Works, Minister for Digital Technology, Minister for Sport is the minister responsible for the Department of Housing and Public Works (DHPW), as well as the following statutory bodies, which report to the Minister, and commercialised business units:

- Queensland Building and Construction Commission (QBCC)
- Residential Tenancies Authority (RTA)
- Building and Asset Services
- CITEC
- QFleet
- Queensland Shared Services
- Stadiums Queensland
- Board of Architects
- Board of Professional Engineers.¹⁵

4.1 Department of Housing and Public Works

The DHPW has six service areas:

- housing and homelessness
- government accommodation and building policy
- procurement
- sport and recreation
- digital capability and information
- strategic information and communication technology.¹⁶

¹⁵ State Budget 2018-19, Service Delivery Statements, DHPW, pp 1-2; DHPW, correspondence, 24 May 2018.

¹⁶ State Budget 2018-19, Service Delivery Statements, DHPW, p 1.

The following table taken from the Appropriation Bill 2018 compares the appropriations for the DHPW for 2017-18 and 2018-19.

Appropriations	2017-18 \$'000	2018-19 \$'000
<i>Controlled Items</i>		
departmental services	709,455	1,091,871
equity adjustment	180,146	225,903
<i>Administered Items</i>	3,510	47,978
Vote	893,111	1,365,752

Source: Appropriation Bill 2018, Schedule 2, p. 10.

In 2018-19, the DHPW will administer funds on behalf of the state for:

- revenue from the collection of fees for the Building and Development Dispute Resolution Tribunal appeals
- accreditation of residential service units and retirement villages by Housing and Homelessness Services
- Queensland Shared Services which delivers financial management, payroll services and other systems
- CITEC delivering GovNet and Polaris services to the rest of the Queensland Government
- funding towards the operations of Stadiums Queensland to support the maintenance and operation of sporting and entertainment facilities.¹⁷

4.2 Budget highlights

The 2018-19 budget highlights for DPHW include:

- continuing to implement the Queensland Housing Strategy 2017-27 and Queensland Housing Strategy 2017-20 Action Plan to deliver improved housing outcomes for Queenslanders
- delivering additional social and affordable housing in identified growth areas across the state through the Housing Construction Jobs Program
- developing new flexible housing assistance products and services to deliver greater person-centred service delivery including enabling people to better access and sustain private housing
- progressing reforms arising from the 2017 release of the Queensland Building Plan
- delivering on the Non-Conforming Building Products Audit Taskforce Report
- continuing a targeted and accelerated four-year capital, maintenance and upgrade program to deliver safe and secure government employee housing in regional and remote locations across the state, including Aboriginal and Torres Strait Islander communities
- embedding the Queensland Government Procurement Policy and Queensland Government Procurement Strategy Backing Queensland Jobs, including enhancements announced in 2018
- implementing the whole-of-government Procurement Reporting Framework
- monitoring compliance with the Building and Construction Training Policy

¹⁷ State Budget 2018-19, Service Delivery Statements, DHPW, p 20.

- developing a Queensland sports and recreation strategy to drive improvement in the delivery of sport and recreation opportunities for all Queenslanders and promote healthier and more active lifestyles and ensure some Queenslanders are not missing out
- continuing partnerships with industry to develop its capacity to deliver quality sport and recreation services state-wide
- ensuring cultural diversity and social cohesion is not a barrier to participation in sport and recreation through targeted approaches and direct service delivery to support identified Aboriginal and Torres Strait Islander peoples' communities
- continuing to support agencies to deliver simple and accessible services
- partnering with organisations to provide responsive services making it simpler, faster and easier for customers to access government services, including through improved counter services and online application based services
- continuing to improve the customer experience of responsive government services delivered through qld.gov.au
- improving whole-of-government cyber security capability through continual strengthening of information security process and practices, raising awareness and educating staff and vulnerability scanning of government information and technology assets
- delivering on the 'Buy Queensland' procurement strategy through a new ICT contracting framework that makes it easier for industry, in particular for small to medium enterprises and startups, to do business with government
- administering the whole-of-government panel arrangements for ICT.¹⁸

In 2018-19, total capital purchases for the Housing and Public Works portfolio, including its statutory bodies, are \$459.7 million, with capital grants of \$182.5 million. Capital purchases for the statutory bodies include \$36.3 million for Stadiums Queensland and \$5.2 million for the Queensland Building and Construction Commission.¹⁹

2018-19 capital grants program highlights for DHPW include:

- \$41.2 million to deliver 143 social housing dwellings, commence construction of up to 80 social housing dwellings through the Housing Construction Jobs Program and commence 49 dwellings and upgrades for Indigenous communities, and housing and domestic violence services
- \$62.5 million for social housing in Aboriginal and Torres Strait Islander communities (including \$18.8 million funding from the expiring National Partnership on Remote Housing) to deliver a further 18 social housing dwellings, undertake infrastructure development, upgrade existing social housing and undertake upgrades to support the transfer of social housing to home ownership on Aboriginal and Torres Strait Islander land
- \$37.3 million under the Get Playing Places and Spaces and Get Playing Plus programs and other various capital grants to provide for new or upgraded sport and recreation infrastructure and participation projects to support Queensland children and healthy communities
- \$15 million under the Female Facilities Program to assist sport and recreation organisations and local governments to develop functional and inclusive female change rooms and facilities

¹⁸ State Budget 2018-19, Service Delivery Statements, DHPW, pp 5, 9, 11, 12, 14, 17.

¹⁹ State Budget 2018-19, Capital Statement – Budget Paper No. 3, p 60.

- \$26.6 million in 2018-19 to support sport and recreation clubs at the grassroots through the delivery of infrastructure projects including the Underwood Sports Park, the University of the Sunshine Coast Stadium and the Zillmere Sports Centre.²⁰

4.3 Queensland Building and Construction Commission

The Queensland Building and Construction Commission (QBCC) is a statutory body established under the *Queensland Building and Construction Commission Act 1991* to regulate the building and construction industry.²¹

The budget comparison for 2017-18 and 2018-19 for the QBCC is below.

Agency	2017-18 \$'000	2018-19 \$'000
Queensland Building and Construction Commission	212,697	238,232

Source: State Budget 2018-19, Service Delivery Statements, DHPW, p 48.

In 2018-19, the QBCC has capital purchases of \$5.2 million to fit-out a new leased office, implement strategic projects to improve effectiveness and efficiency in delivering services, and replace ageing property, plant and equipment to reduce expenditure on maintenance.²²

4.4 Residential Tenancies Authority

The Residential Tenancies Authority (RTA) is a statutory body established under the *Residential Tenancies and Rooming Accommodation Act 2008*. The RTA's vision is 'to make renting work for everyone.'²³

The budget comparison for 2017-18 and 2018-19 for the RTA is shown below.

Agency	2017-18 \$'000	2018-19 \$'000
Residential Tenancies Authority	34,977	35,213

Source: State Budget 2018-19, Service Delivery Statements, DHPW, p 56.

4.5 Key issues raised at the public hearing

Issues raised at the public hearing by the committee and participating Members in relation to DPHW include:

- the renaming of a grandstand at Suncorp Stadium
- local sporting infrastructure
- funding for the Sunshine Coast Marathon
- the rollout of phase 1 of the project bank accounts
- review of the AFL sports complex project at Springfield
- update on the progress of amendments to the manufactured homes act

²⁰ State Budget 2018-19, Capital Statement – Budget Paper No. 3, p 61.

²¹ State Budget 2018-19, Service Delivery Statements, DHPW, p 43.

²² State Budget 2018-19, Capital Statement – Budget Paper No. 3, pp 61-62.

²³ State Budget 2018-19, Service Delivery Statements, DHPW, p 53.

- update on the review of the minimum financial requirements policy and the restructure of the financial investigations unit of the QBCC
- Stadium Queensland board
- State Netball Centre
- upgrade of The Gabba sports stadium
- home insurance premiums
- banks' lending practices in remote areas
- construction of the Townsville stadium
- government's response to the Stadia Taskforce interim report
- role of department in providing advice to local government
- leasing arrangements at the Icon building in the Ipswich City Mall
- public housing for seniors in Collingwood Park
- QBCC board appointments
- Queensland Home Warranty Scheme
- update on the Queensland Housing Strategy
- consultation plans for the Sport and Recreation Strategy
- steps to encourage more women and girls to participate in sport
- criteria for housing department home loans
- update on the Queensland Procurement Policy
- homelessness on the Gold Coast during the Commonwealth Games
- CEO Sleepout
- programs for the prevention of silicosis
- storage of donated furniture in vacant government buildings for organisations that assist victims of domestic violence
- update on the Dignity First Fund and community driven innovation in the homelessness sector
- implementation of the government's security of payment reforms
- role of the State Archivist
- changes to occupational and contractor licence classes for plumbers
- update on the operation of the ICT Dashboard
- government's cybersecurity policy
- partnership agreement with the federal government regarding remote housing
- update on nonconforming building product laws
- pool and recreational complex at Redbank Plains
- the Young Athletes Travel Subsidy and support for athletes in remote areas.

Statement of Reservation



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TED SORENSEN MP
MEMBER FOR HERVEY BAY

16 August, 2018

Statement of reservation

Opening:

The 2018/19 Budget is a budget of taxes, debt and unemployment.

After three-and-a-half years, Labor's legacy for Queensland is no less than five new taxes, an \$83 billion debt bomb and the worst unemployment in Australia - at the time the budget was handed down.

This is a budget that shows Labor have given up and have no plan for Queensland, just a plan for more taxes and more debt. These five new taxes will rip \$2.2 billion out of our economy. These five new taxes will hit households and businesses in every corner of this State.

After three-and-a-half years in office, Labor has no economic plan for Queensland. To divert attentions from Labor's lack of an economic plan and failure to deliver its promises, Labor continues to attack the LNP Government, unable to defend their own record.

Disappointingly, the Transport and Public Works Committee hearings lacked openness and transparency with the Government members using standing orders and their numbers on the Committee to limit the number of questions to Ministers.

Minister for Transport and Main Roads

In terms of the 472 weekly services cut from the Queensland Rail (QR) timetable at the height of Labor's rail fail, questioning of the CEO of QR over the expenditure relating to the Government's attempts to restore full timetable services across the rail network revealed that \$15.37 million was spent last financial year on consultants to provide additional expertise and support to work through the issues. The Committee was advised that after almost two years and millions of dollars, the services had only been 'stabilised'. Disappointingly, no date was given for when commuters could expect to see a restored timetable and the end of Labor's rail fail.

At the time of the estimates hearings, Queensland taxpayers had been slugged almost \$160 million as a result of Labor's rail fail.

Of equal concern is the length of time involved to actually train drivers, although the Committee was advised it had declined to 13 months. The influence of the RTBU over driver training and recruitment which had stifled external recruitment was raised as an area of concern. In this regard, it was noted that no externally recruited drivers had completed the training program, despite that being a key recommendation handed down by the Strachan Inquiry around 18 months ago. Further, in response to a question from LNP members about the new RTBU sponsored 'Heads of Agreement' for train drivers coming into effect in February 2019 and the impact of the two half-



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hour breaks for drivers on train crew scheduling, the Chief Executive Officer indicated that no issues were anticipated in terms of the scheduling of services which seems hard to believe.

Clarification was sought from QR about the growing incidence of Signals Passed at Danger (SPADS) and the situation where drivers could have multiple SPAD events without sanction. Skipping stations and increased SPAD events to try and fudge the on-time running numbers is a risk to commuter safety.

LNP members also sought assurance from the Minister that the location of sites for mobile speed cameras was directly related to preventing accidents and not used as a means of just raising revenue.

In terms of innovative ticketing products for public transport, the Minister did not address what had happened to the formation of the Public Advisory Panel or the level of passenger engagement planned in relation to the Next Generation Ticketing System. In answering an LNP member question on the Labor Government's election commitment to establish and fund the Bruce Highway Trust, the Minister failed to provide the terms of reference for this body or confirm if it had actually met. It hardly seems to be a priority of the Palaszczuk Labor Government, despite being a key election commitment.

LNP members also asked if the long-awaited review of speed limits on the M1 had been completed and an assurance was sought from the Minister that no speed reductions along the M1 would be introduced. The Committee was advised that a study dealing with speed limits and truck signage was still on-going, but no date was given for its release. There was no guarantee given on whether the M1 would see a speed reduction, which is just a band-aid solution to managing increased traffic and not fast-tracking much needed infrastructure upgrades.

In response to an LNP member question about the cost of air travel in regional Queensland, particularly the Mt. Isa to Townsville and the Mt. Isa to Brisbane routes, the Minister advised that there were no plans to intervene in the market.

Minister for Housing and Public Works; Minister for Digital Technology; Minister for Sport

Sport

Whilst the renaming of a grandstand at Suncorp Stadium after the late Terry Mackenroth never came to fruition, the Estimates Hearing confirmed that Queenslanders are still paying a hefty price. Taxpayers must foot the bill for the \$13,600 sign which measures at 12 metres, despite that fact that it continues to sit in storage.

In true Labor form, the Government continues to blame the Federal Government for their shortfalls. It's disappointing that the Labor Government has failed to deliver a much-needed Brisbane Lions AFL women's boutique stadium at Springfield. The LNP knows it can be funded,



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because we committed \$15 million towards the project at the last state election. Despite claiming to have 'earmarked' funding in the budget, no specific reference is mentioned.

It was confirmed that the Labor Government has cut \$25,000 funding for the Sunshine Coast Marathon. The Marathon, an important community event which raises money for charities, has been funded for the past seven years.

Housing and Public Works and Digital Technology

LNP members noted that the tight timeframe allocated for the Estimate hearing, combined with the diversionary tactics undertaken by the Government members, meant there was limited opportunity to explore key issues related to the portfolio.

In terms of a question about the recent appointment of a CFMEU activist to the QBCC Board, the Minister responded that everyone he spoke with in the construction industry was fine with the appointment. It just shows how out-of-touch this Minister is and how he is owned by the union movement lock, stock and barrel. The LNP members are concerned that this reinforces the influence which the Trade Union movement has over the Labor Government.

The LNP members asked the Director-General if any criminal history checks were undertaken prior to board appointments to ensure that fit and proper persons are appointed to Queensland Government Boards. The Committee was advised that the Department does not ordinarily undertake criminal history checks for board appointments and that the Minister makes the decision on board appointments, as a recommendation that is put to Cabinet.

A question was asked of the Minister about the latest addition to the Queensland Procurement policy regarding best practice industrial relations principles and to clarify how this would be applied. The LNP notes the Minister's answer doesn't in any way clear up the confusion industry is feeling about these new policy positions. This new policy has only been in place for around a year and there was no mention of this new 'best practice industrial relations principle' before the last state election. It points to the fact that the unions have put their foot down and ensured the policy was changed to suit their own agenda.

With respect to the ICT Dashboard, LNP members referred to the Auditor-General's report indicating that some Departments were still not abiding by the guidelines. The Minister informed the Committee that while it was the responsibility of his Department to administer the dashboard, individual agencies were responsible for lodging their own data, adding to the lack of transparency and accountability of managing major ICT projects in Queensland. That was part of the problem that led to the Queensland Health payroll debacle under the former Bligh Labor Government.

With respect to Remote and Indigenous Housing, the LNP asked the Minister if negotiations with the Federal Government were ongoing and that the reality was there was a disagreement between the levels of government over the number of houses to be built and the average cost of each house. The Minister indicated that while the Federal Government will make a severance payment following the conclusion of the program, negotiations for the next 10 years had not advanced.



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This appears to be at odds with previous comments from the government that the Federal Government had walked away from these negotiations and would not be renewing the National Partnership and raises a major concern for housing and employment in these communities and the LNP members would urge both the State and Federal Government to agree on a new arrangement as soon as possible.

Closing:

Instead of a plan for the future Labor continues with the politics of the past.

Unlike Labor, the Liberal National Party does have a plan for Queensland. Our plan is designed to make it easier for Queenslanders to get a job and get ahead.

The LNP economic plan lays out five goals and how the LNP would deliver each of them.

The LNP plan will:

- Bust congestion
- Provide cheaper electricity
- Ensure better health and education
- Deliver water security
- Guarantee no new taxes

The LNP's Economic Plan outlines what we would do right now and what we plan to do from 2020.

It is the beginning, not the end, of our commitment to Queensland.

Because we want Queenslanders everywhere to have good jobs and great opportunities.

Only the LNP has a plan will get this State moving again and ensure Queensland's best days are ahead of us.

Yours faithfully,

Ted Sorensen

State Member for Hervey Bay