



Speech By  
**Melissa McMahon**


**MEMBER FOR MACALISTER**

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Record of Proceedings, 22 October 2019

**ADJOURNMENT**

**Yatala Enterprise Area, M1**

 **Mrs McMAHON** (Macalister—ALP) (7.27 pm): I stand here as a member of government determined to fight for jobs for residents in my area, and one of the largest geographic employment areas for Macalister residents is the Yatala Enterprise Area just over the river. The Yatala Enterprise Area is home to many large national and international manufacturing and construction support industries as well as transport and warehousing industries. The major arterials for the Yatala Enterprise Area are the Stapylton Jacobs Well Road and Stanmore Road, with the M1's exit 41 being the primary feeder for businesses along these arterials.

Exit 41 has not kept up with the growth of the industrial area and on any given business day during regular commuting hours traffic both north and south bound on the M1 will be backed up from the exit and on to the M1. Often for hundreds of metres vehicles will be pulled over in the emergency lanes prior to the exits. This is a massive safety risk for those vehicles and users of the M1, so of course these exits have become a political football. The cost to upgrade both exits 41 and 49 has been costed at just under \$200 million. The federal government announced in February this year with much fanfare a \$50 million commitment to the exit upgrades, so a quarter of the cost.

**Mr Crandon** interjected.

**Mr SPEAKER:** Pause the clock. Member for Coomera, you are warned under the standing orders for the second time today, and I have already given you some guidance during this adjournment debate.

**Mrs McMAHON:** Mind you, that \$50 million is spread out over a four-year period. I could go on about how for some reason here in Queensland this major component of a freight highway only attracts a fifty-fifty federal and state funding split whereas in New South Wales the feds kick in 80 per cent, but, no, here in Queensland our taxpayers have to stump up to cover the costs for the fed's stinginess.

The federal government has also had the gall to turn around and demand that the state government make its contribution. We did. We put the whole—close to \$100 million—on the table in the state budget back in June. That is our fifty-fifty—our whole 50 per cent. This government is ready and our commuters are ready and waiting for these upgrades.

The Palaszczuk Labor government commenced the design work to upgrade the exit some time ago. We have already spent \$1.1 million designing this upgrade. Now, we have a shovel-ready project. The federal government keeps calling on the states to provide shovel-ready projects. Exit 41 is ready and waiting for the federal government's missing cash. Businesses, hesitant to expand and grow jobs, will not do so until they have that vital transport infrastructure, which is needed to support their business plans, locked in place.

If the Morrison government is serious about jobs, if the Morrison government is serious about supporting infrastructure for our growing communities and if the Morrison government is serious about supporting Queensland businesses, it will release the outstanding \$40 million and get the exit 41

upgrade started before the year is out. Many of the residents of my electorate utilise the Yatala Enterprise Area for travelling to and from work. This is a safety issue and more than just a political football. We need to see that extra cash to make sure that the residents of my electorate can get to work safely.