




Speech By
Ros Bates

MEMBER FOR MUDGEERABA

Record of Proceedings, 13 September 2016

MOTION: ROAD INFRASTRUCTURE, FEDERAL FUNDING

 **Ms BATES** (Mudgeeraba—LNP) (5.42 pm): I rise to second the amendment moved by the member for Glass House. Once again we see in this House this asleep-at-the-wheel Labor government, which has delivered no new infrastructure in 18 months, which continues to fight amongst themselves, which delivered no money in the budget for the M1, which delivered a TMR black hole and is once again attempting to rewrite the history of funding for the M1. We see the minister—still in his first term in this place, with no corporate knowledge of this issue—misconstruing and misunderstanding the fundamentals of this debate. Let me give you a history lesson, Minister.

Let me say this loud and clear: this is not a new project. The upgrade of the M1 between Robina and Reedy Creek is a continuation of a series of upgrades which have taken place since 2007 to upgrade the M1 south of Nerang. For those in this House who may not be aware, in 2007 the Howard federal coalition government committed \$455 million to upgrade the M1 from Nerang to Coolangatta. The then Labor government, under Paul Lucas as the minister, agreed to a 50-50 funding arrangement with the then federal government. I table Paul Lucas's media release, in which he said—

"Voters are entitled to ask why it took Canberra so long to match Queensland's commitment when the Federal Government accepts responsibility for 50/50 funding of the same road in NSW.

Tabled paper: Media release, undated, by the former minister for transport and main roads, Hon. Paul Lucas, titled 'Canberra finally bows to Qld pressure on Gold Coast Roads' [[1501](#)].

Upgrades of the M1 south of Nerang since that time have all been funded through a 50-50 funding agreement. Not only is this a matter of public record; I know this because I stood with the then deputy prime minister, Mark Vaile, as he made this announcement nine years ago. For the benefit of the House, I table copies of Mark Vaile's media release of 4 November, as well as a photo of me with Mark Vaile following an announcement in 2007.

Tabled paper: Media release, dated 4 November 2007, by the then deputy prime minister, Mark Vaile, titled '\$5.2 Bill to Fix SEQ's Transport Network' [[1502](#)].

This agreement has continued under successive state and federal governments since 2007, including under the Beattie and Bligh Labor governments and the LNP in Queensland, as well as the Howard coalition government, the Rudd-Gillard-Rudd Labor government and the Abbott and Turnbull coalition governments in Canberra. This has been the accepted standard for funding for almost a decade.

Unlike the minister, who still has to learn about the M1 from briefings from his bureaucrats, I, like so many of my colleagues on this side of the House, have the corporate knowledge spanning more than a decade. In fact, I was labelled the 'member for the M1' many years ago by the *Gold Coast Bulletin*. I remember when the funding was first committed to and the announcement was hard fought. I remember my very first press conference in 2005. This placard says, 'We need the M1 upgrade now!'

Tabled paper: Photograph depicting the member for Mudgeeraba, Ms Ros Bates MP [[1503](#)].

I remember when the funding was first committed. I remember when we had to stand by the side of the road on Neilsens Road near the exit 73 overpass and campaign day after day for an upgrade to the M1 south of Nerang. That would be me in that photo.

I remember the postcard campaign which showed the true extent of frustration amongst local residents. Steven Ciobo, the member for Moncrieff, and I did a postcard campaign. We actually stuck pictures of Peter Beattie's and Di Reilly's heads in the roundabout for the campaign for the funding.

Mr SPEAKER: Member, you are tabling all of those?

Ms BATES: Yes, I am.

Tabled paper: Bundle of photographs depicting the member for Mudgeeraba, Ms Ros Bates MP [\[1504\]](#).

I remember the fatalities—the countless many who lost their lives on a dangerous stretch of road. I remember campaigning for upgrades to the M1 once the funding was announced and for the projects to be expedited. I remember the department's plans to close the exit 75 overpass at Worongary. That would have made life harder for residents at Worongary. I remember successfully campaigning against them and stopping that proposal. I remember the then Labor government refusing to install safety barriers on the M1 and campaigning successfully to have them installed before more fatalities took place ahead of the eventual six-laning of the motorway. I remember the 'Where's Wally?' campaign when no-one could find Craig Wallace, who was nowhere to be found when he was the minister for main roads. These were hard-fought battles.

Unfortunately, because the then Labor government under Anna Bligh then decided to redirect our M1 funding to marginal Labor seats further north, the money has now run out. The minister needs to get out of his ivory tower, drive down the M1 in his air-conditioned limousine and sit in the traffic with the rest of us. The minister needs to put his money where his mouth is and stop playing games, because no-one on the Gold Coast believes the minister, and there are too many of us with the corporate knowledge who will be able to refute everything the minister says. It has always been LNP state and federal members who have fought for the M1. Beggars cannot be choosers. The minister needs to accept the funding for the M1, stop grandstanding and get on and build the M1. Gold Coasters do not want any more political games from a minister who was probably riding a tricycle when the funding was first announced.