




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

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MINISTERIAL STATEMENT

Federal Budget, Infrastructure

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.01 am): I also acknowledge our nurses and midwives. We have had a world-leading response to the COVID pandemic and nurses and midwives have played a crucial role in that. I thank them for all of their work to date and their continuing work.

Last night's federal budget is more proof that the federal LNP government is no longer the party of fiscal responsibility. The federal LNP are now the 'super spenders'—and it is the *Australian* saying that—piling on \$1 trillion worth of debt and focused only on winning the next election. The federal LNP may have an economic identity crisis; if only Queensland was getting a fair share of their super spending.

As we have seen so often before from the Morrison government, we get the big announcement and then we find out the bitter truth in the detail. Yesterday the member for Cairns and the member for Barron River would have been pleased to see \$240 million committed in the federal budget for the Cairns Western Arterial Road upgrade. We went to the last state election with a firm commitment. The Palaszczuk Labor government lead the way with a \$60 million commitment and we called on the federal government to support us to build four lanes to Smithfield. Last night we discovered that only one-third of the federal funding promised for the Cairns Western Arterial Road is actually in the budget, with the majority of it more than four years away—on the never-never.

As usual, Queensland loses out to the southern states and Queensland gets the raw deal on infrastructure spending. We see \$2 billion for a highway west of Sydney and \$2.6 billion for a motorway in rusty South Australia. We have seen the Morrison government promise \$2 billion for a fast train between Melbourne and Geelong, which is an announcement that within hours was dismissed by Victoria's transport infrastructure minister as a thought bubble. Of course, we remember that from Canberra there were zero dollars for Cross River Rail. There is \$2 billion for Victoria; zero here.

There are no sweetheart deals for Queensland in this disappointment of a federal budget. Queensland asked for \$800 million for the inland freight route but got only half of that. Only \$75 million of the promised \$400 million in federal funding for the inland freight route has been allocated for the next four years, that is, not even 20 per cent of the promise. We will have to wait for two federal elections before most of the money gets out of Canberra and onto Queensland roads. Only half of the \$400 million promised for the Bruce Highway upgrade between Gladstone and Proserpine will be delivered within the next four years. There are also cuts to the federal maintenance spend, but you will not hear anything about that from those opposite. About 85,000 people are expected to move to Queensland in the next four years, which is how long Canberra has told Queenslanders to wait for half the federal funding promised for roads and rail in this budget—four years or more.

As usual the Palaszczuk Labor government will keep doing the heavy lifting on infrastructure investment. We will not sign up to deals to sell public assets like New South Wales did. The Queensland economy is strong because of the strong leadership of our Premier and this Labor government. We had strong leadership by our Premier and Deputy Premier when many times throughout 2020 the Prime Minister and others recklessly demanded that the borders be opened. Queenslanders remember. We remember who has form. Strong leadership means standing up for Queenslanders when it matters to protect their health, their jobs and our economy. This Premier and this government will never shy away from standing up for Queenslanders and fighting for a fair deal.