OUR ECONOMIC PLAN

OUR PRIORITIES

01 BUST CONGESTION
02 CHEAPER ELECTRICITY & FUEL
03 BETTER HEALTH & EDUCATION
04 DELIVER WATER SECURITY
05 LOWER TAXES
| 01 | Bust Congestion |
| 02 | Cheaper Electricity & Fuel |
| 03 | Better Health & Education |
| 04 | Deliver Water Security |
| 05 | Lower Taxes |
The Liberal National Party team wants a secure economic future for you and your family.

A future where Queensland’s best days are ahead of us.

Sadly, Annastacia Palaszczuk and Labor have no economic plan for Queensland, other than increased taxes.

Queensland used to be the economic powerhouse of Australia, but now we’re battling for the wooden spoon.

Stagnating wages growth, high unemployment, a youth jobs crisis in regional Queensland and flat-lining business confidence are all symptoms of Labor’s economic mismanagement.

Managing the household budget is more and more challenging, with rising cost of living expenses like electricity, fuel, water and car registration.

Housing is becoming less affordable because Labor aren’t providing the roads, rail and other infrastructure to open up new housing developments and they continue to impose new taxes on the building industry.

The LNP believes you can’t tax your way to growth.

We want to encourage more investment and send the message that Queensland is ‘open for business’.

Our Economic Plan will create more jobs and more opportunities for Queenslanders.

It’s a plan to grow our economy now and into the future, enabling us to provide better schools and hospitals and improve Queensland’s liveability.

THE LNP ECONOMIC PLAN WILL:

1. Bust congestion
2. Provide cheaper electricity and fuel
3. Ensure better health and education
4. Deliver water security
5. Stand for lower taxes

This is just the start of the LNP’s plan for the future. We will continue to listen to Queenslanders and develop more plans to ensure Queensland’s best days are ahead of it.

We want to make Queensland a better place for our kids.

DEB FRECKLINGTON MP
Leader of the Liberal National Party

TIM MANDER MP
Deputy Leader of the Liberal National Party
THE LNP WILL PLAN FOR THE FUTURE.

We need an alternative to the Pacific Motorway. It was the LNP that built the first M1, linking Brisbane and the Gold Coast, and if Labor fails to bring forward any funding and get on with the planning, it will be an LNP Government that will build a second M1.

THE PROBLEM

Congestion is getting worse, we need to plan for the future.

The Pacific Motorway is the busiest road in Queensland, with an average of 145,000 vehicles travelling on the M1 each day.

The M1 was built 20 years ago and population growth has already exceeded the capacity of this major arterial connection.

It is not good enough that the current motorway is gridlocked or blocked for hours after an accident.

Local motorists need alternative routes, we cannot just keep adding lanes to the M1.

An alternative to the M1 could take up to 60,000 vehicles a day off the existing Pacific Motorway.

Annastacia Palaszczuk’s band-aid solution of reducing the speed limit to delay building infrastructure is not the answer and just won’t cut it.

Labor’s M1 lies were exposed on the 2017 Election Day when it was revealed their policy had a $176 million funding shortfall.

OUR SOLUTION

An alternative to the M1 could take up to 60,000 vehicles a day off the existing Pacific Motorway.

The Second M1 project will be a 4-lane arterial road from Nerang-Broadbeach Road to Stupyton-Jacobs Well Road with three stages comprising:

**Stage 1: Shipper Dr, Coomera to Gold Coast Hwy**

**Stage 2: Gold Coast Hwy to Nerang-Broadbeach Rd**

**Stage 3: Shipper Dr to Stupyton-Jacobs Well Rd**

The Second M1 will provide an alternative north-south route to the Pacific Motorway on the northern Gold Coast and Beenleigh. The corridor already exists, we just need to commence planning and design work.

It will reduce traffic pressure and congestion on the Pacific Motorway and provide alternative traffic routes in the case of an accident or severe congestion.

This will reduce congestion on the northern part of the M1 to get people home safer and sooner.

We can’t wait until the next election – Annastacia Palaszczuk needs to get on with building the Second M1.
THE PROBLEM
The Sunshine Coast is predicted to grow by almost 200,000 new residents over the next two decades.

The 39 kilometre line between Beerburrum and Nambour is currently a single track with poor alignment that results in limited services and often considerable delays.

Track congestion creates bottlenecks, with competing freight and passenger trains making services less reliable.

Labor promised to build the Sunshine Coast rail duplication way back in 2009 when Annastacia Palaszczuk was the Transport Minister in the Bligh Government and almost a decade later nothing’s happened.

This project is long overdue and Labor need to get on with the job and start delivering.

Sunshine Coast residents shouldn’t have to wait until 2020 for another funding commitment for this long overdue project.

The Palaszczuk Labor Government has continued to refuse the Federal Coalition’s $390 million funding for the upgrade. Petty politics should not get in the way of getting the Sunshine Coast line funded and upgraded.

“Significant conflicts currently exist between freight and passenger services on the shared Beerburrum to Nambour corridor resulting in disruptions, service unreliability and increased travel times.”¹

– Building Queensland

OUR SOLUTION
If elected, the LNP would accept the Federal Coalition’s $390 million funding offer to deliver the upgrade as a 50/50 funding proposal.

The upgrade will provide more than 150 extra weekly services, improve transport reliability for Sunshine Coast residents and take congestion pressure off the Bruce Highway between the Coast and Caboolture.

This is a shovel-ready project. The business case has been completed and assessed by Building Queensland and it is ready to go.

It’s time to get on and finally deliver the Sunshine Coast rail duplication.

The LNP also supports the investigative works for faster rail to the Sunshine Coast.

THE PROBLEM

Labor’s rail fail means more people are looking for alternative transport options such as buses or driving on already congested roads.

Two-thirds of public transport users in Brisbane are bus users with more than 76 million passenger trips taken in 2015-2016.

Since 2008, the Cultural Centre Busway station has been over capacity, resulting in longer travel times, congestion and unreliable services.

Key parts of the busway network, including Buranda, Mater Hill and South Bank stations, are also suffering from congestion and the CBD’s bus stops and routes are at capacity.

The South East Busway suffers significant delays and long queues of buses awaiting access to the Victoria Bridge.

OUR SOLUTION

Brisbane Metro solves a transport bottleneck that has been at capacity since 2008 and will reduce congestion that currently chokes Brisbane streets.

Brisbane Metro will provide high-frequency services as often as every 90 seconds between Roma Street and Mater Hill and will boost busway capacity by up to 22,000 passengers per hour.

If elected, the LNP will contribute state government land at Rochedale and South Brisbane worth over $20 million to ensure this vital public transport project is delivered.

The LNP’s commitment plans for the future and enables Brisbane commuters to benefit from more frequent public transport services.

Brisbane Metro is a city-changing project – an LNP Government will ensure appropriate approvals are in place to start construction and will invest in more bus services to work with the Brisbane Metro once it is operational.

The project has been listed as one of just six high-priority national infrastructure initiatives by Infrastructure Australia – the only Queensland project to make the high-priority list.

The LNP will also develop new integrated transport plans to ensure there is a plan for further expansions to Brisbane Metro and other public transport projects.

This is an important public transport project that will ease congestion in Brisbane.

ALTERNATIVE ROUTES

THE PROBLEM

Congestion in Southeast Queensland is getting worse and Annastacia Palaszczuk and Labor have no long-term plans to fix the problem.

Our major roads are choked with congestion, including the Centenary Motorway, Bruce Highway, Pacific Motorway, Gympie Road and Old Cleveland Road.

Queenslanders are sitting in growing traffic on the way to work and it’s taking longer to get back home to our families each evening.

Meanwhile, Labor’s rail fail means more commuters are getting back into their cars because they don’t know whether their train will turn up.

Despite worsening congestion, the Palaszczuk Labor Government has cut roads funding this year to the tune of $65 million in SEQ and $400 million across the state.

Stop-start traffic congestion increases fuel consumption and greenhouse gas emissions by around 30%, so increased traffic is not only a drain on the hip pocket – it is bad for the environment as well.
“Congestion threatens our local economy, environment and quality of life. Time wasted sitting in congested traffic reduces both leisure time and productivity; and longer travel times significantly increase transport costs for business.” – RACQ

OUR SOLUTION
Despite our population significantly increasing, a comprehensive assessment of existing alternative road corridors hasn’t been done in the last decade.

We need to plan now for the alternative routes that Southeast Queensland needs to the north, south, east and west of the Brisbane CBD.

We can’t just keep adding lanes to our existing main roads – it’s time for a comprehensive look at alternative routes.

In partnership with the SEQ Council of Mayors, an LNP Government will provide better co-ordination of state and local roads, preserve future road corridors and begin planning the alternative routes we will need over the next two decades.

To address Labor’s lack of serious planning, we need an infrastructure plan that works with our regional growth plan and provides a clear road network for the future.

The LNP believes in proper planning, not just endless glossy brochures that never eventuate because there is no detailed follow-through.

IMMEDIATE M1 UPGRADES

THE PROBLEM
In addition to delivering an alternative route between Brisbane and the Gold Coast, Queensland’s largest cities need immediate upgrades to the national highway linking them.

For weeks, the Palaszczuk Labor Government turned down $1 billion from the Federal Coalition for immediate M1 upgrades to the south of Brisbane and on the Gold Coast.

The Coalition is committing $1 billion for the construction of two high-priority upgrade projects – one between Varsity Lakes and Tugun on the Gold Coast section of the M1 Corridor, and one between Eight Mile Plains and Daisy Hill.

The Varsity Lakes to Tugun project is expected to include widening of both the north and southbound carriageways to six lanes, a direct northbound off-ramp from the M1 to Southport – Burleigh Road, ramp upgrades with ramp controls, auxiliary lanes, pavement reconstruction works and better cycling and walking connections between centres.

The Eight Mile Plains to Daisy Hill project is expected to include widening the motorway from six to eight lanes, ramp consolidation, managed motorways technology, extending the busway to Springwood, supporting bus priority south of Springwood and better active transport connections between centres.

The M1 is one of the most important and heavily congested routes in Queensland with nearly 30 million tonnes of freight moving between New South Wales and Queensland each year and between 50,000 and 155,000 vehicles per day using sections of the M1 from Springwood to Tugun.

OUR SOLUTION
The LNP would immediately match the Federal Coalition’s funding for the M1 to get the ball rolling on upgrades which will relieve congestion. The LNP would fast-track the funding to fix the M1.

Unlike Labor, fixing the M1 is an LNP priority.

This $1 billion commitment would complement the delivery of a Second M1 between Nerang and Stapylton.

The LNP built the first M1 and we know how important it is to invest in the infrastructure that a growing region needs.

These M1 upgrades will get Queenslanders home safer and sooner.

Rather than picking fights with Canberra, Queenslanders just want to see congestion-busting projects become reality.

We can’t wait for another election to get them built!
FIX THE TRAINS

THE PROBLEM
Annastacia Palaszczuk’s rail fail has resulted in 470 fewer services for commuters each week.

Labor’s ongoing rail fail is one of the worst public transport failures in our national history.

Closed shop driver recruiting and other secret cosy arrangements with the Rail, Tram and Bus Union ( RTBU) shows that Labor puts the interests of union bosses ahead of the public transport needs of SEQ commuters.

Train driver productivity has also declined and drivers spend less than 30% of their shift actually driving a train with passengers. 3 This is despite some train drivers getting paid close to $200,000 a year and train guards on almost $170,000 a year.

The Strachan Inquiry recommended ‘progressing recruitment and training of an additional 200 drivers and 200 guards’. Over a year later, it was revealed on ABC radio that only 16 additional drivers had been recruited, meaning that Labor’s rail fail could continue for another decade.

At the same time, safety incidents on the Citytrain passenger network have increased with 2017 being one of the worst years in the last decade for signals passed at danger (SPADs) by drivers.

Overcrowded trains speeding through signals puts commuter safety at risk.

OUR SOLUTION
The Government’s own Strachan Inquiry laid out the path to fixing the rail fail and yet Labor’s closed shop arrangements with the RTBU are preventing them from sorting it out quickly.

The LNP would restore reliability to our rail network by:

1. Recruiting more drivers
2. Getting them trained faster
3. Getting train services back on track

We will stand up to the rail unions and allow Queensland Rail to recruit external driver applicants. Labor’s promise to allow for external applicants is hollow and gives the unions the right to demand internal recruitment.

We will fast-track the sectorisation of train crew, allowing trainee drivers and guards to get to work on particular corridors sooner. This means train crew will be trained on particular lines and routes – ‘sectors’ – instead of having to be trained across the whole network.

We will take on the rail union to improve productivity.

The current processes take up to 13 months to train a driver.

Transparency and accountability are critical to restoring passenger confidence in our rail network. The LNP will ensure there is timely and clear communication to passengers about network disruptions, so they don’t get stranded at the station.

The language used by Queensland Rail needs to be plain and simple – rather than rail jargon or bureaucrat-speak – and faster so that passengers can make alternative plans if there are issues on the network.

Passengers shouldn’t have to wait until the next election for Labor’s rail fail to end, but sadly after 18 months commuters have no confidence that the Palaszczuk Government can fix the trains.

Fixing Labor’s rail fail will lead to restoring public confidence in our major passenger rail network. It will be a priority under the LNP.

3 Citytrain Response Unit briefing material – RTI 135-5586 December 2017
THE PROBLEM

In 2012, the Liberal National Party inherited a Bruce Highway that was run-down and unsafe after more than a decade of neglect under successive Labor governments.

The RACQ labelled it the most deadly road in the country.

We needed a plan to make the Bruce Highway safe, flood resilient and able to cope with the state’s growth. The Bruce Highway is the major economic artery for regional Queensland.

We’re now starting to see the benefits of the $8.5 billion Bruce Highway Action Plan the Liberal National Party funded with the Federal Coalition.

From Cairns to Brisbane, projects along the Bruce Highway worth millions of dollars have been delivered or are under construction thanks to the former LNP government.

But there’s more to be done.

Unfortunately the Palaszczuk Labor Government’s only solution for the Bruce Highway is to set up a bureaucracy. The Labor Government’s Bruce Highway Trust was announced with no detail and more than three months later there has been no chair or board members appointed.

OUR SOLUTION

The Federal Coalition Government has announced a $3.3 billion boost to Bruce Highway funding as part of the recent budget.

An LNP state government would immediately stump up our share of this funding under an 80/20 arrangement to get works underway as soon as possible.

Projects up and down the coast which will be delivered thanks to this budget boost include:

✓ $1.1 billion Pine River to Caloundra corridor upgrade, including 6-laning between Caboolture and Caloundra and upgrading the Dohles Rocks Road on and off-ramps

✓ $1 billion for the last stage of the Cooroy to Curra upgrade, the Gympie Bypass

✓ $250 million for additional safety works

This will form part of our new 10-year plan for the Bruce Highway, Queensland’s economic artery from Brisbane up to Cairns.

The LNP will back the Bruce and ensure Queenslanders up and down the state have a safer highway.
THE PROBLEM
Congestion on our roads is getting worse under Labor.

Southeast Queensland continues to grow, with almost two million extra people set to call it home over the next two decades.

That means more pressure on existing infrastructure like local roads, schools and hospitals.

Labor have cut the capital infrastructure budget by $3 billion a year, with over $400 million in cuts to the road budget in the last year alone.

That means more congestion and a reduction in our standard of living.

OUR SOLUTION
We understand that local road congestion is a major issue and that if nothing is done, the problem gets worse.

It is taking longer to get to work, drop the kids at school or drive to the local shops.

While major highway upgrades are important, upgrading local roads and clearing intersection bottlenecks allows people to get home sooner and safer.

An LNP Government would work with local councils on key upgrades and have a priority list for delivery.

Investing in local infrastructure across Southeast Queensland will ensure that infrastructure keeps pace with demand and helps us plan for the future.

This is part of our congestion-busting infrastructure plan to get you home sooner and safer.
LNP PRIORITIES

- SECOND M1
- SUNSHINE COAST RAIL DUPLICATION
- BRISBANE METRO
- ALTERNATIVE ROUTES
- IMMEDIATE M1 UPGRADES
- FIXING THE TRAINS
- A BETTER BRUCE HIGHWAY
- BUST BOTTLENECKS
THE PROBLEM

Labor has been using electricity as a secret tax, whileQueenslanders continue to pay record high prices.

Labor’s electricity rip-off is hurting the household budget and putting more pressure on small business – the backbone of the Queensland economy.

It was Labor that reduced competition when Anna Bligh merged the three state-owned generators (Tarong, CS Energy and Stanwell) into two, all while Annastacia Palaszczuk was sitting at the Cabinet table.

Average wholesale power prices spiked to record levels under Labor.

In the meantime, some of the most vulnerable Queenslanders – our seniors and pensioners on fixed incomes – are struggling to afford the basic necessities of life.

OUR SOLUTION

To promote more competition and put downward pressure on wholesale prices, the LNP will restructure our government-owned power generators from two to three entities.

The Government’s own modelling shows that creating three state-owned generation companies will reduce wholesale prices by more than 8 per cent.

This is not just a short-term sugar hit, as we regularly see with Labor’s electricity policies, this is a long-term structural reform that is backed by the Australian Competition and Consumer Commission.

“Having two generators control two-thirds of the capacity rather than three is clearly a retrograde step. It clearly gives them more market power than they would have without that step and this clearly means we’re paying higher prices because of that move from three players to two.”

– ACCC Chairman Rod Sims 612 ABC Radio, 21 July 2017

This is a policy that is backed by both small business and consumer advocates and will provide long-term structural change for Queensland’s electricity generation.
INTRODUCE REGIONAL COMPETITION

THE PROBLEM
While Labor presides over record high electricity prices, regional Queenslanders are struggling to make ends meet.

The LNP introduced competition into the retail electricity market for Southeast Queensland.

Labor delayed this reform, costing households around $400 a year. 4

Annastacia Palaszczuk and Labor commissioned a report into electricity prices but have ignored key recommendations that would introduce competition in the market for regional Queenslanders.

In 2016, the Queensland Productivity Commission recommended increased retail competition in regional Queensland. This is because Ergon retail has an effective monopoly in regional areas, which is expensive for taxpayers and a barrier to retail competition.

It seems crazy that Labor are sitting on the recommendations of a review that they established, rather than providing electricity price relief for businesses and households.

It’s another element in Labor’s great electricity rip-off and a further kick in the guts for regional Queensland from a Brisbane-centric Labor Government.

OUR SOLUTION
The LNP will end Labor’s electricity divide between the southeast and the rest of Queensland.

We don’t think it’s good enough that Queenslanders north of Gympie and from Toowoomba west are treated like second-class citizens.

If elected, the LNP will implement the recommendations of Labor’s own productivity commission report into electricity pricing, to introduce retail competition into the regional electricity market. The LNP believes competition will drive down prices.

We will do this by providing a community service obligation (CSO) to Ergon Energy’s distribution business to reduce the cost of energy distribution across regional Queensland, making it more attractive for retail operators to compete against Ergon’s retail business.

According to the Productivity Commission, that will deliver around $303 million in benefits over the initial five-year period due to price discounting and promoting competition.

This would also maintain the Uniform Tariff Policy (UTP), which supports economic development by levelling the playing field for businesses operating in the regions.

Providing retail competition to the regions would ensure that all Queenslanders are given an opportunity to reduce their skyrocketing electricity bills, not just those living in the southeast.

Giving households the opportunity to shop around should save them around $300 a year.
THE PROBLEM

Queenslanders want affordable and reliable energy. But South Australia’s rush to a 50 per cent renewable energy target resulted in blackouts and higher prices. Queensland Labor have blindly followed South Australia, putting Queensland’s energy future at risk.

Today Queenslanders pay more for green schemes than any other state, but have the lowest amount of renewable energy.

As the national energy market changes and renewable technology becomes more affordable, renewable energy generation projects can stand on their own two feet.

Under Labor, previous renewable energy projects were only possible due to high-level government subsidies, distorting the market.

In 2017, the Australian Energy Market Operator (AEMO) indicated that the resilience of the national energy market is at risk and that ‘renewable generation can provide some support to maintain reliability’. However, if renewable development was to lead to earlier retirement of existing baseload generators, the risk of increased blackouts would increase.5

We need to get the balance right between baseload generation and renewable energy generation. Otherwise, Queenslanders will continue to pay more and our reliability will match South Australia.

OUR SOLUTION

An LNP Government would mandate investment by our government-owned energy companies in renewable energy generation. We need to transition to a future beyond coal.

The LNP supports renewable energy. Unlike Labor, we can make it affordable so that even more Queenslanders can have access and ensure that we transition responsibly.

We would work with the AEMO on the right mix of electricity generation to ensure that electricity supply becomes affordable and reliable.

While renewable energy generation is more expensive, the cost of technology has declined in recent years. By 2020 it is anticipated that the cost of renewable energy generation will reach parity with fossil fuel generation.

As renewable technology becomes more affordable it is important that our generation mix is flexible and dispatchable.

Our approach is responsible and supports national targets. We will support additional jobs and investment in Queensland’s renewal energy industry while maintaining a reliable and secure energy supply.

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SUPPORT GREEN ENERGY

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BOARD APPOINTMENTS ON MERIT

THE PROBLEM
The secret back-channel email correspondence between Labor Minister Mark Bailey and the Electrical Trades Union (ETU) illustrates the deep-seated connection between trade union bosses and the Palaszczuk Labor Government.

In fact, Labor are owned lock, stock and barrel by the unions.

That means Annastacia Palaszczuk and her Ministers put self-interest and paybacks to their union masters ahead of the interest of Queenslanders.

It's a corrupt alliance which means that ETU bosses call the shots and Queenslanders pay the price – literally – through record high electricity prices that will continue to increase.

Labor could take meaningful action to bring down electricity bills for households and small businesses but they are too busy dancing to the tune of their union masters.

While Labor are in power, electricity policy will be dictated by ETU bosses and Queenslanders will continue to be ripped off.

OUR SOLUTION
If elected, the LNP will ensure that Queenslanders come first and while trade unions have their role, electricity policy will not be run by the ETU bosses.

We will make board appointments to government-owned energy companies solely on merit, not as paybacks to union bosses.

The LNP will also appoint a consumer representative to the Board of the network businesses to ensure the board is focused on sustainably lowering prices through cost control.

We want the best and brightest running our energy companies to improve efficiency and put maximum downward pressure on electricity prices for consumers and businesses.

While no-one disputes the rights of workers are to be respected and receive a fair day’s pay for a fair day’s work, Labor’s sweetheart union deals only serve the fat cat union bosses.

Only the LNP will put Queenslanders first and we will always act in the interest of Queenslanders, not the trade union bosses.
THE PROBLEM
Fuel prices in Queensland are among the highest in the country. Price variations of up to 25 cents a litre can exist within the same suburb or town. This can mean a price difference of $12 to $15 for a tank of fuel.

Currently, existing fuel apps are unable to display comprehensive information as it is not compulsory in Queensland for petrol retailers to provide this information.

Fuel is an essential part of life and motorists are being hit hard by high prices at a time when cost of living pressures are placing a major burden on Queensland families and businesses.

The RACQ has suggested that making it compulsory for retailers to report prices in real-time could save Queensland motorists $70 million each year. The NRMA has said real-time monitoring in NSW can save individual motorists $500 a year.

Annastacia Palaszczuk and Labor have been dragged kicking and screaming to act on this issue and Queenslanders have been missing out on savings of up to 15 cents per litre.

Their two-year trial shows that their heart isn’t in it and they would rather back big fuel companies than struggling motorists.

OUR SOLUTION
We understand that motorists have been doing it tough, getting ripped off at the petrol bowser every time they fill up.

A Liberal National Government will make it compulsory for every retailer to provide information on specific prices and specific types of fuel in real time. Under our Fight for Fairer Fuel Plan, retailers will not only be required to publish their prices, but also the date and time from which the prices will be applied.

Ensuring greater fuel price transparency for consumers will help them find the stations offering the cheapest fuel.

This initiative will promote more competition and help drive down the high cost of fuel.

Real-time monitoring of fuel prices will empower motorists, drive more competition and help ease the household budget pain of Queensland motorists.

“Motorists filling up a vehicle with a 60 litre tank could save themselves in the region of $10–15 per tank of petrol.”

– ACCC Chairman Rod Sims explains the benefits of providing motorists information on fuel prices, 13 September 2017
LNP PRIORITIES

✓ MORE ELECTRICITY GENERATORS
✓ INTRODUCE REGIONAL COMPETITION
✓ LOWER ELECTRICITY PRICES
✓ SUPPORT GREEN ENERGY
✓ FIGHT FOR FAIRER FUEL PRICES
REWARD QUALITY PATIENT CARE

THE PROBLEM

While the LNP made significant inroads in fixing our public health system after it became a basket case under Anna Bligh, things are slipping back to the dark old days.

Ambulance ramping is increasing, our emergency departments are overcrowded and promised hospital upgrades in growth areas seem to be getting further and further away.

The Australian Medical Association Queensland recently said that doctors are leaving our public health system in droves because of bullying, bed shortages and mismanagement. 6

Our hard-working doctors, nurses and paramedics need more help on the frontline.

We need a public health system that is focused on better health outcomes for patients.

With record funding coming from Canberra, Annastacia Palaszczuk needs to get serious about improving frontline health services.

It’s time for Labor to put patients before politics.

OUR SOLUTION

Queenslanders deserve a world-class public health system that Labor isn’t delivering.

Our health system should be geared towards improving patient care.

An LNP Government would introduce incentive funding for local health and hospital service boards that are tied to better performance. We want to treat more patients, more quickly and to restore confidence in our public health services.

We understand the importance of incentive-based performance and focusing our health system towards better outcomes for patients.

The LNP will give our hard-working nurses, doctors and paramedics the support they need to slash waiting lists and reduce ambulance ramping.

This will form part of our patient care guarantee and improve patient care, no matter where people live.

REDUCE WAITING LISTS

THE PROBLEM
Our emergency department wait times are blowing out, with the latest figures indicating almost one-third of all patients are not being seen within clinically recommended times.

For some patients, that means not being seen within two hours of arriving at hospital. At Logan 50% of patients aren’t seen on time, at Redland it’s 45% and at the Gold Coast University Hospital it’s 30%.

In Logan, the local health network says that the situation is unlikely to improve until there are more beds and yet Labor won’t be opening more until 2022.  

Ambulance ramping is back as well, with 23% of patients left waiting in the back of ambulances for longer than 30 minutes, as of March 2018.

We’ve also seen the public dental wait list blow out by over 100 days in one year.

This means Queenslanders are now waiting more than 400 days for general dental treatment.

Elective surgery wait times have blown out under Labor, with the median wait time almost doubling since Annastacia Palaszczuk became Premier.

OUR SOLUTION
The LNP will re-focus our public health system on patient outcomes and ensure better health services are provided to Queenslanders.

We will partner with the private sector to slash waiting lists and ensure elective surgery is completed in medically recommended timeframes.

We will also ensure dental wait lists are reduced by increasing options for available care.

This is part of our plan to improve frontline health services and ensure our public health system is improving patient care by helping Queenslanders when they need it most.

We will ensure that the Surgery Connect program is reviewed as part of this initiative.

1 https://www.couriermail.com.au/news/queensland/wait-way-too-long-for-emergencies-at-major-queensland-hospitals/news-story/28ee65c343130b0d0c4856e6e9d0f45c8
TACKLE THE ICE EPIDEMIC

THE PROBLEM
ICE use across Queensland – particularly in regional and remote communities – has skyrocketed in recent years.

Organised crime gangs who supply the drug know they can run it through our regional communities easier because it’s harder to contain.

There are fewer police over a larger geographic area and there is significant economic disadvantage – such as high unemployment – so the market is there.

Labor’s ‘business as usual’ approach simply won’t solve the problem.

OUR SOLUTION
The LNP will build four new rehab centres across the state, with more detox facilities to get people off their addiction and get them the help they need to stay clean.

Our focus is on more treatment, more prevention and more rehabilitation.

We also want to shut down the big crime gangs that peddle drugs to our kids.

Queenslanders can’t wait another three years, we need solutions now.

Our comprehensive and targeted plan deals with the ICE epidemic that has spread across the state and complements the National Ice Action Strategy.

It includes education and awareness, targeted prevention, improved rehabilitation, focused law enforcement and better research.

We want to help struggling families coping with addiction and ensure that a generation of Queenslanders aren’t lost to the ICE epidemic.

It’s important that ICE patients are treated for their drug addiction and not simply shunted off to mental health wards.
INDEPENDENT PUBLIC SCHOOLS

THE PROBLEM
Independent Public Schools (IPS) are destined for the scrapheap under Labor because they decentralise government and cut the teachers’ union out of key decision-making processes, which are driven locally.

Since 2013, 250 Independent Public Schools have commenced across Queensland, but the program has stalled under Labor.

In their first term, Labor introduced a union veto over IPS approvals as payback to their union masters.

IPS is an optional initiative that local school communities can apply for that gives schools greater autonomy in decision-making, cuts red tape and removes layers of management to improve student outcomes – unless the unions say no.

The unions have never supported the program, dictating Labor’s policy and opposition to IPS.

The fake scare campaign the unions ran against IPS has been shown for exactly what it was.

But the unions continue to dictate Labor’s education policy and lead the opposition to IPS.

A secret review is now underway to determine the future of this important education initiative.

OUR SOLUTION
The LNP will support our school communities and continue the roll-out of IPS across Queensland, as we believe that local principals, in consultation with their local school communities, are best placed to make decisions about their schools.

We recognise that a one-size fits all approach to education simply does not work.

Research shows that more autonomy improves school performance and student outcomes.

Local decision-making, greater control over resources and increased funding enables locally-tailored programs that increase collaboration and maximise our children’s potential, increasing their opportunity to get a job.

The LNP believe that local school communities, parents, teachers and principals know what is best for their children – we want to give them the ability to make those decisions without interference.

Since the introduction of IPS, we have seen innovative partnerships between schools and local universities and industry groups, expanded music programs through partnerships with nearby schools and primary schools working with kindies to ensure school readiness.

More Independent Public Schools will empower more local principals and parents to be the masters of their own destiny and have greater freedom to shape their own strategic direction and make decisions, which will directly benefit their students and the needs of their local school community.

This is part of our plan to support local decision-making and provide Queensland mums and dads with more choice.

The LNP vision is for Queensland children to receive the best education in Australia.
GET BACK TO BASICS

THE PROBLEM
In 2016, a former primary school teacher of 33 years broke her silence about the pressures on modern teachers and the effects of an overcrowded curriculum.

Receiving wide media coverage for her comments, she said in a social media forum:

"The curriculum I taught grade two in the eighties is now down at prep and year one. We know that it’s not working.

"In my teaching career I have never seen so many children suffering from stress and anxiety." 10

The claims were backed up by P&Cs Queensland and the Queensland Teachers Union.

A 2014 review of the Australian curriculum found that ‘the curriculum is overcrowded in many dimensions’. 11

The effect of a crowded curriculum is that core literacy and numeracy subjects are compromised, particularly in the early years where foundation skills are so important.

OUR SOLUTION
The LNP wants to ensure our education system gets back to basics and lets teachers get on with their job – to teach our kids the foundation skills they need to get a job and succeed in life.

Under our plan to declutter the curriculum, we would ensure a greater focus on teaching the foundation skills of language, literacy and numeracy.

To do this, we would partner with teachers, parents and principals to develop additional material for teachers through the Queensland Curriculum Assessment Authority that gets back to basics. This is similar to the model in New South Wales, under the K–10 Curriculum Framework, and Victoria under the F–10 Curriculum.

Our plan to declutter the curriculum will give our kids a stronger focus on the skills they need to get ahead in life, while taking the pressures off teachers and principals. 12

AIR-CONDITIONING IN
EVERY CLASSROOM

THE PROBLEM
Not every classroom in Queensland is air-conditioned.

Schools outside Education Queensland’s ‘cooler schools zone’ have to fend for themselves, effectively treating our kids and teachers differently depending on where they live.

Given our climate, we think it’s important that every child can learn in an environment that is cool and comfortable.

The government should be looking after everyone and providing a consistent learning environment for our kids.

OUR SOLUTION
The LNP want every public school classroom air-conditioned in Queensland by 2028.

We want to end the divide between kids in Southeast Queensland and the regions, which is why we have a plan to make it cooler for teachers and kids in every public school classroom in the state.

This will not only improve learning outcomes for our kids, but will provide a more comfortable environment for our teachers and principals as well.

We want our kids to be the smartest in the nation.

Our plan to air condition every public school classroom will lead to better student results and a more comfortable working environment for all.
MAKE ENGLISH MANDATORY

THE PROBLEM

It was recently revealed that English won’t be a mandatory component of the new senior school tertiary entrance system, known as ATAR, which is replacing the current OP system.

Reading and writing are two fundamental skills that are assessed through NAPLAN and are important for helping our kids succeed in life and get a job.

Saying that English is not a mandatory inclusion for ATAR diminishes the importance of the subject.

The LNP overhauled our senior assessment to ensure we have a modern, nationally consistent approach but Labor’s decision treats English as a third-rate subject.

It also sends the wrong message to our kids and our teachers. We should be boosting literacy and numeracy standards, not diminishing them.

If it’s good enough for kids in New South Wales and Victoria, it’s good enough for Queensland.

OUR SOLUTION

We want our kids to be the smartest in the nation.

Our writing results for year 7 and 9 are some of the lowest in the country as it is.

The LNP would immediately overturn Labor’s decision to exclude English in the results of the new senior assessment and tertiary entrance system from 2020.

We should be doing more to address NAPLAN results.

Boosting literacy and numeracy standards will deliver better education outcomes for our kids and give them the tools they need to succeed in life.
LNP PRIORITIES

- REWARD QUALITY PATIENT CARE
- REDUCE WAITING LISTS
- TACKLE THE ICE EPIDEMIC
- INDEPENDENT PUBLIC SCHOOLS
- GET BACK TO BASICS
- AIR-CONDITIONING IN EVERY CLASSROOM
- MAKE ENGLISH MANDATORY
An investment in water security is an investment in Queensland jobs.

The LNP understands that dams are catalysts for boosting economic production in agriculture, resources and industry, as well as improving regional water security.

THE PROBLEM
Annastacia Palaszczuk and Labor are anti-dams.
It’s another example of a Brisbane-centric Labor Government that doesn’t care about regional Queenslanders.

The last dam built outside Southeast Queensland was the Paradise Dam near Bundaberg in 2005. That means Queensland has gone over a decade without any new dams built in regional Queensland, despite the growing demand for water for food and fibre production and the impending development of the Galilee Basin.

There are billions of dollars available in Commonwealth Government water infrastructure funds and yet Annastacia Palaszczuk is more interested in playing petty politics with Canberra than doing her job.

OUR SOLUTION
The LNP will immediately begin work on securing the water that Queensland needs.

We want to get these important water security projects shovel-ready.

NULLINGA DAM
The proposed Nullinga Dam site is located on the Walsh River in the Atherton Tablelands and has been proposed as a future water supply to serve growing urban demand in Cairns and to stimulate irrigated agriculture in the region by supplementing existing supplies.

If elected, the LNP will contribute $10 million to get the Nullinga Dam shovel-ready by delivering the Environmental Impact Statement.

The water restrictions in Mareeba have reignited calls for improved water security in the Far North. The Federal Coalition Government has provided $5 million for a feasibility study into the Nullinga Dam from the National Water Infrastructure Development Fund.

While Labor call for patience, as they continue to delay the release of a business case, the LNP will get on with the project.
“None of the current messaging, or lack of communication with us, makes sense given that we have been very vocal about our support for this project.”  

– MSF Sugar CEO Mike Barry, 21 February 2018 (Cairns Post)

URANNAH DAM
The proposed Urannah Dam site is located in the upper Broken River Valley, north-west of Mackay.

If elected, the LNP will contribute $10 million to the development of an Environmental Impact Statement to get the Urannah Dam shovel-ready.

Once this important work is complete, we will get on with the job and start construction.

The Urannah Dam would provide water for agricultural development in the Burdekin Basin, industrial and agricultural development in the Bowen region (via a channel from Clare Weir) and mining development in the northern Bowen and Galilee Basins.

BURDEKIN FALLS DAM
This project near Townsville project seeks to raise the Burdekin Falls Dam by two metres to increase the storage capacity by 590,000 ML to a total of 2,446,000 ML, meaning opportunities like hydroelectricity won’t leave farmers short of water.

It will secure the water the Townsville region needs well into the future.

If elected, the LNP would contribute $10 million to deliver the Environmental Impact Statement to raise the dam wall. The Environmental Impact statement will also look at options to raise the dam wall by more than two metres as part of the LNP’s long term plan for the future.

Building Queensland has been undertaking a strategic business case, which is now more than six months late.  

DELIVER
ROOKWOOD WEIR

THE PROBLEM
Labor have been talking about building the Rookwood Weir since 2006 and yet, despite that, nothing has been done.

The water from this dam could create an extra $1 billion a year in agricultural production and 2,100 new jobs in Queensland. There is strong demand from the beef industry and macadamia industry, and water security is needed for irrigation.

Agricultural producers, the resources sector and local communities need this water and yet Labor have been too busy playing petty political games with Canberra.

Labor have been missing in action when it comes to Rookwood Weir. During the 2017 election Annastacia Palaszczuk failed to commit any funding for the project.

Only after sustained pressure from the LNP at state and Commonwealth level has a funding commitment been made – but it depends on receiving an ongoing 50:50 contribution from the Commonwealth. It is clear Labor is looking for any excuse not to build the Rookwood Weir.

OUR SOLUTION
We will work with the Federal Government to finally deliver this project for Central Queensland.

The Federal Government stumped up the cash two years ago while Labor were stalling on more studies that they wouldn’t even pay for themselves.

An LNP Government will contribute the $176 million as a 50/50 state contribution to ensure this project can finally get started. We won’t get into an unnecessary fight about operating costs. It’s time to get this project built.

Building Queensland found “all water user groups are exposed to the water security risks associated with GAWB’s single supply source risks and Rockhampton’s risk exposure associated with just one ‘failed’ wet season”, so Rookwood Weir is essential for water security.

Water security shouldn’t be a political football.

It’s time to stop talking and start delivering on this much-needed water infrastructure project.
A STRATEGY FOR WATER

THE PROBLEM
Water is the lifeblood for over 5,000 irrigated farm businesses across Queensland.

As the climate changes, the allocation of water for agricultural production is key to producing the world-class food and fibre that Queensland is known for.

We know that an investment in water is an investment in jobs, but to get those jobs in place we need to unlock the potential of our natural resources.

Water is also a key resource needed to support other important Queensland sectors, including construction and manufacturing.

Queenslanders are still paying for Labor’s multi-billion dollar water grid through increases in bulk water charges as part of a 20-year price path, with price rises continually well above inflation. Without a plan Queenslanders will continue to pay more and won’t have water security.

OUR SOLUTION
If elected, an LNP Government will work with Seqwater, Sunwater and local governments to undertake a state-wide water asset audit to unlock the jobs that can be created by opening up access to key water infrastructure. This audit will inform the development of a 30 year water security plan for Queensland.

While water licences are an important part of protecting our natural environment, we believe there is capacity to support increased economic development in regional Queensland, through specific industry-based allocations.

We also need to ensure that access to water is affordable. Labor extended the current irrigation pricing policies by two years, until 30 June 2019, locking in above-inflation price increases.

While the Queensland Competition Authority sets price targets recommended for each tariff group, no future price reviews have been announced.

We would establish a mechanism for reviewing the current price targets, in consultation with key industry groups.

Unlocking our natural resources for economic development will create more jobs, particularly across rural and regional Queensland.

The 30 year water security plan will also look at further dam and water infrastructure such as Hell’s Gate Dam and Tully Millstream hydro-electricity.


LNP PRIORITIES

- PROGRESS DAM PROJECTS
- DELIVER ROOKWOOD WEIR
- A STRATEGY FOR WATER
NO NEW TAXES

THE PROBLEM
On the eve of the last state election, Labor announced four new taxes for Queenslanders and flagged a fifth – the waste tax – just months after the election.

The first four taxes alone will rip half-a-billion dollars out of our economy.

Higher taxes are in Labor’s DNA.

Labor has never seen someone else’s money without wanting to snatch it – whether it’s taxpayers’ money, motorists’ money or public transport users’ money.

Their record on higher taxes is appalling.

They abolished the fuel excise after the 2009 election, despite promising not to beforehand.

They supported a carbon tax that destroyed jobs and cost Queenslanders billions of dollars, including stinging every family $170 a year extra on their electricity bills.

They broke a 2015 election promise by introducing a new tax on property investment – a tax the Property Council has described as a job-destroying tax.

They were also caught out using electricity as a secret tax – costing hundreds of jobs like those who were employed at the Boyne aluminium smelter in Gladstone.

Make no mistake, when Labor governments are in power, Queenslanders always pay the price.

You can’t tax your way to growth.

OUR SOLUTION
Queensland used to have a reputation as a low-taxing state, encouraging an entrepreneurial spirit where if people had a go and backed themselves, they could make a decent living and get ahead in life.

We want Queensland to be the state of opportunity once more.

That’s why an LNP Government will guarantee no new taxes if we are elected at the next state election.

We are putting up the signs that Queensland is open for business once again and we are unashamed about our approach to growing the economy.

Labor’s job-destroying taxes put a handbrake on jobs.

It’s only under an LNP Government that business will have the renewed hope and confidence to invest in Queensland and create more jobs and increase wages.
BACK HOME GROWN BUSINESSES

THE PROBLEM

It’s clear that Labor favours corporate welfare and taxpayer handouts for interstate and international businesses over giving Queensland businesses a fair go.

Annastacia Palaszczuk thinks that subsidising billionaire international movie-makers is a long-term economic plan for Queensland.

Providing subsidies to Scottish craft brewers also doesn’t make sense when we have an abundance of home-grown breweries.

Surely the Queensland Government should be supporting local businesses, boosting the capacity of businesses that operate here, generate profits here and employ locals?

“The region’s small brewers are more than a little disgruntled at the Queensland Government trumpeting their financial support for an international brewery to set up shop. They are astounded at the complete lack of investment or interest in local businesses, literally owned by the mums and dads to whom government ministers love to pay lip service.”

– Australian Brews News opinion piece published on ABC online, 9 February 2018

Queensland has the second-highest unemployment rate in Australia and Labor’s focus on Dora the Explorer and subsidies to international beer companies are nothing more than a distraction.

Queenslanders deserve better. They need a real economic plan.

OUR SOLUTION

If elected, the LNP would ensure that future government assistance was provided to Queensland-based businesses as a priority.

We don’t think that corporate welfare to encourage interstate or international businesses to come here and compete with existing local businesses is a long-term plan to create jobs.

The LNP would open up the books and reveal as much detail as legally possible about the millions of dollars being spent under government grant programs.

Commercial-in-confidence shouldn’t be about government secrecy and hiding details of how taxpayers’ money is spent.

The Treasury will be asked to commission a report on the details of existing grant programs and other offers extended and whether those secret deals are in the interest of Queensland taxpayers.

This money should be used to make it easier for current Queensland businesses to operate.

Government shouldn’t be about picking business winners.

As the Government’s own competition authority said:

“Government intervention to alter consumption or production (through industry assistance) will generally lead to a net loss for society.”


18 http://www.qca.org.au/Productivity/Productivity-Projects/Industry-Assistance
THE PROBLEM

Labor failed to make an evidence-based argument that would protect and if possible increase Queensland’s share of the GST pie.

This isn’t surprising given Labor’s economic track record. Let’s not forget Annastacia Palaszczuk didn’t even know what the GST rate was when she became Premier.

The most recent decision from the independent Commonwealth Grants Commission recommended that our overall share of GST reduce from 23.8% to 22% of the national pool.

In this determination, the Commission ruled that Queensland’s fiscal capacity had strengthened due to a decrease in its net disaster relief payments and our relative capacity to raise mining royalties from coal production. 19

We don’t believe that Queensland should be punished for developing our natural resources, contributing to the national export economy and creating thousands of local jobs.

The Palaszczuk Government should have argued through the Productivity Commission’s review of GST distribution that royalties should be excluded from process. The Western Australian Government argued for it, but the Queensland Government didn’t even mention in its submissions.

In fact, the Queensland Government’s submission to the Productivity Commission were the shortest of every state and territory. The submission from Tasmania were three times as long as Queensland’s and Western Australia’s was six times the length of Queensland’s submission.

Economists have suggested the Queensland submission to the GST “are articulated in theory and words and lack research and statistics to underpin them, which is surprising given the high calibre of Queensland Treasury individuals.”

– Nick Behrens, 24 January 2018

OUR SOLUTION

The LNP will always fight for Queensland and ensure we get our fair share of funding.

We don’t believe that our natural resources should be benefitting the southern states which have closed down the same industries and opportunities.

If elected, we will argue that our royalties should be exempted from GST consideration, so that resource states like Queensland and Western Australia aren’t penalised for developing their resources. Why should people in inner-city Melbourne or Sydney benefit from Queensland’s resource industries when these people refuse to develop their own resources and actively oppose resource development in Queensland?

Queenslanders should receive the full benefit of Queensland’s resources.

LNP PRIORITIES

✓ NO NEW TAXES
✓ BACK HOME-GROWN BUSINESSES
✓ FIGHT FOR FAIRER GST

The LNP will always stand for lower taxes.