




Speech By
Linus Power

MEMBER FOR LOGAN

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CROSS RIVER RAIL DELIVERY AUTHORITY BILL

 **Mr POWER** (Logan—ALP) (10.20 pm): The Deputy Premier in her second reading speech said it best. She said, ‘Cross River Rail is not just a rail infrastructure project. It will position Brisbane and South-East Queensland as a smart and competitive city and help build the knowledge based economy and jobs of the future.’

Brisbane, as is Logan, is defined by its river. While we would not live without it, it is a major barrier to transport and movement. To connect the city in a modern way, we need a second central rail crossing. We need to have an authority to work to deliver this vital piece of infrastructure and we need to get on with it. We know that the LNP government torpedoed this project once in 2012. It was ready to go, they had federal support and they failed Queenslanders. They made the project unworkable and impossible with the impossible BaT tunnel design.

They torpedoed it again in 2014. They knew they would never be able to build it, but they wanted a fig leaf for the election; that is all. Now once again they want to torpedo this project at enormous economic cost to millions of people and thousands and thousands of small businesses. The government has a fundamental role to be the coordinator to build these big-city defining projects. We know that we lift economic productivity for the whole region—from Logan to the Gold Coast, to Caboolture to Ipswich—via this project. We know that we face growth in Logan; we feel it every day and we face population growth of two million to a population of 5.3 million in the region. The annual cost of LNP delay, the cost of LNP indecision and the cost of LNP spoiling in the greater Brisbane-Gold Coast area is over \$2 billion currently, but it will rise to \$9 billion annually by 2031.

Mrs Frecklington: Just deliver it.

Mr POWER: Just vote for it. I note that the member for Cleveland found as many reasons as he could to be against the project. He said the words ‘I support it but’; ‘in principle yes, but’. The LNP speakers today said that it was too rushed. They said that it was too delayed. They said that they did not like the model. They wanted something else. They did not like the funding model. They did not consider it was needed. They wanted this tunnel to be built in Roma. They thought the BCC should have other ideas. There were not enough submissions. They consulted too long. There was not enough consultation. They will always say about this project ‘I support it but’ and they will find a reason to torpedo this.

Let us go back to the economics. We know that South-East Queenslanders already pay for the lack of this project. They pay \$2 billion in congestion—time spent away from their families, time spent on fuel when they are in congestion, time spent waiting to get deliveries and time spent waiting for things to connect in this city. We know that that price will rise to over \$9 billion annually for 2031. Further, some in this place might see it as an inner-city project. While there is a public benefit there, I see, as I know the Deputy Premier does, a much wider view. This is needed for the whole of South-East Queensland. It means we can run the trains that we need on the Beenleigh line. For the residents of Logan, we know that every year the LNP delays, stalls, finds reasons or says ‘we support it in principle but’, that is one more year’s delay in the construction of passenger rail on Salisbury through Flagstone.

Opposition members interjected.

Mr POWER: They do not like to hear it. They know that their ideology costs South-East Queensland jobs. They know that their ideology forces South-East Queenslanders to be delayed every day. We know that this project would be great for Browns Plains, for Boronia Heights, for Greenbank and for Flagstone. It would generate value for the whole region via reducing traffic congestion. We need to support this.

The member for Cleveland opposed the project. It was not ready; there was a problem with it. There is always going to be a problem for him. We know that in his area trains from Manly to Cleveland would save over 14 minutes coming into the city. These would be savings for constituents in that area where they would get there quicker. More people would use the trains. There would be less traffic on roads such as Old Cleveland Road or Ricketts Road, but that is not what the member for Cleveland wants. He wants congestion for the people of the bayside. He wants them to be held up. He wants them to pay the LNP-delaying tax. He wants them to have to pay for LNP inaction. I have had enough. We need this project. Even the federal government has committed a further \$10 million because it is committed to the detailed planning of this project. It is adding to the \$50 million of the state government contribution.

Let us get on with this city-defining project. Let us have some forward-thinking vision. Let us get rid of the congestion that the LNP is causing and let us connect our great urban region. We cannot wait to be torpedoed once again by the short-sightedness of the LNP. Let us get this authority working.