




Speech By
James Martin

MEMBER FOR STRETTON

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MOTION

Sunshine Coast, Rail Infrastructure

 **Mr MARTIN** (Stretton—ALP) (5.45 pm): I rise to support the amendment moved by the member for Miller. When it comes to infrastructure, Queenslanders know that only Labor governments can be trusted to deliver. Whether it is at the state or the federal level, we know that the LNP just do not know the meaning or value of infrastructure. It came as no surprise when I heard the member for Fisher say that the Morrison government's undercooked CAMCOS funding was based on the 'Murrabie' extension. I am not sure how much of Queensland the member for Fisher has seen, but I am not aware of anywhere called 'Murrabie'. Is anyone on this side of the House aware of 'Murrabie'?

An opposition member interjected.

Mr MARTIN: I did, actually. I take that interjection. I googled it. It gave me some good advice for those opposite. It said, 'Try searching for something else.'

Honourable members interjected.

Mr DEPUTY SPEAKER (Mr Kelly): Order! Members, I realise that we all are really keen to get to the flood fundraiser tonight so we can all work together. Let's have some peace and let's get through this.

Mr MARTIN: While members ponder where on the map 'Murrabie' might be, I take this opportunity to talk about the Palaszczuk government's \$1.1 billion commitment to faster rail between Beenleigh and Kuraby in my electorate. We were only able to announce our funding for this project because we have the plans and the costings. I acknowledge the Morrison-Joyce government's announcement that it will be joining us in funding the Kuraby-Beenleigh upgrade. I hope that the member for Fisher was not referring to the Kuraby-Beenleigh upgrade when he said that the CAMCOS costings were based on the 'Murrabie' extension. Of course, the two are very different projects. You cannot just take the costings from a project which is boosting capacity on an existing track and transfer it over to a project that will see new tracks built. There is a \$6 million planning study underway which will give us an actual costing on this project.

When you have robust planning in place, you can actually have governments working together. We do not want to see governments throwing cash at the wall and seeing what sticks. We do not want to see desperate cash splashes from an equally desperate government on the eve of an election. We want to see governments making sensible, well-costed investments in projects with plans in place.

The Kuraby-Beenleigh rail upgrade is a vital piece of infrastructure for South-East Queensland, especially as we look towards the 2032 Olympic and Paralympic Games. This project will increase the number of tracks between Kuraby and Beenleigh from two to four, with modernised rail systems, station upgrades and level crossing removals. I know that commuters in my electorate of Stretton are particularly excited about the Beenleigh Road level crossing removal, which will help locals to get home from work, do the school drop-off and pickup and spend less time on the road and get home to their families sooner.

In fact, just this weekend I celebrated Neighbours Day in Kuraby in Svoboda Park with the federal member for Moreton, Graham Perrett, with whom I have worked closely on this important issue. Removing the Kuraby level crossing was certainly very popular with locals. They were very happy to talk to Graham about it. Of course, we have the plans and the costings to go with it. I note that Infrastructure Australia has listed improvements to the Gold Coast rail line between Kuraby and Beenleigh on its infrastructure priority list since March 2018. We have the business case, the costings and the planning to keep us going at a cracking pace. Because we have all those things, we now have the funding locked in.

I have been raising this issue about the Kuraby level crossing on behalf of my community for some time. It is located right next door to the Kuraby mosque and down the road from the Kuraby station. In fact, I thank the Minister for Transport for coming out to visit me in person at the crossing. When was it? That is right: it was during the Stretton by-election. In case those opposite have forgotten, that was a pretty bad result for the blue team. In fact, it was the worst result for an opposition in over two decades in a government held seat. The first electoral test for the Leader of the Opposition was a total failure. I understand that it was worse than even Jeff Seeney.

It was so bad that former LNP premier Campbell Newman described it as a disaster. Then he tore up his LNP ticket, packed his bag and left the party. Considering how badly those opposite are going at the moment, I am sure a few old Nationals might be thinking the same thing. The results are a reflection of the trust Queenslanders have in a Labor government. When it comes to infrastructure, only Labor can deliver.