



Speech by

**PAUL LUCAS MLA**

**MEMBER FOR LYTTON**

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Hansard 10 June 1999

### **TRANSPORT INFRASTRUCTURE**

**Mr LUCAS** (Lytton—ALP) (6.28 p.m.): I am delighted to contribute to the debate tonight. It is very instructive that the motion of the member for Gregory has been moved in the manner that it has. Every day that Parliament sits and the member for Gregory looks at the achievements of the Beattie Labor Government and at the initiatives of the Transport and Main Roads Minister, he is consumed with envy. It upsets him that this Government is about implementing positive policies when it comes to transport and main roads. This Government is about doing things about roads. I suggest that, rather than get angry, the honourable member have a Bex and sit down. Of course, that is provided that he can get a Bex, because the member for Callide has probably taken just about all of the ones on offer today.

The current Roads Implementation Program, or RIP as it is commonly referred to, which was approved by the Beattie Government in October last year reflects a record \$5.3 billion commitment to road spending over the next five years and provides for 17,500 jobs throughout the State in the roads construction industry over that period. Under the plan, the Beattie Government increased roads spending by \$56m—\$56m more than that crowd opposite—over the next five years, compared with the coalition's proposed 1998 Budget issue RIP, which was approved by the coalition Government in May 1998 but was never publicly released. That was the RIP that was hidden—the hidden agenda RIP. And we all know where it is. It is in the filing cabinet where the National Party redistribution submissions are. That is where it is—the hidden agenda.

What sort of Government was the coalition Government? The only road that the Minister was on was the road to ruin. His Government put \$850m on the Bankcard to pay for recurrent expenditure. It ripped that out of the electricity industry. It was a Government that took us on the road to ruin.

**Mr JOHNSON:** I rise to a point of order. The honourable member for Lytton is misleading the House in relation to the \$850m on Bankcard, and I ask that that be withdrawn.

**Mr SPEAKER:** Order! There is no point of order.

**Mr LUCAS:** I am sorry, it was on the MasterCard. I withdraw that point.

**Mr SPEAKER:** Order! There is no point of order.

**Mrs SHELDON:** I rise to a point of order. I find incorrect and offensive the implied slur on the past Government that that was put on MasterCard. Everything was fully funded. I ask that the comment be withdrawn.

**Mr SPEAKER:** Order! The comment was not personally addressed to the member, so there is no point of order.

**Mr LUCAS:** Opposition members are very precious and fragile tonight. I withdraw it.

Let me remind the members of this Parliament that the five-year RIP was an initiative of the Goss Labor Government. It was first published and tabled in Parliament in September 1995 by the then Transport Minister, Jim Elder. That crowd opposite did not have an RIP. Their idea was to find out what was happening in 12 months' time and then get a big surprise in a few years' time. We had forward planning. We had show and tell. We had a plan that showed local authorities, businesses and the community what we were about in relation to the Roads Implementation Program. And the RIP was

such a good program that members opposite adopted it, and they developed and published five-year plans along the same lines as we did. When the next RIP is published later this year, it will have a strong emphasis on the policy aims of the Beattie Labor Government. Furthermore, the development of the regional road strategy will enhance the RIP's delivery of the Government's priorities and its partnerships with local governments.

When the Beattie Government assumed power, it inherited a \$120m black hole on the Pacific Motorway project. And despite the fact that the coalition Government had made a big fanfare of announcing the extra change in scope in March 1998, it never got the money. It called in "Santa Claus" Vaughan. He made the promise, but he did not deliver—the Indian giver. It is like going home to the kids and saying, "You're going to get the presents, kids, but I can't afford to pay for them."

**Mr JOHNSON:** I rise to a point of order. I find those remarks offensive and ask that they be withdrawn.

**Mr LUCAS:** I withdraw them. The Beattie Government maintained road funding for the bush, despite the significant demand for increased road capacity in south-east Queensland to cater for rapid population growth. And what really annoys that crowd opposite is that we represent all of Queensland, because we are the only party that represents people in the country, in the remote far north, in the south-east and in the regional centres. Opposition members do not like it that the member for Cook has 6% of Queensland's roads in his electorate. They do not like it that he knows about it. They do not like that. We have people who represent everyone. The member for Surfers Paradise has 50 kilometres of State-controlled roads in his electorate. How many does the member for Cook have in his electorate? Two thousand!

**Opposition members** interjected.

**Mr LUCAS:** Opposition members should just sit there and listen and I will tell them about proper road policy implementation.

Closer to home, in my electorate, the current RIP will provide the people in my electorate and those in the adjoining electorate of Bulimba with improvements at the junction of Lytton Road and the Gateway Motorway ramps and minor improvements on Lytton Road, including the notorious Paringa Road intersection, totalling \$2m. What happened with the last Government? Caltex was complaining about the fact that nothing had been done about Port Drive, because the Opposition's mates in the Federal Government had done nothing.

Time expired.

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