



Speech by


# Jann Stuckey

MEMBER FOR CURRUMBIN

Hansard Wednesday, 3 August 2011

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## TRANSPORT LEGISLATION (FEES) AMENDMENT REGULATION (NO. 1) 2011

 **Mrs STUCKEY** (Currumbin—LNP) (8.38 pm): I rise to support the disallowance motion moved by the shadow minister for transport, multicultural affairs and the arts, the honourable member for Indooroopilly, on 24 May 2011 to disallow the Transport Legislation (Fees) Amendment Regulation (No. 1) 2011, detailing the state government's new motor vehicle registration fees which was introduced as subordinate legislation on 20 May 2011.

As honourable members have heard, the LNP can-do team vehemently opposes this fee hike, together with the Bligh government's incessant arrogance towards Queenslanders affected by cost-of-living pressures in all corners of our state. We will continue to stand up for Queenslanders, not choke them with unreasonable price hikes on registration for their motor vehicles. Unlike Labor members, the honourable member for Indooroopilly understands the pressures being faced by residents across this great state. He knows that families are already juggling their budgets to keep a roof over their heads, to pay their rising electricity bills and to put food on the table.

According to the RACQ, Queensland is now the most expensive state in which to own and operate a private motor vehicle. Since 2008, under a Labor government the average motor vehicle registration has increased by up to 32 per cent. Current information on registration fees in Queensland indicates that the cost to register the average six-cylinder family car will be \$805.30 in 2011 when CTP and other fees are added in. When one considers the sheer size of Queensland and the massive land mass therein, it is not surprising to learn that many motor vehicles in this vast state clock up hundreds of thousands of kilometres.

The longitudinal geographic layout of cities like the Gold Coast means that a large proportion of the population is dependent upon private motor vehicle use, which is exacerbated by a shameful lack of transport options and infrastructure. After 20 years in government out of the past 22, Labor's track record is abysmal. According to Griffith University Professor Jago Dodson, 95 per cent of travel on the Gold Coast is taken by private motor vehicles. For the sixth largest city in Australia, these statistics are worrisome and highlight the effect Labor's unacceptable registration increases will have on the cost of owning and operating a vehicle.

The 2010 *Accessing Our Airports* report conducted for the Tourism and Transport Forum provides a handy snapshot of activities and future traffic needs affecting key airports. Governments will be wise to take note and plan accordingly. The Gold Coast Airport has the highest rental car market share of the major Australian airports studied, with some 21 per cent of transport modes—which far exceeds the taxi usage, which sits at four per cent—followed by Cairns Airport, with 19 per cent car rentals. The effect of the registration increase will be felt sorely by customers in these tourism dependent regions as costs will undoubtedly be passed on to the consumer. Additionally, the looming carbon tax, which will affect domestic airline travel and associated tourism services, will compound this effect and see more businesses go to the wall and more families go into debt as they struggle to pay for basic items. Yet we have the Bligh

government ministers and elected members refusing to stand up for the people of Queensland as they face another tax on products and services.

The *Accessing Our Airports* report states that the private car is the dominant mode used to access all our major airports, with an average of more than six in every 10 passengers using a private vehicle to access airports. This dominance raises the need for appropriate and adequate public transport to our major airports and further highlights the need for continued investment in road infrastructure surrounding our airports.

However, due to Labor's inaction over many years and its failure to build the necessary infrastructure for a rapidly growing population, especially in South-East Queensland, the government is now taxing people who have no option but to drive the family car or the work vehicle as there is little or no public transport in many regions. It is completely unacceptable for this government to ratchet up car rego year after year when it is blitzing this captive audience with a raft of other taxes and increased daily living costs.

As I have travelled around the state in recent months, I have seen firsthand the reliance on private vehicles to get around and I have also seen and heard just how tough countless Queenslanders are doing it. As the shadow minister for tourism, manufacturing and small business, I am genuinely concerned for the future of many small businesses—businesses that are going to the wall at a frighteningly fast rate. On top of water, electricity and fuel price rises that have all been cranked up under Labor, increases such as this car registration increase that is now being introduced by this toxic Bligh government could cripple many of the small businesses that rely on motor vehicle use. Trade businesses who rely on work in Brisbane and commute from the Gold Coast will be hit hard by this cruel registration increase. Morning and night the M1 is full of tradies who are forced to head north for work as they cannot find any on the Gold Coast.

It is interesting that it was the cost of living—namely, rising water, electricity and car registration costs—that rated as the highest concern for the nearly 3,000 residents who returned my whole-of-electorate community survey in November last year. For this issue to rate at the top of the list of our community's concerns—soaring ahead of traditional issues such as law and order and health—is reflective of the poor state of affairs this Bligh state government has led our state into. The LNP has a clear policy to ease the cost-of-living pressures and assist households by freezing car registration during the first term of an LNP government.