



Speech By  
**Hon. Mark Bailey**


**MEMBER FOR MILLER**

---

Record of Proceedings, 29 March 2022

## **MINISTERIAL STATEMENT**

### **Federal Budget, Roads and Transport**

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (10.01 am): The Palaszczuk Labor government believes in delivering better roads and transport infrastructure for Queensland's economic recovery. It is our record \$27½ billion road and transport plan that is supporting more than 27,000 quality jobs and providing a reliable pipeline of work for Queenslanders as we emerge from the pandemic and from the recent floods.

Since coming to office, thanks to our strong COVID and economic management, the Palaszczuk Labor government has helped create over 405,000 jobs. Our unemployment rate, at 4.3 per cent, is the lowest it has been in over 13 years. It is through major investment that we continue to support strong job creation.

On the eve of the federal budget, Queensland needs a real investment by the Morrison-Joyce government to be front of mind. Our state has the largest road network in Australia, yet we are often short-changed by Canberra. We have asked for an extra \$617 million for the Bruce Highway, Queensland's 1,600-kilometre economic artery. We have also requested an extra \$280 million per year for road maintenance, which is especially important given the impact of recent flooding.

The record of the Morrison-Joyce government on the Queensland floods is of ongoing concern. The Morrison-Joyce government provided New South Wales with \$362 million after the floods, meaning that residents in the Nationals held seat of Page received three times more disaster funding than Queensland flood victims received. Queensland is still waiting for a response from Canberra on the joint \$771 million extraordinary assistance package to help Queensland flood victims recover through buybacks, house lifting and building back better. Queensland deserves our fair share, yet all we have heard is silence from Canberra and from those opposite.

We have already seen Scott Morrison match our \$1.12 billion for the Logan and Gold Coast Faster Rail project from February. This is a project with a business case, with a clear costing and with a detailed design that is ready to go. The federal LNP splashed some cash for the CAMCOS corridor on the Sunshine Coast. Just like the Hells Gates Dam, to which the Prime Minister committed \$5.4 billion, the CAMCOS corridor is yet to have a completed business case. In fact, there has not even been a preliminary evaluation, so the funding figure has been invented for the federal election. Geelong Fast Rail got a Scott Morrison election promise in 2019 of \$4 billion for a \$10 billion project.

**Ms Palaszczuk:** How is that going?

**Mr BAILEY:** I take the interjection from the Premier: how is that going and what happened there? There was not a shovel in the ground. The Morrison government desecrated the project after the election. The devil is always in the detail when it comes to Scott Morrison, who is loose with the truth. I want to see if and when this funding will actually flow through to Queensland.

We remember the 2019 election promise for a federal independent commission against corruption—reneged on. We remember their park-and-ride commitments—reneged on. They have form. It is the strong leadership of our Premier and this Labor government that is driving Queensland's economy and jobs growth. It is this leadership that saw Cross River Rail started in 2017 with zero dollars from the federal LNP. It is this strong leadership that saw the Smithfield Bypass built with zero dollars from Canberra. One thing Queenslanders can trust is that the Palaszczuk government will always stand up for Queensland and always fight for a fair deal in Canberra, unlike the Morrison cheer squad opposite. We will always deliver for Queensland.