




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

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MINISTERIAL STATEMENT

Infrastructure, Federal Funding

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.27 am): The Palaszczuk government is investing a record \$21.7 billion in Queensland infrastructure over the next four years, our third record infrastructure spend over four budgets. Unfortunately, our record infrastructure investment in Queensland has been undermined by the cuts from the chaotic Abbott-Turnbull-Morrison government. In 2017-18 the federal LNP's contribution to Queensland was cut by more than six per cent. Infrastructure investment has gone backwards under the federal LNP in Canberra, but Queensland now has the best chance in years to get a fair share from Canberra under a Shorten Labor government.

Bill Shorten is already \$2.2 billion ahead of Scott Morrison, thanks to his Cross River Rail commitment. Cross River Rail is Queensland's No. 1 infrastructure priority, and Bill Shorten has backed it while Scott Morrison has consistently ignored it first as treasurer and now as Prime Minister. Bill Shorten and his team have committed more than \$15.6 billion to projects that will make a difference to Queenslanders right across our state. There is almost \$2 billion to extend the Gateway Motorway from Bracken Ridge to the Pine River and upgrade the Bruce Highway between the Gateway Motorway and Deception Bay Road. There is \$500 million under federal Labor to continue the next stage of the Ipswich Motorway upgrade, which had its first stage funded the last time we had a Labor government in Canberra. There is \$500 million from federal Labor for an inland roads package for the Darling Downs and Western Queensland—another sign of Labor's real commitment to regional Queenslanders, not cuts. There is \$852 million for the Rockhampton ring-road, \$800 million for the Cooroy to Curra bypass on the Bruce Highway, \$144 million for stage 5 of the Townsville ring-road after consistent campaigning from our Townsville MP and more than \$467 million for Far North Queensland. There is \$100 million extra to upgrade the Mount Isa rail line, one of our key job-creating mineral rail freight routes in North Queensland and North-West Queensland.

The Morrison government has ripped funding out of the important Cape York regional package, a move that will set back progress on sealing roads in the peninsula and cost local and Indigenous jobs and training opportunities. Bill Shorten will protect that plan, putting an extra \$125 million into that package to ensure we continue sealing roads to keep the momentum going and securing the economic future for those communities. Bill Shorten will support our \$2.3 billion plan for four M1 upgrades and has backed level crossing and park-and-ride projects across South-East Queensland, including \$48 million for the exit 45 interchange on the M1 and \$50 million across exits 41 and 49 at Pimpama—double the LNP commitment. The choice for Queenslanders in this federal election could not be clearer: more division, more dysfunction, more chaos, more infighting like we saw yesterday from Barnaby Joyce from the LNP; or a united Bill Shorten Labor government to make a genuine investment in Queensland, to back Queensland, to back our economy and to back jobs in our state.