



Speech By  
**Hon. Mark Bailey**


**MEMBER FOR MILLER**

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Record of Proceedings, 15 May 2018

## **MINISTERIAL STATEMENT**

### **Federal Budget, Transport**

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.25 am): The Palaszczuk government is continuing to deliver new and upgraded infrastructure projects right across Queensland. From the Smithfield bypass in Cairns, two M1 upgrades between Mudgeeraba and Varsity Lakes and at the Gateway merge or the upgrade of the Warrego out at Dalby, this government is delivering for all Queenslanders.

On federal budget night the Turnbull government announced \$5.2 billion in new funding for transport infrastructure in Queensland. While I always welcome additional federal funding in Queensland, it is disappointing that the Turnbull government has committed almost the same amount to one project in Victoria at the Melbourne Airport, which does not have a business case; has once again not committed funding towards Cross River Rail, Queensland's No. 1 infrastructure priority; and continues to avoid contributing an appropriate share of funding towards nationally significant projects on the National Land Transport Network in Queensland.

When the National Land Transport Network was established in federal legislation, the federal government committed to funding projects on the network 80-20 with the states. Unfortunately, those goalposts keep shifting as we go. In this budget alone there are a number of projects on the National Land Transport Network which they are proposing to only fund at a 50 per cent rate—and these include the Beerburrum to Nambour rail upgrade, the Cunningham Highway and of course two M1 Pacific Motorway upgrades—while at the same time on the same M1 at Coffs Harbour, New South Wales gets 80 per cent funding.

Further, of the \$5.2 billion committed in this year's budget, \$4.6 billion is committed beyond the forward estimates—that is, from 2022-23. This means that insufficient federal funding has been provided in the forward estimates period to commence meaningful work on key priorities, particularly the two M1 Pacific Motorway projects, to support the timely delivery of transport infrastructure priorities. Only \$155 million of federal funding has been provided to the two projects on the M1 in the forward estimates, up to 2022. This means that we have less to spend on infrastructure essential to support our growth here in Queensland. That is why the Palaszczuk government will always continue to stand up to Canberra and demand a fair share for our state.