



Speech by

Hon. Paul Lucas

MEMBER FOR LYTTON

Hansard Wednesday, 20 October 2004

PUBLIC INFRASTRUCTURE

Hon. P.T. LUCAS (Lytton—ALP) (Minister for Transport and Main Roads) (6.00 p.m.): It is a pleasure to be in Queensland, Australia's fastest-growing state. In south-east Queensland we have a record population growth: 1,400 per week in net migration. Recently, the Premier indicated that 40 per cent of the jobs created in Australia are created in Queensland, the economic powerhouse.

The Beattie government is responding to the challenge. For example, we are responding to the challenge in our roads. We spend more than twice per capita on our roads compared to what Victoria spends on its roads.

Mr Johnson: So we should.

Mr LUCAS: We spend \$228.90 a head compared to the \$89.20 per head that is spent in Victoria. As the honourable member indicates, so we should. The good news is that in our current state budget, \$4 billion is allocated to the Transport and Main Roads operating budget: \$1.7 billion for Queensland Transport and \$2.3 billion for Main Roads, including \$1.3 billion for regional roadworks and operations and corporate and technical services. That \$1.7 billion is a significant 14 per cent increase on the previous Transport and Main Roads budget. Importantly, that budget provides a further commitment to improving Queensland's transport system, with an additional \$1.14 billion commitment in new money over the next four years. That is in addition to the \$951 million that has been provided since December 2003, for example, an extra \$650 million under the Smart State Building Fund.

I refer to the two areas north and south of Brisbane. On the Sunshine Coast, we are spending \$635 million over the next five years on roads. That is a 129 per cent increase—an extra \$358 million. What did the *Sunshine Coast Daily* say about that? I will table this article. It states—

Wow! We've scored big time.

That is what the media on the Sunshine Coast said about that funding. On the Gold Coast, we are spending \$543 million on roads over the next five years, and \$183 million on public transport infrastructure over four years. What did the *Gold Coast Bulletin* say?

Terry grants three wishes: build, build, build.

One would hardly say that either of those newspapers are apologists for the Beattie government, but they stated very clearly their analysis of what we are doing when it comes to transport infrastructure.

There is an allocation of \$19 million over two years to complete the Linkfield Connection Road. We talked about that this morning. There is \$120 million for the Centenary Highway extension to Ripley Road over the next four years and more than \$14.7 million to complete the \$20 million project to duplicate the Sunshine Motorway to four lanes between Mooloolaba and Maroochydore. We have the \$360 million Tugun bypass that we cut through the red tape to make sure we can deliver, with the EIS to come out before the end of Christmas. The connection to the Tugun bypass, the Stewart Road interchange, is to be finished by Christmas.

There is the allocation of \$5.2 million on a series of projects to improve the New England Highway north of Toowoomba. Also, money has been allocated to the Carnarvon Highway, the Maryborough-Hervey

Bay Road and the Gladstone-Benaraby Road. An amount of \$26 million has been committed to the Yeppoon western bypass and the Yeppoon-Tanby Road.

I turn to our rail infrastructure. An amount of \$342 million has been allocated for rail infrastructure starting in 2005-06 for rail lines and station upgrades, track duplication and security enhancements. The Inner Northern Busway is a great initiative of the Beattie Labor government. It is a key link in the proposed regional busway network. We have built stages 1, 2, 3, 4 and 5. An amount of \$135 million was allocated for those earlier stages. Now the money has been allocated for the other stages. No other capital city in the world will have northern and southern dedicated busways under the main streets of the capital city. That is what we have done in relation to public transport.

Since 1998, the government has invested \$3.7 billion in rail infrastructure and rolling stock and, since July 1999, \$270 million on Citytrain. I refer now to some of the projects. We have the tripling of the track between Salisbury and Kuraby, we have the duplication of the track between Helensvale and Robina, we have the duplication of the track from Mitchelton to Keperra on the Ferny Grove line, we have \$156.4 million for 14 more three-car train sets and \$9.3 million for station upgrades. You ain't seen nothing yet! I know that we are going to make some more announcements in the very near future about our rail network that I am very, very proud about.

I refer to other areas. In the coalmines, there has been an allocation of \$272.5 million for coal infrastructure projects such as the Rolleston mine spur and \$109.6 million for the construction and electrification of the Hail Creek mine spur. We have the south-east Queensland intermodal freight terminal study. We are recognising the value and importance of intermodal freight. We have the expansion of the R. G. Tanna coal terminal—the central Queensland port. In 2003, we opened an \$80 million expansion of R. G. Tanna. This year, we approved a further \$167.5 million to take the capacity of R. G. Tanna from 40 million tonnes per annum to 54 million tonnes per annum. At Fisherman Islands we have the 4.6 kilometre, \$90 million extension to the wharf. Two hundred and thirty hectares are going to be reclaimed.

Time expired.