



Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 21 August 2019


APPROPRIATION (PARLIAMENT) BILL

APPROPRIATION BILL

Consideration in Detail (Cognate Debate)

Appropriation Bill

Transport and Public Works Committee, Report

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (12.02 pm): The member for Chatsworth lives in a parallel universe. When he was assistant minister for public transport under Campbell Newman, this was his record: \$600 million in cuts to road infrastructure across the state; a cut to the Sumners Road interchange; not a single new dollar spent on the M1 in three years; the Cross River Rail project cut; the active travel infrastructure budget cut; the second M1, or the Coomera Connector, blocked; no new light rail stages funded; and no new infrastructure. Under the LNP, public transport patronage plunged to the worst three years in the last decade. The LNP cut 48 train drivers, leading to the events of October 2016. The LNP ordered trains made overseas and not by Queensland workers. They were not disability compliant. The LNP's record of cuts and incompetence is absolutely appalling. To be having a little lecture from the member is a bit ridiculous.

I begin by acknowledging and thanking the work of the committee in this estimates hearing. The advocacy and interest of its members, not just in matters related to their own electorates but in matters that are important to all Queenslanders, is to be commended. I was pleased to have an opportunity to outline the Palaszczuk government's record QTRIP investment of \$23 billion over four of the last five budgets, supporting 21½ thousand Queensland jobs. An amount of \$14½ billion of that program focuses on regional Queensland, supporting 13½ thousand regional jobs.

We continue to reverse the Newman LNP government's job-destroying policies, such as sacking 14,000 workers, including hundreds of road builders in RoadTek. I think about 700 went from RoadTek. We have kept our assets, particularly our Townsville and Gladstone ports, in public hands and we are investing in them.

This record of investment will add to the 216,000 jobs that the Palaszczuk government has created since 2015. From the Smithfield bypass north of Cairns, to the Haughton River upgrade, to the sealing being done in Cape York, thousands of people are turning up to worksites today because the Palaszczuk government is backing roads, backing jobs and backing projects. Construction is underway on two M1 upgrades—with two more to come straight after—as well as on the Ipswich Motorway. There is also the Mackay Ring Road project, the upgrade of the Warrego Highway and our largest infrastructure project, the Bruce Highway upgrade. We are building the \$812 million highway upgrade from the Sunshine Motorway to Caloundra, spending \$157 million on the Rockhampton Northern Access Upgrade, and we will soon see the duplication of the Capricorn Highway to Gracemere, which is in the area of the member for Rockhampton.

Cairns port is undergoing a transformational \$127 million upgrade to unlock new tourism opportunities and create 2,700 new jobs. In Townsville, we are delivering the \$193 million port channel upgrade. At Gladstone, Rockhampton and Bundaberg, we have seen another record trade year, with 124 million tonnes through those ports during the last financial year.

I note the statement of reservation from the member for Hervey Bay, who asked very few questions, taking a special interest in Cross River Rail and our planning for the South-East Queensland rail network. It is pleasing to see the member for Hervey Bay highlighting how Cross River Rail will lead to more services more often. The LNP, at both state and federal levels, has failed to fund Cross River Rail. The LNP constantly talks down the project after it cut it when it was in government. As the honourable member would be aware, following the cuts of the LNP our government has put the focus back on public transport investment.

After the LNP failed to start the training of any train driver for an entire year in 2014 and cut 48 drivers, Queensland Rail has restored 430 weekly services in a consistent Monday to Friday timetable. As part of the largest recruitment in Queensland Rail's history, we now have 178 drivers and 331 guards trained and into the network, with a net increase of 106 qualified drivers. Thanks to our focus on public transport, passengers are returning to public transport. The last two financial years were two record years of patronage—a 3.2 per cent and a 3.7 per cent increase. Over the last financial year, there were seven million extra trips. Last month on the Gold Coast, for the very first time we had more than one million light rail trips. That was a great moment. That is just another reason to support our call for the Morrison government to provide a fair share of funding to get stage 3A of light rail on the Gold Coast. Gold Coast deserves a fair funding deal from Canberra.

Planning for the rail networks is currently underway. That planning includes infrastructure, including fleet and depot planning. TMR and the Brisbane City Council are undertaking a study of all level crossings in the Brisbane local government area. That study will prioritise level crossings and those at Beams Road, Coopers Plains, Cavendish Road and Lindum Road fall within the scope the study. We are seeing freight charges discounted on the Mount Isa-Townsville line. Our focus on jobs is not wavering. We invest in roads, we invest in rail, we invest in jobs. We do not cut, we do not sack, we do not sell like those opposite. We know that does not add up and that is what those on that side will do again.

(Time expired)