


Further amendments clarify details about pipeline infrastructure and usage for both petroleum and water pipelines by the CSG-LNG industry. They extend the law relating to the dealings to match those under the Mineral Resources Act and the Petroleum Act with regard to the transfer of a divided part of tenure. The competitive tendering process where the state has the ability to assess and compare the capabilities of each applicant will now allow land to be explored by the best possible candidate and developed to its full potential. Furthermore, introducing a cash-bidding component into the competitive tendering process for highly prospective coal and petroleum lands means that we can ensure that the state receives a return for exploration that truly reflects the value of that resource. It is appropriate to expect the government to exercise good stewardship—something the previous government lacked—in allocating access to all resource areas to companies with a demonstrated capability to explore and work towards developing these resources to their full potential. Realising land through a competitive tender process will establish a contemporary approach to resource stewardship.

Since the administration of the goldfields of the mid to late 1800s, statutory roles in Queensland mining legislation have developed and evolved and the system currently in place does not meet the requirements and is due for another overhaul—an issue this bill addresses. The department's new service delivery model will include three main assessment hubs across Queensland, with district offices focusing on compliance and other local issues. Mining registrars' current statutory powers and functions will be transferred under the MRA to the chief executive or minister, but the position will remain active under delegated authority.

Debate, on motion of Mr Cox, adjourned.

COMMITTEE OF THE LEGISLATIVE ASSEMBLY

Portfolio Committees, Reporting Dates; Auditor-General's Reports, Referral to Portfolio Committees

 **Mr STEVENS** (Mermaid Beach—LNP) (5.29 pm): I advise the House that the Committee of the Legislative Assembly has resolved, pursuant to standing order 136(2) of report back dates to bills referred to committees as follows: the Queensland Civil and Administrative Tribunal (Justices of the Peace) Amendment Bill, referred to the Legal Affairs and Community Safety Committee, to report back to the Assembly by 24 April 2013; the Liquor and Gaming (Red Tape Reduction) and Other Legislation Amendment Bill, referred to the Legal Affairs and Community Safety Committee, to report back to the Assembly by 14 May 2013; and the Transport and Other Legislation (Heavy Vehicle National Law) Amendment Bill, referred to the Transport, Housing and Local Government Committee, to report back to the Assembly by 14 May 2013.

Further, I advise that the Committee of the Legislative Assembly has resolved pursuant to standing order 194B that Auditor-General reports titled *Report to parliament No. 8 for 2012-13—online service delivery* tabled 19 March 2013 be referred to the Education and Innovation Committee for consideration and *Report to parliament No. 9 for 2012-13—fraud risk management* tabled 19 March 2013 be referred to the Finance and Administration Committee for consideration.

MOTION

Public Transport

 **Ms TRAD** (South Brisbane—ALP) (5.31 pm): I move—

That this House—

1. notes that the LNP government's proposed cuts to bus routes and services in South-East Queensland is causing anxiety for commuters, pensioners, students, shift workers and others relying on public transport;
2. notes that the Minister for Transport and Main Roads is responsible for decisions to cut bus routes and services;
3. calls on the minister to rule out wholesale privatisations of TransLink rail services; and
4. calls on the LNP government to release details of the secret Costello report relating to the possible privatisation of bus services.

The Newman government's plan to slash and cut bus services in South-East Queensland will hurt those least able to afford it. It will hurt pensioners, it will hurt students and it will hurt low-income families. With 111 routes proposed to be cut, it is clear that it will hurt people right across South-East Queensland. But this government—those opposite—have become so obsessed with turning the

Public Service into a corporation that they have forgotten who they are here to serve: the people who elected them, everyday Queenslanders. They have forgotten that public transport is a service designed and operated to connect people to the economy, to connect people to services, to connect people to their communities.

This review was a sham from the very beginning. The minister has been running his usual dishonest spin about what this review will achieve, promising a more effective public transport system, when in reality what we have is a plan that will leave people behind—leave them isolated from their communities. The minister failed to be upfront with commuters in all his commentary about establishing the review. The minister never mentioned his overarching ambition to slash local community bus routes in favour of peak-hour transit alone. Clearly, this minister does not understand that public transport does not simply move people to and from work. Public transport connects people, it connects communities and it provides access to vital services like shops, schools and hospitals.

I know the minister will say that the proposed plan was based on community feedback, but let us not forget the facts here. The first round of consultation was conducted for two weeks over the Christmas period, meaning that many people were not travelling on their regular bus routes. Indeed, this so-called consultation—just like the current round—was only based online, meaning that people without computer access or people without IT skills, like many pensioners and elderly Queenslanders, did not get a say. There were no TransLink workers standing at bus stops or travelling on buses telling people about the review and proposals. But I guess since the Newman government sacked hundreds of people from TransLink there were not many workers left to conduct a proper consultation.

The truth is that this review was never about creating an effective bus network that served Queenslanders; it was about running down our transport system to sell it off to the highest bidder. Until we see the full recommendations of the Costello review, commuters will be left in the dark about this government's ultimate privatisation agenda for our bus network. Quite frankly, until the secret Costello audit is released, commuters cannot have confidence that this review is anything but complete wholesale privatisation of the bus network throughout South-East Queensland.

As I said before, public transport is not about profits or even about simply moving people to and from work; public transport is about connecting communities. Indeed, what I am hearing from people is that without these local services their quality of life will suffer. This is obvious when you ask yourselves: who are the people who catch buses outside peak hours? Clearly, it is our state's most vulnerable: the single mother who takes her child to the library, or the pensioner who travels to the pharmacy to fill a script. These are the people who are impacted by the Newman government's slash-and-burn tactics.

Tonight I will tell members the story of just one pensioner who contacted my office about the LNP bus review. Her name is Susan and she lives at Dutton Park. I would compel members to listen out of respect to Susan's story. Almost two years ago Susan had a kidney transplant after spending five years on a dialysis machine four times a day, seven days a week. For those five years, Susan barely left the house. Since her kidney transplant, Susan has relied upon buses to get around. She catches the 198 to go to the PA Hospital for her renal specialist appointments every three weeks and catches the 202 to go to Carindale every Friday to do her shopping.

Susan explained that the elderly people who catch the bus every Friday all know each other and when one person is not there everyone phones around to check that they are okay. The Newman government's plan would see the 198 and the 202 axed. When Susan began talking about what the LNP is planning, she became extremely upset and stated—

Since having my kidney transplant I now have my life back—and they are taking it away.

Without these services, Susan would be forced to catch a cab—something she cannot afford to do on her pension, leaving her once again stuck at home and isolated.

But Susan is not alone. Similar stories are being shared right across South-East Queensland. I know this plan is causing great anxiety in the community, because I have talked directly to the people it will affect and I have heard their stories. Since the government released its proposed plan less than two weeks ago my office has been inundated with people walking in off the street, calling and emailing. I know my Labor colleagues have had the same reaction in their electorates and, after the minister's back down today, it is clear that those opposite are also feeling the pressure from their constituents. It does not matter how much the minister wants to dress it up as a review that is embraced by so many people, the facts speak a different story.

An online petition launched by Queensland Labor that calls on the Newman government to stop the cuts to bus services has been signed over 1,700 times while the paper version has collected approximately 200 signatures. But the opposition to bus cuts is not some orchestrated Labor campaign. No, the opposition to the plan has mostly been born by spontaneous community action. Facebook pages have been launched to save bus routes in Toowong. Handpainted signs have been placed at bus stops at UQ and Yeronga. People are riding buses asking commuters to sign petitions. Local groups have held their own community meetings.

Tangara—an aged care residence in my electorate—started its own petition, with all 76 residents signing the petition against the removal of the 198 and the 192 routes. In fact, access to public transport that provides a direct route to the PA Hospital and the Mater Hospital is a key feature for occupation at Tangara and now these services are being taken away. These are everyday Queenslanders who have been spurred on to take grassroots action because of these savage cuts and they are making their voices heard.


But it is not just local residents and the Labor Party who are opposing the Newman government's review. We know what the minister's Brisbane City Council LNP colleagues are telling him also. They are publicly stating that they do not want these changes as well. In a council meeting only last week the council opposition leader Milton Dick moved a motion condemning the Newman government's bus review and it was passed with the support of all LNP councillors. I will say that again: every single LNP councillor at the Brisbane City Council supported a motion condemning the Newman government's bus review and it was passed. LNP councillors, including Krista Adams and Angela Owen-Taylor, have been very outspoken in their opposition to the Newman government's plan, condemning their state counterparts.

Let us not forget that these are the people who know Campbell Newman best. These are the people who served in his own cabinet in council. Now they are very clearly saying that he has got this wrong. If those opposite cannot even get their LNP colleagues on board with the plan, how can they be surprised that Queenslanders are not happy about these changes?

In conclusion, it is clear from today's backdown by the minister that his plan is deeply unpopular. The transport minister fails to articulate his vision for bus transport, he fails to understand the importance of local bus services to local communities and he fails to bring Queenslanders along with him. But the ultimate reason this bus review is a failure is because it is the first step in this government's secret privatisation agenda. This will ultimately be the failure of this government.

Mr Choat interjected.

Madam SPEAKER: The member for Ipswich West will cease interjecting.

 **Ms PALASZCZUK** (Inala—ALP) (Leader of the Opposition) (5.40 pm): I rise to support the motion moved in this House by the member for South Brisbane. I want to talk a bit about my local electorate. This bus review is having a huge impact on local commuters. If we go back in time, I can remember, as a young teenager, growing up in Inala with no council buses. In fact, it took the election of Jim Soorley, a Labor lord mayor, to bring the council buses into Inala. Have the people of Inala embraced the buses? Yes, they have. In fact, over time the state government under the former Labor government expanded the services. Not only that, it was a Labor government that actually opened the brand new Richlands Railway Station and also extended the train line from Darra out to Richlands with the plan for it to continue on to Springfield.

This bus review will have far-reaching consequences right across South-East Queensland. When a bus route is taken out of a community it cannot be brought back. What this minister has failed to understand is that there has been very little consultation. I have not seen any form of consultation from this minister or from TransLink out in my local community. That is a complete and utter disgrace. This is having a huge impact.

A government member: The website!

Ms PALASZCZUK: Frankly, member, not everyone has access to computers. They might in your electorate, but I know there are some people in my electorate who do not have access to computers. In the past TransLink would go out and consult. Why does TransLink not do that now? Because this government has cut the TransLink community engagement staff. I ask the minister how many staff have been cut?

This is a flawed review. It is a flawed review because the minister does not understand that this will have an impact on pensioners, school students and young mothers with prams.

Government members interjected..

Madam SPEAKER: Order! Members!

Ms PALASZCZUK: There are some parts of South-East Queensland where people do not have the luxury of having two cars. They rely on public transport.

Government members interjected.

Madam SPEAKER: Order! I warn members to cease their interjections. I will start warning them under standing orders.

Ms PALASZCZUK: People should not take this for granted. They rely on public transport to get to their medical appointments, to get to the PA for their hospital appointments, to get their kids to school and to go up and do their local shopping. This minister wants people to catch two or three buses. Let me tell the minister that it is a bit hard to carry all of your groceries for the week swapping and changing buses two or three times.

I want to talk briefly about some of the bus routes. Bus route 100 in Inala was upgraded to a BUZ route. That meant that there was no need for a timetable. You could essentially turn up and go. For off-peak or public holidays it was roughly every 15 minutes and during peak periods it was every 10 minutes. People used this service. It was widely embraced and now this minister wants to cut it in half and direct half of the traffic to Mount Ommaney. There has been no consultation. He has not even bothered to come out and explain this to anyone in the local area. This will mean that there is no high-frequency transport option from Inala and Forest Lake into the city. The TransLink website recommends that people currently using the 100 seeking a higher frequency route should transfer to the train at Oxley or a high-frequency bus at Mount Ommaney.

It is not just commuters to the city who are feeling the pinch. The removal of routes 101 and 102 will mean that people in Inala wishing to access shops in Corinda will need to use the train and walk instead of catching the bus. The rerouting of the 122 will also mean people in my electorate lose their direct link with the QEII Hospital and Griffith University and the removal of route 462 will mean Forest Lake residents travelling to Darra will need to change to the train or another bus at Richlands station adding time to their journey.

In conclusion, TransLink is no longer a statutory authority. It was this minister who said TransLink is now coming under the control of the minister and the department. This means the buck stops with the minister. This means that the minister is responsible. Stop blaming TransLink, stop blaming the staff at TransLink. The minister is backflipping. He does not understand what he is doing. There will be a lot of protests and out in my community the first one starts this Saturday.



Hon. SA EMERSON (Indooroopilly—LNP) (Minister for Transport and Main Roads) (5.45 pm): I move the amendments circulated in my name. I move—

That all words after 'government's' be deleted and the following words inserted:

'SEQ Bus Network Review will assist with the government's goal of making public transport more affordable, reliable and frequent;

- notes the need to take action given the previous Labor government's 15 per cent fare increases year after year and the subsequent fall in network patronage;
- notes the report's recommendation to introduce the high-frequency GoNetwork which will see the number of seven-day high-frequency services increase from 19 to 26 routes in Brisbane and the introduction of these services on the Gold Coast for the very first time; and
- notes the extension of consultation on the proposed network to 7 April, the fact that the government is acting on that feedback, and thanks the thousands of bus users that have already been involved in the consultation process.'

The Newman government is focusing on improving reliability, frequency and affordability. When we came to office we found we had a bus system with patronage falling on 13 out of the 16 bus operators across Brisbane. We had falling patronage under the Leader of the Opposition when she was minister. We had 50 per cent of our peak buses being delayed going through the Cultural Centre. We have all seen them lined up across Victoria Bridge. That is what Labor's plan was: delays on 50 per cent of our buses going through the Cultural Centre. But Labor did have one policy on public transport and that was to keep lifting fares every year by 15 per cent—year after year, after year, after year. That was Labor's sole policy on public transport. It had to do that to pay for those inefficient systems it was running. Patronage was falling. Labor was driving people away from public transport with its 15 per cent increases. Every year numbers kept going down. That is the result.

Mr Pitt interjected.


Mr EMERSON: If you do not believe it, member for Mulgrave, have a look at your own budget that you approved when you were a minister. The Labor government forecast 186 million trips to be

taken. In your last year how many were taken? Do you how many it was? Eight million fewer trips than you forecast would happen because of your policy of increasing fares—your sole policy on public transport—and to keep increasing fares every year and, member for Mulgrave, you voted year after year, after year, to keep putting fares up. That was Labor's sole policy. The member for Mulgrave voted for it, the deputy Leader of the Opposition voted for it and, of course, the Leader of the Opposition voted to keep putting fares up every year by 15 per cent, year after, after year, after year, after year. That was Labor's sole plan for public transport.

We had to look at what we could do about this. We realised we needed to do more. We could not, and the public could not expect to, keep paying fares going up every year by 15 per cent even though that is what Labor told them they needed to do: pay 15 per cent more in fares every year. What we needed was a more efficient system. So we went out and talked to the community. The member for South Brisbane claimed there was no consultation. In fact, 6,000 submissions were brought in during the two consultation periods—one in September and one in December. What are we doing now, after the feedback we got from the community about having more services out there, higher frequency routes, increasing them from 19 to 26? We have gone out to talk to the community about it and we are taking that feedback. We extended the feedback to four weeks. What do we hear from Labor? What we hear from Labor is criticism that we are actually listening to the feedback. Labor has this false idea of what feedback is. We saw that.

They talk about feedback, but for them that does not mean listening; it means doing what they said they would do. The LNP government actually takes the feedback on board and responds to the feedback. Today, we are being condemned for actually listening to the feedback. That is what Labor does: it condemns people for actually listening to feedback.

Finally, I refer to the ridiculous comments from the member for South Brisbane, who said that we are going to privatise the bus system; that we are going to sell it off. That shows how little she understands about public transport. Obviously, she does not understand our bus system. We do not own the bus system, we do not own the buses and we do not employ the drivers. They are contracted. The buses are owned by groups such as the Logan City Bus Service, Kangaroo Bus Lines and Brisbane Transport, which is owned by the Brisbane City Council. The state government does not own the bus service. There is nothing to privatise, because we do not own this system. That was the hysterical rantings of the member for South Brisbane, who has no understanding of public transport. Labor's sole policy on public transport is to keep putting up fares by 15 per cent, year after year after year.

 **Mr CHOAT** (Ipswich West—LNP) (5.50 pm): It gives me much pleasure to rise to join the debate on an issue that is so very important to many people in my electorate. In the past, those people have been ignored and lied to by the Labor Party, as their vote was always taken for granted. The 2012 South-East Queensland bus network review is a much anticipated strategy for many people in Ipswich West. Those people were hurt very badly by the former Labor transport minister and member for Ipswich, who sold them out in every way possible. That member, a local Ipswich representative, infuriated residents because she showed so much disdain for them when pushing her party's line, regardless for how the people in her own region felt. She will always be remembered, by me and many others, as 'Rachel the rail wrecker'.


Not satisfied with ripping out the heart of Ipswich via the QR sell off, in late 2010 she blatantly and without notice ripped away the 514 bus service from my electorate. The 514 bus service meets the needs of some of our most vulnerable community members, those without their own transport and for whom public transport is a lifeline to the community. Residents from Tivoli, Moores Pocket and North Ipswich do not ask for much, but they do expect to be part of an inclusive community. The decision in 2010 to axe the 514 was heartless and, in typical Labor fashion, there was no community consultation whatsoever. To their credit, residents formed their own group, Save our Buses. I was so pleased to have been a part of that group and I say to all of them, you inspired me. It was their efforts that motivated me to run for office again in 2012, so I could save our beloved 514 and protect our community. I recall that the former shadow minister for public transport and member for Aspley came out to meet Save our Buses only three days after being appointed to that role. She came to listen and support our resolve to fight for the restoration of the 514.

In early 2011, the Labor government was forced into one of its many back flips and the 514 service was restored. Sadly, no attempt was made to address the problems of low patronage and improve the service. Last year, I rode every one of the services based in my electorate and spoke to passengers about their needs and ideas. That is community consultation—real community consultation! I asked whether an extension that would see the 514 terminate at Booval Fair rather

than the Booval station would be a value. Passengers were thrilled to see that I was interested not only in saving the 514 but also in making it better. I am thrilled that the honourable Minister for Transport and Main Roads and the assistant minister for public transport have seen the value and the importance of not only the 514 but also services across the electorate. They have instigated measures that will see greater connectivity and frequency and, best of all, my great 514 passengers will be able to go shopping at Booval Fair with no need for a long hike or a transfer.

There has been some amalgamations of routes that I am pleased to say will not cause adverse impacts, but will enable us to run buses more frequently and provide even more viability of services. I am so pleased to see that the very important 529 rail-bus service, which is a vital link for the Somerset, will be preserved. I want to thank the member for Nanango for her strong support for the 529. I also thank the residents of the Somerset, Councillor Jim Madden, my great friend Mayor Graeme Lehmann and the entire Somerset Regional Council for their support and efforts.

I thank the minister and the assistant minister. I thank the department, TransLink, Bus Queensland and, most of all, the local residents for their assistance on this very important issue. We went out to the people and spoke to them about what mattered to them and what they needed. We have come back with some results that will really improve their lot. That is the meaning of consultation. It is to go out, actually speak and listen to people and take action. I am so pleased to be a part of this review. I am so pleased to deliver for my people a fair go and decent services that will remain well into the future. This is government in action. This is what it means to fight for your community and to deliver for your community. I am so pleased to speak on this motion in the House.

 **Mrs SCOTT** (Woodridge—ALP) (5.55 pm): Getting people to where they need to go safely, quickly, cheaply and reliably is the key task of the public transport network, but it does so much more than just that. It allows a pensioner to go shopping once a week, so that they can remain in their own home. It helps students get to and from their studies, so that they can get a qualification and a job. It allows a person with a disability to attend a medical appointment at their local doctor's surgery. In the Logan region, there are many pensioners, students and low-wage earners who rely on public transport to stay connected to their communities. Many people are unable to afford a private vehicle and taxis are too expensive. Therefore, public transport is their only means of travel to get to work, to visit their friends, to do their shopping and to attend important appointments.

Those people are worried by possible cuts to the most important lifeline that ties them to their communities. Some of the most harmful cuts in the Logan region are to off-peak services, especially in the evenings and on the weekends. It has been recommended that routes such as the 550, the 552, the 553, the 560, the 562, the 563, the 565 and the 572 have their hours of operation in the evenings or on the weekends cut. That means people relying on those buses to get to and from shiftwork will no longer be able to do so in the evenings. It has been recommended that some routes are cut entirely. It has been recommended that the 543, the 544 and the 556, which actually links Griffith University's Logan campus with the Nathan campus, servicing students' needs, the 557 and the 558 be cut. The removal of those services could leave some people without any access at all to a bus service.

Any government that seeks to entirely cut bus services to some streets should take a long look at itself and its priorities. There needs to be a balance struck between providing a public transport service to everyone and providing a public transport service only in areas where it can make a profit. There are some bus routes that are never going to turn a profit or have a full load on them, but that does not mean that they should automatically be cut or have their hours of operation cut in the evenings or on the weekends. There needs to be a careful community consultation process. Unfortunately, to date the public consultation process regarding these bus changes has been almost negligible. In December last year, for two weeks of consultation on the draft changes was conducted online, and I might add that online does not really service my community well. It was in the busy lead-up to Christmas and people's attention was diverted to other things, such as their families. I believe that the recommended final changes in the minister's bus review tips the balance too far in favour of profitability at the expense of providing a public service.

The consequence of isolating people in their homes by removing their bus service is wide ranging and ongoing. A lack of transport options means people are unable to access work, visit their friends or do their shopping. It is notable that at the recent Logan three-day community summit, with over 1,000 participants, transport issues loomed large. People need to be able to get around their city and buses are the important means of transportation in Logan. A good public transport service helps to build a cohesive community where everyone is included and can participate. That is the sort of community we should be trying to build.



Mr GULLEY (Murrumba—LNP) (6.00 pm): I rise to refute the motion moved by the member for South Brisbane. I am disappointed by her absence as I was expecting interjections. Let us focus on the review in my region and what I believe are local benefits from the review. The review recommends improving service frequency and reliability of the bus network in Caboolture-Moreton Bay suburbs and improved connections between existing rail and bus services to be made ahead of the much anticipated Moreton Bay rail link.

Included in the current proposal are two bus routes that are set to be introduced. Introduced into Caboolture North there will be route 651 and into Newport there will be route 698 and 699. They will provide bus services for those locals. This might shock the members to my right—and that sounds odd to say—but we will actually have new bus routes. I expect the member for Pumistone is also very pleased with the new peak services for route 640—Bribie Island to Caboolture—which services one of the regions busiest transport corridors. I note that she is nodding.

For my outer suburban electorate, a total of nine routes will receive timetable upgrades to improve reliability, frequency, the span of hours or coverage. My electorate includes the fastest growing district in Queensland. It is important to remain proactive rather than reactive in providing services. Murrumba is a good place. The improved services include: 679, Griffin Heights to North Lakes; 680, Redcliffe to Chermside; 681, Mango Hill to North Lakes; 682, Mango Hill to Petrie station via North Lakes; 684, North Lakes to Kallangur; 687, North Lakes to Petrie; 688 and 689, the North Lakes Loop; and, 695, Rothwell to Sandgate. I am very pleased to have delivered for my local electorate.

At this point, I would like to congratulate the Minister for Transport and Main Roads for being bold enough to undertake a herculean consultation process. If the opposition wants to focus on minutia, let them. I encourage the minister to hold his course and govern for the greater good.

Let us look at what has occurred. There has been significant consultation. There have been two rounds of consultation undertaken already and over 10,000 items of feedback have been received. May I point out for the benefit of the member for South Brisbane that this is a lot of feedback for an apparent hard to get to web link.

Whilst talking about the ALP, let us contrast our consultation with the Labor Party's consultation on asset sales, cutting the fuel excise, increasing public transport costs by 15 per cent year on year on year. Let us continue talking about the Labor Party. Let us not forget the *City South News* story of 28 February. To remind the House of that, the opposition's transport spokesperson was out there with a concerned bus user criticising the government's plans to build a better bus network. But alas, the concerned bus user was actually the president of a local ALP branch. Is this all the member for South Brisbane—

Ms Trad interjected.

Mr GULLEY: You're back; very good. I am glad to see you. Where are the real constituents' views?


Ms Trad: He's on the ball.

Mr GULLEY: You had to talk first. A word of warning, be aware of the sort of tactics employed by the Labor Party as sometimes the concerned bus user may not be who they claim to be. In fact, the ALP was caught trundling out a Labor stooge. Labor was not able to run public transport and it seems to me that, although they try, they are not overly successful at running fear campaigns.

I took my role as a local MP very seriously with regard to the review of local bus services. As per an early adjournment speech, Reg was on the buses. If members are looking for an authority on buses, they cannot go past someone called Reg. Reg Varney was a man of his generation, and I would like to state that I have very little in common with Reg Varney.

I turn back to the bus review. I took my role seriously and continue to do so. I caught every bus that operates in my electorate. I asked bus drivers and passengers for their views and direct comments about the services they used. I do not support the member for South Brisbane's views and I am very pleased as a local member to have delivered.

(Time expired)

 **Mrs MILLER** (Bundamba—ALP) (6.05 pm): What a sad excuse this current member for Murrumba is—my God. Dean Wells would have been all over you, I can tell you! The backflips announced by the minister today on bus cuts are a win for people power. Now we know that the minister has no confidence at all in the work that was done on the bus review and is willing to backflip

after public pressure is applied, particularly in his own electorate. So put the blowtorch to the Minister for Transport and he just weakens. That is what he does. Weak man—

Madam SPEAKER: Order! Stop the clock. I appreciate that in the spirit of the debate people are enthusiastic to contribute their interjections and assist the member for Bundamba. However, I would ask for the interjections to cease. I call the member for Bundamba

Mrs MILLER: Thank you very much for your protection, Madam Speaker. I want to ask the other members of the LNP in this House what they will be doing to save the buses in their local communities. We have seen the LNP councillors in the Brisbane City Council stand up and say that they reject the changes. On 12 February in council the Lord Mayor said, in relation to the bus review—

We do not, on this side, endorse the changes that are proposed and we never will. We will always put the people of this city first.

Mr Newman, where are you? So I ask the member for Nudgee in this House what he is going to do to save the 307 which is recommended to lose all services on Nudgee Road north of Kedron Brook? This is a cut that will mean that the Australian Catholic University at Banyo will lose its bus service. What will he do to save this route and others that are threatened in his electorate? Member for Nudgee, you need to buff up and take up the fight.

What are the members for Stafford and Nudgee going to do for the passengers who lose local services? What effect will this have on people to change buses at Chermside shopping centre? Will this not just encourage more people to drive to an area already brimming over with cars parked in suburban streets?

I ask the member for Sandgate, also known as Mavis Bramston, what she is going to do to stop the route changes to 313 and 314 that will leave locals in Shorncliffe living in Cotton Street, Eagle Terrace, Friday Street, Allpass Parade, Shorncliffe Parade, Park Parade and Yundah Street without bus services? Here we have the member for Sandgate once again abandoning elderly people in her community. The member for Sandgate will be a one term MP in this parliament.

Now I ask the member for Ferny Grove will he stand up and fight to stop the changes to the 396 that will leave residents in Arana Hills living in Collins Road and Bunya Road without a service? No, he has not got the ticker to fight.

Now I ask the member for Redcliffe—even though he is a bit distracted this week—will he stand up and fight for the residents of Ballycara Retirement Village who will lose access to the 690 once it stops running on Oyster Point Esplanade? No, he will not do anything—ka-ching, ka-ching, ka-ching! There goes the cash registers! The cash registers are ticking over right into his family's back pocket. That is what the CMC's inquiry is about.

Mr DRISCOLL: Madam Speaker, I rise to a point of order.

Madam SPEAKER: Order! Member for Bundamba take your seat. I call the member for Redcliffe.

Mr DRISCOLL: Madam Speaker, I find the member offensive.

Government members interjected.

Madam SPEAKER: Order, members! Member for Redcliffe, what is your point of order under the standing orders?

Mr DRISCOLL: I find her comments offensive, Madam Speaker, and I ask they be withdrawn.

Madam SPEAKER: Member for Bundamba, I ask that you withdraw those according to the standing orders.

Mrs MILLER: I withdraw the comments but I would like to put on record that nearly 16,000 people in his electorate want him removed.

Madam SPEAKER: Member for Bundamba, I ask you to withdraw the comments in accordance with the standing orders and precedent, without qualification.

Mrs MILLER: I withdraw the comments. I would also like to table this latest CMC media release which says, 'The CMC is currently assessing all new relevant information as to whether it requires any further action by the CMC.'

Mr RUTHENBERG: Madam Speaker, I rise to a point of order.

Madam SPEAKER: Member for Bundamba, take your seat.

Mr RUTHENBERG: Madam Speaker, I find it very difficult to understand the relevance to this debate.

Madam SPEAKER: Take your seat. I want to check in regard to matters that may be under current referral. Member for Bundamba, I would ask you to return to the motion before the House and any documents that are relevant to the motion before the House; otherwise I will be taking that as a matter that will not be tabled. I call the member for Bundamba.

Mrs MILLER: Thank you very much, Madam Speaker. What is the member for Brisbane Central going to do about the fact that changes to 363 will mean residents near Herston Road will lose their direct services to the city? Nothing, because the member for Brisbane Central thinks that only 'povos' use buses. Is the member for Lytton going to fight to save the bus service in Stannard Road, Manly West, or will he let the 224 and 223 be diverted, just like he has allowed the health services in his electorate to be ravaged?

All the LNP members do is rollover and abandon their constituents. In my electorate of Bundamba, the 522 and 530, which link Springfield to Goodna, are going to be merged into one. This will mean some residents in Springfield and Camira will lose the service and the trip will take longer. But we expect this from you tory mob. Residents in my area will not be pushed around and we will not stand for more cuts to vital services. We are going to stand up, put our boxing gloves on and we are going to fight.

Mr SYMES: Madam Speaker, I rise to a point of order.


Madam SPEAKER: Member for Bundamba, take your seat. Member, what is your point of order?

Mr SYMES: I find the member for Bundamba offensive.

Madam SPEAKER: Member, you can only raise a point of order where there is a personal reflection. What is your point of order and is it in accordance with standing orders?

Mr SYMES: I find the remarks 'tory mob' offensive.

Madam SPEAKER: Member, that is not a point of order, as the standing orders are in regard to those matters that are a personal reflection on a member. The member's time has expired. I call the member for Mount Ommaney.

 **Mrs SMITH** (Mount Ommaney—LNP) (6.13 pm): I rise to support the minister's amendment. The ALP have long been masters of creating hysteria and anxiety amongst communities and individuals by using the scare tactics and fear tactics that they always resort to. The ALP's motto should be 'never let the facts get in the way of the story they wish to tell'. I refer to the rumour and scaremongering those opposite are engaged in. This time it is in relation to the bus review network.

The theatrics that we are subjected to every sitting by the member for Bundamba is on display yet again today. The member for Bundamba needs to remember that we are not here auditioning for Jerry Springer—a worthy candidate, however, she would be. But we are not here to do that. I would think that if ever the topic comes up of 'I've been in the job so long and still don't know what to do—that's because I ain't got a clue' they will be contacting the member for Bundamba. She will be getting the first call from the Jerry Springer producers.

However, let's have a look at the propaganda Labor are peddling on their website. Under the headline 'The Newman LNP Government: Stop the cuts to Queensland Bus Service', they state—

The Newman Government's overhaul of Queensland bus services will mean cuts to routes, reduced frequency and fewer weekend and evening services.

This is false, fictitious, fibbing, fabricated. Why is it when I talk about the ALP I always use the 'F' word? The facts are this: 800,000 Brisbane residents will be within walking distance of high-frequency routes. The number of high-frequency services will be increased in Brisbane from 19 to 26. Mount Ommaney will become a major suburban hub, going from no frequencies to two. The GoNetwork is 7 am to 7 pm, seven days per week, every 15 minutes—just turn up.

Now let's also have a look at the claim on this website that the Newman government has not 'properly consulted'. Au contraire, Madam Speaker—au contraire. The Newman government has been involved in ongoing consultation since last year and we still continue to gain valuable feedback. Submissions are still open for the next three weeks. The only part of the word 'consultation' that the Labor Party understand is 'con'—conning the people of Queensland. This is nonsense to say there has been no consultation. It has been on talkback radio and in local newspapers. There have been


submissions from the public, and local members such as myself—and if you had been doing your job you would have done the same—have got around the communities and discussed it.

Mrs Miller interjected.

Mrs SMITH: No Jerry Springer at the moment. I have had people come into my office, they have put their views across and we have encouraged them. So we are out there consulting and we continue to consult.

So, as I said, from a local point of view the proposed changes will finally recognise Mount Ommaney as a key network hub in the south-west region. The area is set to benefit from two new high-frequency services which will be part of the GoNetwork—and again I reiterate: 7 am to 7 pm, seven days a week—including route 25, Forest Lake to Mount Ommaney, and route 26, Mount Ommaney to the city via Indooroopilly. The new routes will also mean that for the first time Mount Ommaney and Riverhills residents have frequent, all-day connections directly to the city, to Indooroopilly and to the Oxley and Darra train stations.

In conclusion, the ALP have no clue, no common sense, no credibility. I commend the assistant minister. I commend the minister for having the fortitude to undertake this fantastic review. I support the minister's amendment.


 **Mr JUDGE** (Yeerongpilly—Ind) (6.17 pm): I was elected to represent the residents of the Yeerongpilly electorate and many want the Newman government to know that the community does not agree with the bus cuts. Parents and their children, university students, workers and others including people with a disability and the elderly will all be affected. Sadly, many people are just not able to attend another bus stop to access another service because of the extra distances and their physical limitations. Many parents with prams, people with a disability and the elderly are also excluded from alternatively catching trains because of the poor public access to most platforms, not only in my electorate. This is something that should be taken into consideration in public transport planning and proposed bus cuts.

If the government had it right, there would not be the level of angst and anger in the community. To back this up, just eight days ago I sponsored a petition that is to be tabled in parliament later this week. Already the combined number of e-petitioners and paper petitioners will exceed 800 people. These petitioners are real people with real concerns about the Newman government's bus cuts, and I am confident that the level of community dissatisfaction is not limited to my electorate. To highlight how bad the situation is for the government—and government members should also be advocating against these bus cuts—elderly people from my community who attend the Salisbury senior citizens club feel so angered and ignored by the Newman government that they tied a sign to a bus stop directly out the front of their club on Cripps Street, Salisbury.

I will not sit quietly on this issue, especially when senior citizens feel that way. I have promised to work with energy and commitment, and I am here to stand up for my community. I table a photograph of the sign that says 'Save our bus services'.

Tabled paper: Photograph of protest sign regarding cuts to bus services.

I hope it helps the Premier and his government understand that they cannot only be about the bottom line. Queensland has a fiscal repair responsibility ahead of it; the government has that to address, which is important. However, being a good government is also about fulfilling social responsibilities and ensuring environmental sustainability. It is not about achieving economic efficiency at all costs, causing unreasonable detriment to the community. I strongly encourage the Newman government to rethink the bus network review and get it right for the sake of all people in South-East Queensland. I support the opposition motion.

 **Mr MINNIKIN** (Chatsworth—LNP) (6.20 pm): I welcome the opportunity to speak to the minister's amendment. It saddens me from a democratic perspective that the 54th Parliament has come to this. The democratic socialists bunkered down in Peel Street are so delusional and inept that they really do believe their own propaganda.

I ran for public office in order to debate public policy in this august House, and the standard of debate has not elevated much over the first 12 months of my parliamentary career. This motion moved by the member for South Brisbane is big on pathos and emotion, but never let the facts get in the way of a great story for the idealistic left. I have read the background biographies on those seven economic illiterates opposite and it makes perfect sense as to why they are clueless. Simply put, they have no concept of the real world. Let us get back to some substance and facts as I only have around five minutes to speak and I could debate those opposite all night long.

I was truly honoured to be made the Assistant Minister for Public Transport shortly after being elected in March last year. Since July, I have been tasked with preparing the most comprehensive review ever undertaken of public bus transport in South-East Queensland. I have been delighted to work with TransLink staff, fellow colleagues and the minister. Unlike those opposite, we do walk the talk when it comes to consultation and have never seen this as a cost-cutting exercise but, rather, an opportunity to build a better bus network. In the public arena one must demonstrate compassion and empathy but one also needs to demonstrate an understanding of the essential project management skills involving the trade-off between time, quality and cost.

What was the ALP's contribution to public transport as a legacy of two decades in office? Falling patronage numbers and exorbitant fare increases! How dare those opposite get up and lecture us about having the strength of leadership to once again fix up another one of their policy train wrecks—although, in this case, it is bus wrecks. The democratic socialists opposite adhered to a public transport model known as a 'coverage model' which, from my background research of these intellectual geniuses, assumes that everyone needed to be approximately 400 metres walking distance from a bus stop. That warms the cockles of my heart except that there was only one tiny detail they overlooked: it did not work.

We started metaphorically with a blank sheet of paper and went through every single bus route in South-East Queensland—446 to be precise—without fear or favour and looked at the plain hard facts. It made for sobering data analysis. Here are the clear facts which outline clearly why we needed to change the bus network and refute the inane gestures of before. Forty-nine per cent of existing routes carry, on average, passenger loads of seven people or fewer. Just 14 per cent of total routes carry 57 per cent of passengers. Two-thirds of existing routes shared greater than 70 per cent of stops with other routes. Service costs were increasing, with Brisbane's operating costs up by 35½ per cent with only a 2.9 per cent increase in passengers between 2009-10 and 2011-12. There are infrastructure constraints, with over 600 buses entering the CBD in 2011, and this current rate of operational projection will have over 1,070 coming into the CBD in 2021.

South-East Queensland has approximately 3.1 million people serviced by 446 bus routes. Yet the greater Melbourne area, which has a similar land area, has a population of 4.17 million people serviced by only 346 routes. The clearly stated objectives of the bus network review were to eliminate service duplication, manage the infrastructure capacity such as the Cultural Centre bottleneck, get more people on to public transport, get better intermodal connectivity and redirect resources to routes where there is overcrowding.

Unlike the pathetic record of the Beattie and Bligh Labor governments when it comes to public consultation, as evidenced by the forced local government amalgamations and asset sales, the Newman government is prepared to always listen to the community as any form of project management involving change requires one to take the people with you and actively listen to their concerns. For example, I have been on talkback radio as has the minister. We have had extensive meetings with fellow MPs and local councillors. We have outlined on the website the proposed network review changes and we have also made sure that we have had another two weeks on top of the initial two for the consultation period.

No government has a mortgage on the best ideas and getting things perfectly correct. However, one thing is for sure: as sure as night follows day when it comes to project management and fiscal responsibility in this state, those seven over there continue to follow the bouncing ball.

(Time expired)

Division: Question put—That the amendment be agreed to.

AYES, 65—Barton, Bates, Bennett, Berry, Bleijie, Boothman, Choat, Costigan, Cox, Crandon, Cripps, Crisafulli, Davies, C Davis, T Davis, Dempsey, Dowling, Driscoll, Elmes, Emerson, Flegg, France, Frecklington, Gibson, Grant, Grimwade, Gulley, Hart, Hathaway, Hobbs, Holswich, Johnson, Kempton, Krause, Langbroek, Latter, Maddern, Malone, Mander, McArdle, McVeigh, Millard, Minnikin, Molhoek, Nicholls, Powell, Pucci, Rice, Rickuss, Ruthenberg, Shorten, Shuttleworth, Smith, Sorensen, Springborg, Stevens, Stewart, Stuckey, Symes, Walker, Watts, Woodforth, Young. Tellers: Kaye, Menkens,

NOES, 12—Byrne, Douglas, Hopper, Judge, Knuth, Mulherin, Palaszczuk, Pitt, Trad, Wellington. Tellers: Miller, Scott

Resolved in the affirmative.

Division: Question put—That the motion, as amended, be agreed to.

AYES, 66—Barton, Bates, Bennett, Berry, Bleijie, Boothman, Choat, Costigan, Cox, Crandon, Cripps, Crisafulli, Davies, C Davis, T Davis, Dempsey, Dowling, Driscoll, Elmes, Emerson, Flegg, France, Frecklington, Gibson, Grant, Grimwade, Gulley, Hart, Hathaway, Hobbs, Holswich, Johnson, Kempton, Krause, Langbroek, Latter, Maddern, Malone, Mander, McArdle,