




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 4 April 2019

MOTION

Federal Budget

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (12.28 pm): Any political party worth its salt that stands up for Queensland would support this motion. The LNP, like lemmings—the opposition—is supporting a failed revolving door government of Abbott-Turnbull-Morrison and it is not standing up for Queensland.

We have heard a lot of rhetoric in here, so let us get down to brass tacks. What kind of figure has the federal LNP government loaded into the ‘four years and beyond’ column for Queensland? Is it \$1 billion? Is it \$2 billion? Is it maybe \$3 billion? Let me give members an actual number. The \$6.8 billion in infrastructure money announced by the federal government is in the ‘four years and onwards’ column of its budget. That is the kind of smoke-and-mirrors trick the federal government is playing on Queensland.

I will refer to some of the actual numbers. For the Cairns Ring Road, which is trumpeted by those opposite, there is \$200 million in the four years and onwards column. Forget about it. We are not going to see that money for two elections. For the Cairns southern access stage 5—all of it—there is \$108 million in the four years and beyond column. For the Cunningham Highway, there is \$114 million in the beyond four years column—off budget. The federal government does not even know what it is spending that money on. The budget papers just say ‘future projects’. The federal government has no idea. It has just dolloped that figure in that column. There is the Gateway Motorway extension from Bracken Ridge to Pine Rivers. The vast bulk of it, \$650 million, is in the four years and onwards column. For the funding for the M1, which those opposite have trumpeted, 100 per cent of this new announcement is in the four years and beyond column. That is two elections away. They wonder why people are sceptical about these announcements. One hundred per cent of that funding is two elections away. How could we trust a government that plays those sorts of accounting tricks on people?

The news is even worse for people in regional Queensland. The federal government has been trumpeting a whole lot of projects throughout Queensland. I will go through how many of those are off in the four-year forward estimates. For the road from Tennant Creek to Townsville, there is \$144 million. People should forget about that for four years. For the road from Toowoomba to Ipswich—and the member opposite is interested in the Mount Crosby interchange—there is \$48 million, but most of that is in the four years and beyond column. For the road from Toowoomba to Seymour, there is \$40 million in the four years and beyond column. For the Savannah Way from Cairns to the Northern Territory, there is \$36 million in the four years and beyond column.

One of the most outrageous things is the funding for the Cooktown to Weipa road. The Cape York package that is underway is a fantastic project that develops skills and jobs. It seals one of the wildest roads left in Australia. The federal government has cut that funding by \$25 million per year and, to try to hide the cut, renamed it the Cooktown to Weipa project. The vast bulk of that funding is four years away—\$137 million of \$190 million over seven years instead of five years. There are pathetic

amounts for that project for the first three years. The federal government has gutted that project. It is pathetic and the federal government is not even being honest about it. For the Mount Isa to Rockhampton road, there is \$167 million. Forget about that. The vast bulk of that money is off in the 'four years and beyond' column.

The member for Dawson is renowned for spending 11 weeks a year overseas, not doing his job as the federal MP for his area. He has been so unsuccessful that, of the money that has been announced in the federal budget for Shute Harbour Road, \$20 million of that just under \$30 million is allocated in the four years and beyond column. That is a pathetic effort by the federal member for Dawson. He should spend some more time in Australia.

For the road from Townsville to Roma, there is \$72 million in the forward estimates. This one is really fascinating: an allocation of \$100 million for the Linkfield Road overpass. Guess how much is beyond the forward estimates off budget? One hundred per cent of it: \$100 million is in the four years and beyond column. Peter Dutton has not delivered one single dollar for the next four years for Linkfield Road. I think Scott Morrison might have remembered a leadership contest when he allocated that money. I am sure the Prime Minister said, 'Good luck, Peter. Here's the money. It is for the election after next. Good luck with that.' I think Peter Dutton has been shafted by his own side.

The first two stages of the Gold Coast Light Rail happened because of Labor, yet in the federal budget papers we have an allocation of \$62 million and the majority of that is in the four years and beyond column. That is how much the federal government cares about the Gold Coast. It is a pathetic 16 per cent. That is the lowest ever offer. The LNP dumps on the Gold Coast. It talks big, but it never delivers fair funding for infrastructure for the Gold Coast or for Queensland. There is \$250 million for the Beerburrum to Nambour light rail, but that is \$250 million short. The federal government will give billions for rail in Victoria, billions for rail in New South Wales, but we cannot get a measly \$250 million to do the project properly.

This is a weak opposition that does not stand up for Queensland. It is led by the protege of Campbell Newman, the assistant minister to Campbell Newman, who is weak. The members opposite have signed up and supported a divided and dysfunctional federal government. I support the motion and every decent member should do so.