



Speech By  
**Hon. Mark Bailey**


**MEMBER FOR MILLER**

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Record of Proceedings, 11 August 2020

## **MINISTERIAL STATEMENT**

### **Cross River Rail**

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.06 am): Economies worldwide are enduring the worst economic downturn in generations, and Queensland's economy is no different. Given the global uncertainties, every job counts right now. Thousands of workers are heading to work today because of our strong pipeline of projects and commitment to infrastructure as part of our economic plan to unite and recover and create jobs in our state.

Tunnelling has started for Cross River Rail—a transformational infrastructure project to bust congestion in South-East Queensland by expanding our rail system with direct access to the heart of the Brisbane CBD for the first time. Cross River Rail would be opening this year if the anti public transport brigade of those opposite had not cut the project in 2012. Thousands of construction workers on Cross River Rail would not have jobs if those opposite had their way.

Labor backs commuters and we back jobs, which is why we chose a Cross River Rail route that benefits the greatest number of passengers consistent with our 2017 commitment. Building an alternate station—the proposed New Dutton station—would have disconnected the easy current transfer at Park Road station for Cleveland line commuters from the Cross River Rail line. As was outlined by the Minister for State Development, separating the Cleveland and Gold Coast lines would have forced commuters travelling between those lines who currently have an easy transfer at Park Road to walk nine minutes away from the city to catch their connecting train. That would have disadvantaged a catchment of hundreds of thousands of people living in Brisbane's eastern and bayside suburbs on the Cleveland line, from Buranda all the way out to Cleveland via Wynnum—18 stations affected, the whole line. It would have been a disincentive for them to use the train at all. It was a poor quality option that ignored the needs of bayside and eastern suburb commuters, which is why our government did not support it.

**Ms Simpson** interjected.

**Mr SPEAKER:** The member for Maroochydore will cease her interjections.

**Mr BAILEY:** The option we have chosen was considered cost neutral and will be delivered within budget. Queensland Rail has confirmed that all technical aspects—

**Mr Crisafulli** interjected.

**Mr SPEAKER:** The member for Broadwater will cease his interjections. Members to my left, comments will come through the chair.

**Mr BAILEY:** Queensland Rail has confirmed that all technical aspects are being resolved, a usual part of delivering transport infrastructure. Despite the challenges of COVID-19—

**Mr Hart** interjected.

**Mr SPEAKER:** Member for Burleigh, you are warned under the standing orders.

**Mr BAILEY:** Despite the challenges of COVID-19 we continue to deliver record investment in roads and transport infrastructure for Queenslanders: more than \$2.3 billion for four M1 upgrades and more than \$3.5 billion for the Bruce Highway and rail upgrades between Brisbane and Gympie. In addition, work is about to start on stage 3 of the Gold Coast Light Rail and funding has been committed for the stage 4 business case to take it to Coolangatta via the airport. Together, these projects will transform how Queenslanders connect and travel in our state. Queenslanders can depend on the Palaszczuk Labor government to continue delivering major projects that guarantee jobs and give Queensland businesses confidence. We build; we do not cut.