



Speech by

Dr Mark Robinson

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TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL (NO. 2)

Dr ROBINSON (Cleveland—LNP) (7.30 pm): I rise to make a brief contribution to the debate on the government's Transport and Other Legislation Amendment Bill (No. 2). I note that the government's bill amends 25 acts and 12 regulations and for the sake of time tonight I do not intend to list all of them as others have.

I wish to commend the shadow minister for transport and main roads, Fiona Simpson, for her contribution to the debate and for her work in holding the government accountable on transport and main roads issues. My contribution to the debate will not be exhaustive, as many aspects of the bill have been covered. I commend the shadow minister's speech as a more detailed treatise of the government's bill than my brief contribution. I join with the other opposition members to support the overall intent of the bill. However, I oppose several aspects of the bill.

As I have said on previous occasions, such transport bills need to be considered in the light of the government's failure to manage the state's transport system, particularly in the bayside region of Brisbane. In my electorate of Cleveland there are many very significant transport needs, particularly in the areas of transport infrastructure and service delivery, that have not been addressed by subsequent Labor state and federal governments. The government continues to fail to provide a reliable rail service between Cleveland and the city. Commuters at peak times are crammed into carriages like sardines. Just yesterday a constituent contacted me on the way home from the city on the Cleveland train and told me the train was unbearably packed and that he felt like a sardine jammed in a can. Commuters from the Redlands are in great need of additional peak services to cope with the current situation.

Further investment in carparking at Wellington Point and Cleveland stations is desperately needed. While the government has recently announced the long needed upgrade at Ormiston station, at the same time the government's election promise of 50 additional parking bays at Birkdale station has still not taken place. In fact, the government is actively planning to break that promise as it only plans to provide about 28 extra parking spaces to the current number. I call on the transport minister to honour the election promise which in itself was a much smaller commitment than what was required.

Breakdowns on the Cleveland line are also common and disrupt commuters travelling to work, school and various other activities such as shopping. We badly need immediate solutions from this government. I call on the minister to take decisive action now and to not wait until things are even more out of control than they already are for Cleveland and the Redlands. Sooner rather than later the Redlands needs duplication of the Manly-Cleveland line to create greater capacity on that line. Then there is stage 3 of the Eastern Busway that needs to be brought forward earlier than 2026 so that it will be of value to Redlanders sooner rather than later.

In regard to maritime safety and pollution aspects of the bill, Queensland needs a more effective approach to prevention of marine pollution and a more effective response to maritime disasters than this government has shown. As I have previously stated, the independent review of the *Pacific Adventurer* oil spill at Moreton Island revealed that Maritime Safety Queensland was not properly prepared or resourced

for such an oil spill resulting in the failure in the response, particularly regarding the response coordination and communication lines. No matter how the government tries to spin it, the government failed to protect Moreton Island, the bay and the marine life of the bay during the *Pacific Adventurer* disaster.

As I also previously mentioned in the House, the condemnation of the government contained in the review was amplified by the local North Stradbroke Island residents who were among the first to respond to the disaster. Their firsthand accounts were of government incompetence and complacency. Many residents offered their help but were told the government had it all under control when clearly it did not. Only last week I was with the Quandamooka rangers on North Stradbroke Island while they were receiving their certificates for work in land and vegetation management and I was advised that they were still, even at that point in time and in the next few weeks, working on the clean-up on Moreton Island arising from the *Pacific Adventurer* spill. This incident and the government's slow response remains a source of anger among locals who do not trust the Bligh government to protect their island. I remain very concerned as the local MP for North Stradbroke Island that the island, its residents, its natural beauty and economy could be once again threatened due to the failure of this government to provide sufficient protection.

Pollution in Moreton Bay from various sources remains a problem. Recent water quality tests reveal that water pollution levels are unacceptably high in some parts of the bay. The impact of pollution on marine life is understated by this government as it prefers to blame everything on mum and dad recreational fishers. The government needs to improve its handling of maritime disasters and to reduce marine pollution. The government has not properly responded to these maritime incidents—and we need only look at the *Shen Neng 1* situation—and is putting the waters surrounding Queensland at risk of further major environmental incidents. As our mining exports increase and therefore the number of ships multiply, it is critical that Queensland gets the management of our coastal waters right.

In relation to asset sales, in particular the Port of Brisbane, the LNP has consistently opposed this Labor government's privatisation plans. In the context of this transport bill, we oppose the plan and we continue to oppose the plan to sell off Queensland Rail, Port of Brisbane and Queensland Motorways. We do not support the aspects of this bill that allow for the preparation of these assets for sale. Labor MPs opposite have the opportunity to vote against these provisions and join with the LNP to support those ideals they supposedly hold to.

The government's preparation of the Port of Brisbane assets for sale has caused significant concern amongst some in the boating community. For example, at Manly Harbour boating and sailing clubs are being hit hard with dramatic increases in costs for their land and seabed leases and for dredging services. The dramatic cost rises they have been forced to pay by this government are causing undue financial pressure and hardship and may send some of them broke. Those boating clubs that do survive will only be able to do so by passing on these dramatic cost increases to their members and clients. I appeal to the government to consider each boating and yachting club on a case-by-case basis instead of taking a one-size-fits-all approach that will send the smaller clubs broke.

In relation to driver's licences, the 108 per cent increase in the cost of the new driver's licence is deplorable. The government's new licence could well be called the 'half-smart card' for its failure to implement it properly, on time and on budget. Under this Labor government Queenslanders are literally being taxed off the roads. It already costs Queensland motorists more than drivers in other states for the right to drive. We pay dearly under this government in the form of higher than normal vehicle registrations, fuel taxes and now driver's licences. We have seen this project blow out from a \$20 million project to figures as high as \$100 million and \$110 million, a cost to be borne by Queensland motorists. This is yet another cash grab by an economically incompetent government that has to find new ways to tax Queenslanders to satisfy its addiction to spending.

Further, the government has been unable to answer the reasonable privacy and access concerns of the public and opposition. Again I commend the shadow minister for transport and main roads for her good work and encourage the government to consider the opposition's amendments to improve this bill for the benefit of the people of Cleveland and all Queenslanders.