




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 14 June 2018

MINISTERIAL STATEMENTS

Budget, Beerburrum to Nambour Rail Upgrade Project

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.04 am): The Beerburrum to Nambour Rail Upgrade Project is recognised by the Palaszczuk government as a critical project for Queensland and was recently elevated to priority project status by Infrastructure Australia. The north coast rail line is one of the few remaining sections of single track in Australia that carries a combination of freight, commuter and long-distance passenger services. On completion, the Beerburrum to Nambour Rail Upgrade Project will deliver a more integrated transport system with increased capacity, providing travel time savings for passenger and freight services and increased reliability on the north coast line in that rapidly growing Sunshine Coast region.

While we welcome the Australian government's recent \$390 million funding announcement for this project, it is important to note they have not contributed their fair share under the National Land Transport Network agreement. Indeed, \$190 million from the federal government is beyond the forward estimates in 2022-23. Despite the Beerburrum to Nambour rail line being part of the National Land Transport Network and running adjacent to the Bruce Highway, which receives 80-20 funding, the federal government has so far only offered funding on a 50-50 basis. The Palaszczuk government is simply playing by the rules introduced by the federal government in 2014. The document I have here outlines that very specifically when it says that the Australian government has reintroduced the traditional 80-20 funding split for new road and rail projects on the national network outside metropolitan areas. They are not my words, they are the words of the then deputy prime minister of this country.

Opposition members interjected.

Mr SPEAKER: Order! Members, I am calling the House to order. I am listening to the minister's statement very carefully.

Mr BAILEY: They themselves even amended the National Land Transport Network to include the north coast line. A ratio of 80-20 funding on rail is unprecedented in Queensland simply because this is the first time since 2014 that there has been an investment by the federal government into a new project on the National Land Transport Network. It is a shame that after four years they are still not playing by their own rules. The Turnbull government announced \$5 billion for a rail link to Melbourne Airport without a business case, yet federal and state LNP members make excuses for not being able to deliver \$230 million for this vital project on the Sunshine Coast when it has a strong business case that the Palaszczuk government started and completed after nothing was done under the previous government.

Importantly, the state government's contribution of \$160 million in this year's budget will allow work to commence on this vital upgrade that I know will be welcomed by commuters. We are committed to delivering the full scope of the project. In addition, I have approved the gazettal of the land requirements for the project to progress, giving the local communities from Beerburrum to Nambour more certainty and opening up the option for any impacted properties to apply for early acquisition, subject to meeting early acquisition criteria.

All the Palaszczuk government wants is a fair share for Queensland. We will continue our clear track record of investing in public transport infrastructure in Queensland, whether it is the Beerburrum to Nambour upgrade, Gold Coast Light Rail stage 2, the duplication of the heavy rail from Coomera to Helensvale or Cross River Rail. When it comes to public transport, this government invests in the infrastructure we need.