




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 22 August 2018

APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL

Transport and Public Works Committee, Report

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (3.35 pm): I begin by acknowledging and thanking the committee for their work in this year's estimates hearing. I welcome the opportunity to discuss and debate the work of my department with committee members. Their advocacy and interest in terms of their own electorates and matters across Queensland is very much commended and appreciated.

What should also be commended is the Palaszczuk Labor government's record investment in QTRIP—\$21.7 billion over four years, supporting transport and road infrastructure and supporting 19,200 jobs. Funding exceeds the previous QTRIP by \$700 million this year—a 10 per cent increase in funding by this Palaszczuk Labor government compared to a reduction of more than six per cent from the Turnbull LNP government, probably the soon-to-be Dutton government—or is it the Morrison government? It is hard to tell. I think there are a lot of books being run on the matter. This investment reverses the job-destroying policies of the previous LNP Newman government, which slashed more than \$600 million from Queensland's road funding over three years in government.

Major projects in construction under this government include the Ipswich Motorway, the Mackay Ring Road, the Gateway Upgrade North, the Hann Highway, the Toowoomba Second Range Crossing, the Peninsula Developmental Road in Cape York, Riverway Drive, Warrego Highway and of course two M1 upgrades—at the Gateway merge and from Varsity Lakes to Mudgeeraba, plus two straight after. This financial year will see construction start on the Smithfield Bypass and the Cairns Southern Access Corridor Bruce Highway upgrade. We will also fast-track the upgrade of the Cairns Western Arterial Road and Harley Street intersection in Far North Queensland using savings of \$16 million achieved from the duplication of the Bill Fulton Bridge, completed last December. We are building things, not cutting things.

I note the statement of reservation from the member for Hervey Bay, who, I might add, did not ask a single question in four hours. It was an extraordinary performance. I think he is taking his money under false pretences. He sought an assurance that the M1 speed limits would not be reduced and requested that M1 upgrades be fast-tracked. I guess he was disappointed not to see a single new dollar go into the M1 under the previous LNP government. I have good news for the member for Hervey Bay, who I know is grateful about Labor building the Urraween Road intersection upgrade because of the hard work of the member for Maryborough. Under the Palaszczuk Labor government's plan to manage the M1, maximum speed limits will remain in place. Variable speed limit signs will be introduced at peak congestion times to reduce the frequency and severity of crashes and improve travel times. This proven technology, which is actually co-funded by the federal government and the state government—

Opposition members interjected.

Mr BAILEY: Those opposite laugh at good policy, but in fact it is backed by the RACQ and the Queensland Trucking Association. Once again, the opposition is absolutely behind when it comes to policy outcomes that have real impacts that people benefit from. There is \$889 million to accelerate M1 works including the Eight Mile Plains to Daisy Hill upgrade including the busway extension; six-laning from Varsity Lakes to Tugun, after the M1 upgrade is complete from Varsity Lakes to Mudgeeraba; and of course the Oxenford exit 57 interchange upgrade. Only Labor delivers upgrades on the M1.

With regard to commitments to the Bruce Highway in terms of the Nambour to Beerburum rail duplication, after nothing under the previous government more than half a billion dollars is committed due to effective MPs on the Sunshine Coast. In the member for Hervey Bay's statement of reservation he questioned Queensland Rail's recruitment of train drivers and restoring the timetable. It is extraordinary that he forgot to mention that the previous government, of which the member for Chatsworth was the assistant minister for public transport, stopped the training of train drivers for a whole year—2014—and we are still recovering from that.

Those opposite need to do more than to rhyme two words together. Rather, they actually need a policy. That is what they need. At the moment we have an inquiry into the muck-ups under the previous government and I look forward to that inquiry. I am looking forward to that no end, as I know others on this side are. It was great to see in the press that the member for Callide gave the member for Chatsworth his first ever heavy truck trip. Congratulations! That is awesome news, and it was a week after one of my truck trips. I guess imitation is the sincerest form of flattery, but those opposite need a policy. The fact is that we are recovering and stabilising the system after the pathetic attempts by the Newman LNP government.

(Time expired)