




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 18 February 2020

APPROPRIATION (PARLIAMENT) BILL (NO. 2); APPROPRIATION BILL (NO. 2)

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (3.35 pm): I rise to speak in support of the Appropriation Bill (No. 2) 2019 and the Appropriation (Parliament) Bill (No. 2) 2019. This is a commonsense government that delivers on its election promises, that delivers on the infrastructure—not cuts, but real infrastructure—that a growing state needs. It does so without asset sales, without breaking election promises like the previous government did left, right and centre. It is about building the roads, the rail sector and the light rail sector that a growing population needs. As noted in report No. 35 of the Economics and Governance Committee for 2018-19, the additional funding provided to the Department of Transport and Main Roads for unforeseen expenditure was \$699 million. I want to be clear from the outset that this expenditure represents good news for Queenslanders, providing even more jobs and local employment opportunities right across our state.

Transport and Main Roads' \$699 million in expenditure results from the following accelerated spending. An amount of \$441 million relates to the delivery ahead of schedule of capital projects including the Gateway Upgrade North on the north side of Brisbane and the New Generation Rollingstock with funding brought forward from future years—accelerated, which means delivering more jobs for Queenslanders. There is an amount of \$125.9 million in increased funding to allow commencement of accessibility modifications for the New Generation Rollingstock. We all know the history there: they were ordered by those opposite. They were not disability compliant. They were made overseas and it was left to this government to fix up the mess that was created by the Newman government. This was funded from the NGR contingency budget from future years. It is providing local employment to right the wrongs on accessibility.

I want to pay tribute to the member for Maryborough, who is a fierce advocate for his city, the rail city, and the workers there. That is a sector that was on its knees when this government was elected. It was saved because of the election of the member for Maryborough and the election of this government. We are not just proud of that; we are advancing all the opportunities for the workers in Maryborough.

There is an amount of \$58 million in operating expenditure mainly relating to the delivery of the road maintenance program ahead of schedule with funding adjusted in the following year—accelerated maintenance funding, local jobs and better connectivity for Queenslanders.

An amount of \$48.5 million in additional expenditure was for the bus driver wage parity in South-East Queensland bus contracts. This is something we believe: bus drivers ought to be paid fairly, and that is part of this bill. We respect the work they do. They deal with the safety of the public every single day. It can be a very challenging job. They deserve a decent pay packet to pay the bills, to pay their mortgage and to live a decent life. We are very proud of our record in that regard.

The year 2019-20 promises an even greater spend on transport and infrastructure works. The Palaszczuk government is delivering another record investment in the state's transport and roads infrastructure—four budgets out of five—with \$23 billion allocated across the forward estimates for the

Queensland Transport and Roads Investment Program. Previous budgets delivered by the Palaszczuk government created a pipeline of major infrastructure projects that employ thousands of Queenslanders. This program ensures that pipeline of projects continues in the future, particularly in regional Queensland.

The program will support an estimated 21,500 direct jobs over its life. Approximately \$14.5 billion of that will support projects in regional Queensland, supporting over 13,500 regional jobs right across Queensland. The current QTRIP is approximately \$1.3 billion more than last year's QTRIP and our record investment means a boom in cranes, concrete and construction from Cape York to Coolangatta. Townsville, Gympie, Mackay and Cairns have major road projects creating thousands of local jobs and supporting families. These include the Bruce Highway upgrade, Cooroy to Curra section D—that is the Gympie bypass—and its \$1 billion of road investment which will also take a very flood-prone part of the Bruce Highway out of the network once completed. There is the \$514 million construction of the Haughton River flood plain upgrade on the Bruce Highway from Horseshoe Lagoon to Palm Creek, more flood-proofing of the Bruce Highway. There is nearly \$500 million for the Mackay Ring Road stage 1 project and also \$481 million for the start this year of the Bruce Highway upgrade Southern Access Corridor from Edmonton to Gordonvale. That is on top of our commitments in Cape York and at the Smithfield bypass.

On the Gold Coast, I know of more than 2,700 jobs. On the Sunshine Coast, there are close to 3,000 jobs. There is a boom in Central Queensland, in the Rockhampton region, where I know the members for Rockhampton and Keppel are fierce advocates for road upgrades. More than 600 road construction jobs are there. Our government has invested in jointly funded projects that include the Ipswich Motorway upgrade on the edge of my electorate and a number of other electorates from Oxley to Granard Road, Rocklea. There is \$160 million for the Sunshine Coast rail duplication and upgrade, as part of a joint \$550 million project, between Beerburum and Nambour, something on which those opposite did not even start the business case. This year, we see heavy construction start. What a great boost for the Sunshine Coast region.

There is \$1 billion for widening from four to six lanes the M1 from Varsity Lakes to Tugun. The people of Currumbin know who delivers on the M1—this government. It is not those opposite, who did not spend a single new dollar in three years under the Newman government. It is this government that has underway four M1 upgrades, with one nearly completed from Mudgeeraba to Varsity Lakes. There is a much bigger one, five times the size. We will be telling the people of Currumbin that; that is for sure. It is five times the size of the one almost completed which in itself is already a huge project. The people of Currumbin know who funds infrastructure on the Gold Coast—this Palaszczuk Labor government. It is not those opposite who talk big but do not do anything about it. Who did light rail stage 2? This government. Who is doing light rail stage 3? It is this government that has led the way without the support of those opposite. Who did the M1 upgrades? It was this government. It is not those opposite and it is certainly not those opposite with a blow-in chosen by their Brisbane headquarters.

They cut out local members from having a say in their preselection, stopping Chris Crawford from even contesting the preselection in a cafe conspiracy, and now they are offering beer and food for Brisbane volunteers because they cannot find anybody down there to campaign locally. When Tim Nicholls is down there campaigning for you, you know you are struggling to get the people.

There is a \$1 billion funding commitment for the Gateway Motorway extension from Bracken Ridge to Pine River. We have \$812 million on that fantastic upgrade of the Bruce Highway from Caloundra Road to Sunshine Motorway which will be progressively opened towards the end of this year—a fantastic project and support for that growing Sunshine Coast region. Of course, there is \$749 million for the M1 upgrade between Eight Mile Plains and Daisy Hill which will follow straight after the Gateway merge upgrade that is nearing completion at the moment. Again, the Palaszczuk Labor government delivers on the M1, something those opposite failed to do for three years.

I will put up for comparison our economic record under this Premier and Deputy Premier against those opposite any day. This is the economic record of the Newman government—economic growth plunged to 0.7 per cent. It did not even have a '1' in front of it. The jobless rate spiked at 7.1 per cent. At the moment, the unemployment rate has a '5' in front of it under the Palaszczuk Labor government. It had a '7' in front of it under the Newman government. There was a \$600 million cut in the road and transport budget. There was \$100 million wasted on Strong Choices privatisation. I have a bit of a laugh when they say, 'Oh, we didn't privatise assets.' The only reason they did not privatise assets is because we beat them at the 2015 election. It all would have been out the door the next day.

Those opposite whinge and moan about our infrastructure projects, but the fact is they continue to speak in code for cuts. Every time we hear an LNP speech on the economy, they are talking about code for cuts. It is the Newman model. They promise the world. There is no way to fund it. Already,

there is something like an \$8 billion hole in opposition promises before we even get near a formal campaign period. There is no way of paying for it. We know there is only one way they will pay for it—cutting, selling and sacking. It is the old LNP model. Newman perfected it and they have not learnt a thing. They promise everything but in government will cut, cut, cut. I was bemused by the deputy leader's contribution. Apparently there is a new thing called the 'Bradbury' scheme. Did anyone hear that? Not only do they have the Bradfield scheme; they have the Bradbury scheme as well!