



Speech by

Hon. Paul Lucas

MEMBER FOR LYTTON

Hansard Tuesday, 20 February 2007

MINISTERIAL STATEMENT

Queensland Roads

Hon. PT LUCAS (Lytton—ALP) (Minister for Transport and Main Roads) (10.12 am): It has been reported that the federal government will spend \$19 billion on transport infrastructure in the next round of AusLink funding from 2009. That is Australia wide. But Queensland has a list of urgent projects which could account for every cent of that \$19 billion.

Deputy Prime Minister Mark Vaile admits that population and infrastructure pressures in Queensland means we deserve special attention. I have a list of projects that not only could be funded but also must be urgently funded under the next round of AusLink, if not sooner. There is the festering sore that is the Ipswich Motorway. The federal government should have come up with the money for that years ago, but we are still stuck in gridlock while half of the northern bypass money is wasted on studies.

On 17 February the federal member for Moncrieff, Steven Ciobo, said in the *Gold Coast Bulletin* that the Gold Coast has a very good case to claw back some of the \$330 million it pumps into fuel tax every year. But has he done anything to secure 50-50 funding for the Pacific Motorway? No. To show that he puts politics ahead of community interest, Mr Ciobo did not once say this in his taxpayer-funded newsletters and postcards and deliberately misled people about this in the lead-up to the state election. Just as Cameron Thompson has become the biggest delay to upgrading the Ipswich Motorway, Steven Ciobo has singled himself out amongst federal Liberals on the Gold Coast as the biggest delay to an upgrade of this vital link. The design work on the Nielsens Road interchange is done and the land is fully acquired. As soon as we receive a federal commitment to the upgrade we can call tenders within a month.

We are only asking for six lanes on the Gateway Motorway north from Nudgee Road to the Bruce Highway and south from Mt Gravatt-Capalaba Road to the Pacific Motorway. Then there is the Bruce Highway goat track. It needs four-laning between Caboolture to Cairns, a Gympie bypass, major flood improvements and a commitment on a Cardwell Range upgrade. The federal government talks a lot about economic productivity but what about other bottlenecks? Where is the cash for the Townsville port access road—which I notice is now promised by federal Labor—or the port of Brisbane motorway?

If the federal government is serious about freight it would upgrade the crucial Brisbane to Townsville rail; upgrade the Gore Highway, which I was on the other day and which is desperately in need of further work, in particular in the Pittsworth and Millmerran areas; construct a second Toowoomba range crossing—the Darling Downs has been duded for decades; or upgrade the Warrego Highway between Roma and Mitchell, which is a very important route in terms of carrying rural livestock.

The Brisbane urban corridor needs an injection of cash to provide relief. What about Campbell Newman's northern link? There is no money for that at all. We have the worst National Highway in Australia. John Anderson has admitted that; the AusRAP report indicates it. It is about time we had a federal commitment.

I noted that yesterday Lord Mayor Campbell Newman was out promoting the 100 per cent state government funded new services to the University of Queensland. Route 209 runs every 15 minutes on

weekdays and every 30 minutes on weekends; route 169 between Eight Mile Plains and the university runs every 10 minutes during peak times and every 15 minutes on weekdays; and route 109 started on December 18 last year. This \$3.2 million package, as I indicated, is 100 per cent state government funded. I welcome Campbell Newman's support of 100 per cent state funding and I invite him to take a ride on any of our state funded services when he wants to promote them at any time.