




Speech By  
**Hon. Mark Bailey**

**MEMBER FOR YEERONGPILLY**

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### **CROSS RIVER RAIL DELIVERY AUTHORITY BILL**

 **Hon. MC BAILEY** (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply) (11.00 pm): Why are we here debating this bill? The central reason why we are debating this bill is that Campbell Newman did not want to embarrass Tony Abbott. That is the central reason why we are here. This is a step forward, but it is a step forward because of the failure of the Newman government when Tim Nicholls was the treasurer of this state. They had a Cross River Rail project all set up and ready to go, and Campbell Newman refused to embarrass Tony Abbott. He refused to stand up for Queensland. He sold out this state. He let down South-East Queensland's transport needs. We saw three years of dithering with their record majority because they were not interested in outcomes.

Look at the debate here. They really rolled out their heavy hitters, didn't they: the member for Warrego, the member for Cleveland, the member for Nanango and the member for Glass House. Most of the speakers were not even from South-East Queensland. It is no wonder they lost Sunnybank, Stretton, Springwood, Waterford, Logan, Algester, Brisbane Central, Stafford, Redcliffe, Lytton, Bulimba, Greenslopes, Morayfield and Kallangur in one election, because they did not back in the commuters and the passengers of South-East Queensland with an outcome.

Cross River Rail has to happen. It should have happened years ago. It did not happen because of the failure of those opposite. They had their opportunity to close the deal and get on with it. We could have had it half built by now, but we got dithering and inaction from the opposition. This delivery authority is a step forward to achieving what is needed: simply put, that is a second inner-city rail crossing in Brisbane. It is astonishing that in this day and age, with 2.4 million people in South-East Queensland, we only have one inner-city rail crossing.

The previous Bligh Labor government had this project ready to go; it simply needed a green light from Campbell Newman, and he refused to embarrass Tony Abbott. That is why he lost: he did not back Queensland. Any Queensland government that does not back Queensland ahead of Canberra will lose in this state. That is what happened to the member for Callide and that is what happened to the member for Clayfield. They sold out Queensland for their Liberal mates in Canberra. They did not stand up for this state and they paid the price.

I commend this bill to the House. It is a catalyst project. Compare it to the previous project. The previous project was going to cost \$4 billion to \$5 billion and not even integrate with the rest of the rail system. It did not integrate with the Cleveland line. You were going to spend \$4.5 billion and not integrate a second inner-city rail crossing with the Cleveland line. With an absurdity! What an absolute folly! Those opposite have no understanding of public transport and no understanding of the need to move South-East Queenslanders around the region and in and out of the CBD, where so many jobs bring in everybody every day. It was a massive failure for the member for Clayfield. As Campbell Newman's right-hand man in the previous government, this is another failure and another mess that the Palaszczuk government has to fix up. This bill is a step forward to fix up the mess left by the LNP and

the member for Clayfield and their failure to deliver for South-East Queensland. One of the reasons all of those South-East Queensland seats were shredded on election night was because they did not back them with a transport solution.

What we need in South-East Queensland is a balanced transport system. The Cross River Rail project is not just about public transport; it is about motorists. It is about people using other roads, because we see modal shift from motorists going onto the train system, so we see more road capacity for those people who have to drive. It is a fact that some people will have to drive because their transport patterns dictate that, but there will be a proportion of people who could go either way if they have a balanced transport system, and this project is about getting them into the CBD fast on a much more direct route. All public transport lines—north, south, east, east and west—will see reduced travel times with the Cross River Rail project. That is what this project is about, and yet we have the absurd contribution from the member for Cleveland, the member for Maroochydore and the member for Glass House, whose constituents will benefit from this project after three years of absolute inaction by the previous government. Yet their people, after massive swings in the last election, like lemmings continue to oppose good policy in South-East Queensland. I wish them luck in the next election. They have learned absolutely nothing from the most devastating political loss in any political election in this county's history. They went from 78 seats to losing government in one election, and they have learned absolutely nothing. That is probably the most astonishing thing that I have witnessed.

When it comes to the funding of this project, this project is a catalyst project. It will mean integration with the Cleveland line; it will mean integration with the Park Road station; it will mean the redevelopment of the Woolloongabba area; there will be integration with the Roma Street station; it will see the Albert Street station integrate with the new Queens Wharf precinct down that end of town; and it will see the exhibition area well-serviced by public transport. It is clearly a project that requires cooperation with other levels of government; it is that simple. It is petty criticism from the opposition to say that somehow we should be doing it ourselves. Of course you have to work with other levels of government.

My views have been very clear about Canberra ripping off Queensland on a range of fronts and not cooperating with Queensland, and I will always stand up for Queensland no matter who is in Canberra. I do not care who they are: we will stand up and we will go in to bat for Queensland. When they back Queensland with a decent deal, I will praise them; I will tell you that right now. Our chance of getting a decent deal with the federal government is certainly better than under Tony Abbott, who hated public transport. He was not interested in solutions and he was not interested in evidence to the extent that the federal government is at least cooperating and engaging with us on this project. That is a positive step forward and I acknowledge that. Clearly you need joint cooperation, and it will be to the federal government's credit if they land on a decent funding deal for this project because South-East Queenslanders understand the need for this. I have talked to many South-East Queenslanders on this issue at train stations. They want it; they want us to get on with it; they want the opposition to support it; and they support this bill. Those who oppose it are living in La La Land. They do not understand South-East Queensland and the issues of mobility around South-East Queensland.

In closing, can I just say that of course we should look at innovative ways of funding this project. If some people might benefit from it, then obviously that is something we should look at. Intervention is planning. As far as I am aware, planning by its inherent definition and nature is interventionist, and yet we are being told that somehow planning is interventionist. Of course it is interventionist: it is about good outcomes. It is about the orderly integration of this project into our transport system to move people where they need to go.

This bill is absolutely good policy. It is logical. It is regrettable that there is a need to have it whatsoever. It is a failure of the LNP and those opposite, who failed for three years to deliver for South-East Queensland. That is why all those seats were shredded. The opposition ought to wake up to themselves and start supporting good policy in this place, otherwise they will certainly pay for it. I commend the bill. I commend the Deputy Premier for her leadership on this issue. She understands these issues. This government understands these issues. For those South-East Queensland members who do not support this sort of good policy, I wish them good luck at the next election.