



Speech by

## Stirling Hinchliffe

MEMBER FOR STAFFORD

Hansard Wednesday, 4 June 2008

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### MOTION: HEAVY VEHICLE REST FACILITIES

**Mr HINCHLIFFE** (Stafford—ALP) (6.18 pm): I rise in support of the amendment moved by the minister. The change in government in Canberra has ushered in a new era of cooperation between the Queensland government and the federal government. Using those good relations with the Rudd Labor government, the Queensland government is able to work cooperatively without the blame game and point scoring that we see manifest here tonight to deliver the Australian government's recent election commitments under AusLink 2. The Rudd government has committed \$22.3 billion from 2009-10 to 2013-14 nationally under AusLink 2, including \$16.8 billion of funding to be made available to states and territories for road and rail programs. Of this funding, \$4.335 billion has been committed to road projects in Queensland.

The Australian government has also recognised the need to make improvements to heavy vehicle fatigue management, as mentioned by the member for Keppel. Accordingly, part of the Australian government's commitment includes \$30 million for rest areas and stopping places on the Bruce and Warrego highways. In addition to the focus on safety, the AusLink funding also assists with the efficiency of heavy vehicle movements across the state.

Mr Speaker, as you would appreciate, after years of stalling by the Canberra-Sydney-Melbourne centric Howard government, the Townsville port access road is finally on the fast track. In Townsville recently the new federal minister, Anthony Albanese, together with Minister Warren Pitt announced an advance of \$20 million to enable the acceleration of that \$190 million port access road. This project will provide a freight-efficient connection for the Flinders Highway to the west and the Bruce Highway to the Townsville port. It will also eliminate the need for large freight-efficient vehicles to break down their trailer combinations at Roseneath breakdown pad, providing a significant improvement in freight efficiency and productivity.

As already highlighted by my colleague the member for Mount Isa, the investment being made by the Australian and Queensland governments to improve efficiency of freight movements between Roma and Mitchell on the Warrego Highway is important as well. These projects demonstrate that the government has heavy vehicle rest areas as a high priority, is working with the Australian government to improve efficiency of the heavy vehicle freight industry and is improving the safety of the road network for all road users.

Tonight I have heard the suggestion that registration revenue needs to go to such facilities. That just shows how out of touch the opposition really is. The \$900 million of registration revenue compares fairly unfavourably with the \$1.84 billion for state funded road programs. I do not think we could get more out of registration funding to go into our road programs. Unlike members opposite, who have an opinion on everything and a solution for nothing, the Queensland government is getting on with the job of building roads.

Cognisant of the standing orders as they relate to debate of matter that is on the *Notice Paper*, I will restrict myself to mentioning only those projects that we already saw coming through last year. There is continued progress on the upgrade of the western corridor between Brisbane and Ipswich, including calling

of tenders for the upgrade of the eight-kilometre Dinmore to Goodna section of the Ipswich Motorway and the start of work on the five-kilometre Wacol to Darra section of the Ipswich Motorway. Those projects commenced in February and March of this year. There was the opening of the Maroochy River bridge duplication in November 2007, one month ahead of schedule, and the Sippy Downs exchange on the Sunshine Motorway will be opening to traffic this month. There has been the completion of the Caboolture bypass exchange and the start of Bruce Highway six-laning between Uhlmann Road and Caboolture in December last year.

There have also been 20 new bridges under the new Regional Bridge Renewal Program, the completion of the upgrading of sections of the Burke Development Road, the start of the new Forgan Bridge in Mackay, the completion of rehabilitation and widening of a 71-kilometre section of the Dawson Highway between Gladstone and Banana, the replacement of five timber bridges in central Queensland under the Accelerated Road Rehabilitation Program, and the widening of sections of the Burke Development Road between Cloncurry and Normanton to eight metres, just to name a few.

For those members who are asking about my knowledge and appreciation of these projects, I should mention that those timber bridges in central Queensland that are being replaced in the Accelerated Road Rehabilitation Program are bridges that my grandfather, Daniel Hinchliffe, worked on as a foreman with the main roads department to build those bridges, and he did that under a Labor government that built infrastructure for Queensland. This, the Bligh government, will continue to build great infrastructure in cooperation with the federal Rudd government.

**Mr STEVENS:** I rise to a point of order. Dot point 3 in the amendment moved by the government refers to the forthcoming 2008-09 to 2012-13 Roads Implementation Program, which will include further funding for development of new rest areas et cetera. Quite clearly it is a budgetary matter.

**Mr SPEAKER:** I am informed—and the minister can add to this—that that is an existing program. Budget money may be allocated through the Appropriation Bill, but it is an existing program. Is that right, Minister?

**Mr PITT:** This is a program that has a five-year rolling horizon and every year you add a new year to it. So what was year 2 becomes year 1, what was year 5 becomes year 4 and what was year 6 becomes year 5. It is something that the government has been doing for years. It is not part of the budget, per se.

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