




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 14 June 2019

**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; REVENUE
AND OTHER LEGISLATION AMENDMENT BILL**

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (5.30 pm): As Minister for Transport and Main Roads, I am proud to see the budget brought down by the Deputy Premier and Treasurer for the Palaszczuk Labor government, our fifth budget, a very strong budget and a budget with a record Main Roads and Transport allocation—the fourth in five years under this government. Queensland will benefit from the Palaszczuk Labor government’s budget and I am pleased to say my electorate of Miller is no different.

The Cross River Rail project will transform public transport across South-East Queensland for every rail user and will attract more people onto our trains and public transport system. We estimate that we will see a modal shift of about 18,000 people onto rail due to better and faster services. There is funding in this budget to upgrade the Fairfield, Yeronga and Yeerongpilly train stations as well as Salisbury, Moorooka and Rocklea stations in the member for Toohey’s nearby electorate. That will be welcome news for residents in these suburbs including the suburb of Annerley. That is on top of a substantial list of station upgrades that we have previously announced, three of which are underway at the moment at Boondall, Morayfield and Strathpine. This will make sure we have modern and accessible public transport facilities like lifts and raised and additional platforms so that people with disabilities and parents with prams have access to our public transport system under Cross River Rail.

There will be four new underground rail stations, and how exciting is it to have a heavy rail station at the Gabba, at our iconic sporting ground, as well as at Albert Street, at the bottom of the CBD? For the very first time heavy rail will come into that section of the CBD, which will cut travel times significantly. There will also be new underground stations at Roma Street and Park Road. I see this as very much our first genuine underground line in Brisbane. It will change the way people think of Brisbane. It is the Labor Party that has achieved it. Let’s be very clear: if the election result had been different Cross River Rail would not have gone ahead and we would have been back in the same mess we were in under the LNP when they had no plan for public transport in a growing city and region.

There is funding in this budget to finish the Veloway project along the freeway at Tarragindi from Gaza Road over Marshall Road to Bapaume Road to complete the last remaining unbuilt link in this 10-year vision of a bicycle freeway to shadow the south-east freeway. This is the next link in our investment to support the Palaszczuk Labor government’s goal to promote healthy transport, increase safety and get more people riding bikes more often, particularly in this generation when we move around the least.

Local schools in my electorate have also benefitted from the Palaszczuk Labor government’s record investment in education. This includes a \$2 million upgrade to Yeronga State High School to refurbish facades and upgrade and replace fencing and \$500,000 for a new outdoor learning area at the wonderful Milpera State High School at Chelmer on top of previous investments at Wellers Hill State School and Yeronga State School.

The jointly funded \$400 million Ipswich Motorway Upgrade continues from Rocklea to Darra. That will provide for that road greater capacity, more lanes and greater flood resilience. It will add a new southern connection paid for from savings. It is a well-managed project and includes an entirely new bike route. It makes sense; it is a no-brainer to build cycling facilities when we do major road upgrades. I hope that is never, ever disputed again. The economies of scale are fantastic. Why would we not do it when everybody benefits from it—including motorists I might add.

The Ipswich Motorway upgrade has created 470 jobs and is part of our \$23 billion roads and infrastructure budget. That investment will support more than 21½ thousand Queensland jobs. It makes our roads safer and more efficient because we believe in investing in infrastructure, not cuts.

The Palaszczuk Labor government invests in Queensland infrastructure to make our economy stronger and keep our jobless rate much lower than under the previous LNP government. A total of 207,000 jobs have been created since our election in 2015 because of that focus on jobs and a stronger economy. We have seen the jobless rate significantly fall since the 6.6 per cent rate we inherited. In fact, shamefully, we saw the 7.1 per cent peak under the previous government and economic growth got down to 0.7 per cent at one stage.

It is a great time to be a Queenslander, but one would not think so listening to the opposition leader's doomsday budget reply. The relentless negativity that characterises the opposition leader's approach was predictably on show once again. The opposition leader warned—

The good times are never coming back under Labor.

I pose the question: What so-called good times were those? Were they the good times when Campbell Newman sacked 14,000 Queensland workers? Were they the good times when they wasted more than \$100 million of taxpayers' money preparing to sell off our state owned assets, \$30 million of which was a secret branch within Transport and Main Roads? Maybe it was the good times when they wrote the Coomera Connector, or the second M1, out of the planning documents because they did not want to build it? They actually blocked it.

Mr Boothman: That's not correct.

Mr BAILEY: The member opposite should look up the news clippings from the time; it is all on the public record. The LNP did not spend a single new dollar on the M1 for three years. They are so embarrassed about that to this very day and they cannot confess their embarrassment on it. They are playing catch-up on the M1. I go no further than the comments of the member for Surfers Paradise who said in November 2017, just before the last election that the LNP could have done more. 'We did not do as much for the Gold Coast in our term as we could have,' he said. They are the words of the member for Surfers Paradise, a former leader of the LNP. 'We didn't do as much for the Gold Coast in our term as we could have.' They are the LNP's words, not mine. He was absolutely correct.

Were those good times when they had 43 per cent increases in power prices or when they cut \$600 million from our roads and transport budget or when they cut 48 train drivers or ordered trains from overseas that were not disability compliant? Were those the good times the opposition leader was referring to? Under us we have seen record patronage on our public transport system because we invest in it and we cut the fares for people. Contrast that to the three lowest years in terms of patronage in the last 10 years on the South-East Queensland public transport system. When were they? The three years of the Newman government, predictably because they did not understand how to run a decent system. We know that an old-fashioned knees-up for the Queensland LNP means cutting services, sacking workers and selling publicly owned assets. Some things never change. Just as well we won the 2015 election to end the most incompetent and downright nasty government in Queensland history.

We saw the Deputy Leader of the Opposition shaking his head solemnly throughout the opposition leader's budget reply. Perhaps he was feeling left out, having been trumped by the member for Clayfield as the LNP Treasury spokesperson in the *Courier-Mail* on Monday, despite the fact that the member for Clayfield is on the backbench after his failed election bid in 2017. However, it appears that his political resurrection back to the front bench is underway. We will watch his movements with interest because whenever that coup on the LNP's side occurs—and it is coming—we know the member for Clayfield and the member for Chatsworth will be right in there playing a role. There is no doubt about that at all.

I will tell honourable members who else cannot be trusted with the budget numbers and that is the member for Glass House. He went for gold when he claimed that he had caught us out not funding the Mackay Ring Road Stage 2, otherwise known as the Mackay port access road, in the budget. The only problem was that it was in there, in QTRIP, in black and white on pages 171 and 173.

If you cannot read a budget, they have no hope of putting together one that makes any sense. Like the Newman government's first and only term, it was a short-lived and embarrassing moment for the member for Glass House. Is it no wonder he deleted his related tweet not very long after? I am

probably being a bit hard on the member for Glass House as I suspect it was the member for Chatsworth's error because it was his portfolio area. No doubt, it was his big pitch to the leader that embarrassed the member for Glass House and the LNP in terms of this bungle. Amazingly, after it was already raised, the Leader of the Opposition made the same mistaken claim in her budget reply speech. Did no-one on the opposition benches think to tell the leader that maybe they should take out that paragraph and check it? Nobody told her about the bungle. The leader bungled in and claimed the same thing which was not true. Really, it is a *Keystone Cops* episode from the opposition in relation to the budget this year. There was no coordination or research. They do not know how to look at a budget or how to read the budget papers and they want to be the government of Queensland? I do not think so.

To be fair, there were many other embarrassing moments in the Leader of the Opposition's budget reply speech. The opposition leader said she would take Canberra's pathetically low funding deals for Gold Coast Light Rail Stage 3A and the Beerburrum to Nambour project. She is happy to sell out Queensland to her LNP party mates in Canberra. If you want to be Premier of this state, you must stand up for Queensland. That is what the current Premier and member for Inala does every time. Queenslanders do not vote for weak leaders who have stronger allegiances to Canberra than Queensland. They never have and they never will. Whether you are fans of the Cowboys, the Titans, the Broncos, the Suns or the Lions, you cannot be a Canberra Raiders fan and hope to be the Premier of Queensland. We saw somewhat of an amateur hour effort by the opposition.

Looking at this budget from our point of view, look at the reforms here and at the infrastructure commitments. The Mount Isa line access charges will be reduced to boost productivity in North Queensland. I see the Deputy Speaker nodding in agreement. The intermodal facility at the port of Townsville will make our supply chain efficient, increasing value into the export-import chain on top of the berth 4 upgrades and channel widening project. We are keeping it in public hands so we can invest in Queensland—not flog it off to the next seller to privatise it but to add value. We see very strong endorsement of this government from Construction Skills Queensland. We see strong endorsements from the Queensland Resources Council, Aurizon and the Freight on Rail Group. The RACQ were very positive about this budget as well. Why not? Let us look at the infrastructure list: Smithfield bypass—promised by many people but we are doing it—the Peninsula Developmental Road, transformational; southern Cairns' access to Bruce Highway; the Townsville Ring Road Stage 5—

Mr Harper: Hear, hear!

Mr BAILEY: Thank you member for Thuringowa—after Riverway Drive is completed! There is the Mackay Ring Road stage 1; the Walkerston Bypass to follow; then Mackay Ring Road stage 2, or the port access. There is a pipeline of road investments in Mackay going off into the distance—the Rockhampton bypass, the Eton Range Realignment, the Haughton River floodplain and Bruce Highway upgrade, road improvements in Maryborough, the Shute Harbour Road announcement, our general Bruce Highway safety works and the Warrego safety works.

In this budget I am proud of our program to upgrade older, accessible taxis. We have a fantastic level of accessible taxis in Queensland compared to other states, but it is an ageing fleet at a very tough time for the industry. We have \$20 million to help the taxi industry upgrade to newer, accessible vehicles to ensure our most vulnerable people are safe should there ever be a crash involving them in the car; let us hope not. The Cairns Port development is under way. That will create jobs and create greater prosperity in far north Queensland. We have four M1 fully funded investments—two now, two following on—for the interchanges at exit 41 and 49, representing 50 per cent of the contribution. We are backing the M1 all the way. We will not ignore it as the previous government did and paid a price. We will keep investing in it.

The Sunshine Coast rail duplication involves more than half a billion dollars flowing into that community, despite the protestations of very lame members such as the member for Kawana. There is \$210 million flowing to that project in the next two years on the Sunshine Coast. The business case was not even done by the previous government; they ignored it. We did the business case in the first term and we have the \$550 million together. Yes there is a dispute about the federal government contributing its fair share, but the project is under way and has not been delayed a single moment. We will see \$210 million provided in the next two years and another \$240 million after that. That project is going with a capital 'GO'. It is something about which this government is very proud.

This is a very strong budget about infrastructure, jobs, economic growth, regional Queensland and infrastructure. It is also about responsible revenue measures to suit the times when we had big hits on stamp duty and the GST because of the current federal government. We also have incentives such as the payroll tax exemption threshold being raised. At this time, with the economy soft because of a

lack of federal leadership, we need those sorts of incentives. At the breakfast this morning, it was great to hear the endorsement of the guest speaker, Nick Behrens. He is not exactly known to be on our side of politics but he gave this government's budget a lot of praise. It is a strong budget, and I support it.