




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 12 June 2018

MINISTERIAL STATEMENTS

M1, Funding

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (9.56 am): The M1 is the most heavily trafficked road in Queensland, carrying more than 150,000 vehicles per day, including 12,000 heavy vehicles. As the House is aware, since we were elected in 2015 the Palaszczuk government has been standing up to Canberra and demanding a fair funding deal for the M1. This government is proud to have delivered more than \$2.3 billion in new investment on the M1, landing four major upgrades in our term in office. Two major new upgrades at the M1-M3 merge and between Mudgeeraba and Varsity Lakes are under heavy construction right now, as any M1 motorist would know.

We welcome the Australian government's recent commitment of \$1 billion to what we have identified as the next two highest M1 priority upgrades, between Eight Mile Plains and Daisy Hill and Varsity Lakes to the border at Tugun. While that investment is welcomed, it is based on a 50-50 funding arrangement despite the fact that the M1 is a nationally significant road on the National Land Transport Network for which the federal government has primary funding responsibility.

Honourable members interjected.

Mr SPEAKER: Order! Minister, resume your seat. Members to my left, I am hearing interjections that are designed to disrupt the speaker. I remind all members that standing order 251 says that members speaking are not to be interrupted except in certain circumstances. There are no circumstances that I have heard this morning that meet the standing orders. It is at my discretion. I cannot hear the speaker and I ask you to cease interjecting, particularly when there is no combativeness in the statement that I can hear.

Mr BAILEY: While that level of investment is welcomed, it is based on a 50-50 funding arrangement, despite the fact that the M1 is a nationally significant road on the National Land Transport Network for which the federal government has primary funding responsibility. The fact is that the Turnbull government contributed to the same road just across the border on an 80-20 basis in the federal budget handed down just last month. It is disappointing that more than 80 per cent of the funding committed by the Turnbull government is not even in the federal budget; it is beyond the four-year forward estimates and not available until 2022-23.

However, the good news is that the Palaszczuk government would never let Gold Coast commuters, businesses, truckies, parents and motorists down. We have led the way with initiating first funding commitments on the M1. We have already committed 20 per cent and were ready to go for the Varsity Lakes to Tugun project last year. We also committed \$16 million for the necessary planning for the Eight Mile Plains to Daisy Hill stretch.

We have committed \$374 million to upgrade the M1 between Eight Mile Plains and Daisy Hill, which includes the extension of the South East Busway to Springwood. We have also committed \$515 million—more than half a billion dollars—to six-lane the M1 from Varsity Lakes to the border. We have brought forward that funding to ensure that upgrades can kick off immediately after the works now underway are complete.

More than half of Queensland's M1 funding—almost half a billion dollars—will be spent over the next four years. I am pleased to confirm to the House that this means that work on the third and the fourth M1 upgrade under the Palaszczuk Labor government is expected to be underway in 2020, straight after the completion of the first and second M1 upgrades currently under construction, also under the Palaszczuk Labor government.