




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 30 October 2018

REVENUE AND OTHER LEGISLATION AMENDMENT BILL; APPROPRIATION (PARLIAMENT) BILL (NO. 2); AND APPROPRIATION BILL (NO. 2)

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (3.39 pm): I rise to support the Revenue and Other Legislation Amendment Bill 2018 and the appropriation bills, which contain very appropriate measures and fulfil our election commitments whilst ensuring that Queensland's budget and the economy are in good shape. In terms of these bills we have seen a range of measures that those opposite could take a lesson from. When it comes to taking appropriate economic measures this government takes what we are going to do to the people and we seek their endorsement, and that is what we got.

On 25 November the people of Queensland looked at our platform and they endorsed it and elected a majority Labor government. We did not do what the Newman opposition did, which is to go out, promise the world and tell people they will be fine. 'Your jobs will be fine. Don't worry, we're not going to cut jobs. We're not going to change tree-clearing laws. We're not going to change uranium mining. We're not going to sack you.' As soon as they got in the real agenda came out: people were sacked and assets were lined up to be sold. What we saw from the LNP was a deception that saw the largest majority in Australian political history destroyed in less than three years. Why? Because they tried to fool the people of Queensland. They did not trust them with their real policies. This government is entirely different. We take our policies and positions to the people. We say to them, 'We will not sell your assets. We will manage the economy,' and that is what we are doing. That is why we were re-elected.

Mr Molhoek: You sold assets. It was you and your mates who sold all the assets.

Mr BAILEY: I will take that interjection. I love this line from the opposition, 'We didn't sell assets.' No, because the people of Queensland caught up with you and voted you out, that is why. You had the biggest agenda to sell off assets in Queensland's history and you got your hands caught in the till. That is what happened. They are still pretty sore as a result of the deception you tried to pull on the people of Queensland. We say that we will keep our assets in public hands to work for the people of Queensland, and that is what we are doing.

In the Treasurer's budget this year we have seen an increase of \$700 million from the Palaszczuk Labor government for the Queensland Transport and Roads Investment Program. That is a 10 per cent increase in a year where we had a 6.2 per cent cut in federal government funding. In terms of the bills here today let me go over those that relate to my own portfolio specifically. We can see that works of \$305 million in the area of Transport and Main Roads have been accelerated from the 2018-19 financial year to the 2017-18 financial year. We are getting a lot of infrastructure done. This is in stark contrast to the previous government, whose only significant infrastructure project was a big tower for themselves at 1 William Street. This government spends money on infrastructure all over Queensland. Let me list the projects that benefitted from being brought forward. These projects are creating the jobs and confidence that see Queensland lead the nation in terms of job creation.

Projects with funds accelerated into 2017-18 include: the Bruce Highway, Caloundra Road to Sunshine Motorway, \$50 million; the Bruce Highway, Cooroy to Curra section A duplication, \$29 million; the Gateway Upgrade North, started and finished under the Palaszczuk government with joint funding of \$19.5 million, is very close to being finished; the Warrego Highway, Condamine Street to Watt Street, Dalby Western Access Upgrade, \$14.5 million; the Bruce Highway, Cooroy to Curra, section C, construction of new four-laning, \$13 million; the Bruce Highway, Cooroy to Curra, section D, Keefton Road to Curra, \$12 million; and Gold Coast Light Rail. What a success story! What a great Labor achievement, investing in infrastructure on the Gold Coast for the public benefit. Not for the private benefit of people's breweries or their donor mates, but on behalf of Gold Coast residents. They are taking up Gold Coast Light Rail in huge numbers, and we look forward to building more stages for the benefit of the public. Not for the private benefit of donors, not for the private benefit or financial interests of an MP on the other side, but for the public benefit of Gold Coast residents. Another project with accelerated funds is the Warrego Highway Dalby eastern access upgrade at \$9.7 million.

We have seen very strong performance in the Transport and Main Roads space. We are getting projects done, getting investment, and getting a lot of work done on the ground to help foster jobs growth and confidence in the Queensland economy. Let's look at some economic indicators: 170,000 jobs have been created since this government was elected. That is five times—500 per cent—more jobs than the LNP. We saw the economy fall off a cliff under the treasurership of the member for Clayfield. Economic growth ended up as low as 0.8 per cent. It had a zero in front of it. In contrast, under the Deputy Premier and Treasurer in this government we are seeing confidence return. Unemployment rates are considerably lower than they were under the LNP. We saw a peak of 6.7 per cent under them. They inherited 5.5 per cent and they left it at 6.7 per cent. The LNP—who in this debate are trying to pretend they are anti taxes—increased taxes and levies by more than \$2.6 billion when they were in power. That is a fact. It is one that is not mentioned in any LNP speeches that I can recall, but it is a simple fact. Let's not hear them say, 'We do not believe in taxation,' because they certainly did when they occupied the government benches.

Under this government debt is more than \$13 billion lower. Let's look at what Standard & Poor's and a few other significant players in the economy have to say. Standard & Poor's maintained our AA+ rating and say that the outlook remains stable. They note that our debt action plan is working and that debt is lower than it was in 2014 under the Newman LNP government. They predict that we will have operating surpluses going forward. Moody's revised their outlook from negative to stable in April last year, more than a year and a half ago, and that negative outlook had been in place since 2012. Did it change when the LNP were in power? Absolutely not, because LNP economic settings saw economic growth plunge and unemployment skyrocket. We saw confidence in the Queensland economy decimated by their cut, sack and sell policies. The NAB business survey showed business conditions at +14, the second highest in the country and only one point behind Victoria. Business confidence was at +3, higher than New South Wales and Victoria, the so-called boom states. In September 2018 the Deloitte business outlook predicted that the Queensland economy would grow by 3.1 per cent in 2018-19 and up to four per cent in 2019-20, predicting the highest economic growth in the country.

These international credit agencies—who, let's face it, are tough markers—are giving this economy and this recovery, led by the Palaszczuk Labor government, the tick. We have been able to put infrastructure together all over this state. There have been four M1 upgrades under this government. There were zero under the previous government, who ignored the M1, the Gold Coast and growth. We have seen the Toowoomba Second Range Crossing signed, started and advanced by this government; the Bruce Highway, Caloundra Road to Sunshine Motorway; Haughton River floodplain upgrade; Mackay Ring Road; Ipswich Motorway; Smithfield Bypass; Rockhampton Northern Access Upgrade; and the Logan Enhancement Program, a market-led project that is well advanced.

The business case for the Nambour to Beerburrum rail duplication was not even started under the member for Glass House. He was a member of the cabinet but the business case for that was not even started in his time. Cross River Rail is underway thanks to this government. I find it ironic that we have had comments by opposition members on Cross River Rail. They do not support Cross River Rail. They run around saying that they want to bust congestion, but they do not support the biggest congestion-busting project in South-East Queensland, being Cross River Rail. We see policy contortions and nonsense from those opposite.

We see some adjustments to SPER. We saw what those opposite did with SPER. In 2014-15 some 700,000 PINs were issued, with nearly 620,000 referred to SPER—a nearly quadrupling under the LNP. That represents absolute mismanagement. These bills deserve support. I commend them to the House.