



Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 17 August 2022


APPROPRIATION (PARLIAMENT) BILL

APPROPRIATION BILL

Consideration in Detail (Cognate Debate)

Appropriation Bill

Transport and Resources Committee, Report

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (12.31 pm): I rise to speak on the Transport and Resources Committee budget estimates report. I would like to thank the committee chair, the member for Kurwongbah, for his stewardship as chair as well as all members of the committee who appeared to ask questions about our government's investment in transport and main roads. It continues to be an honour to serve Queenslanders as transport and main roads minister, especially at a time when our state is attracting record numbers of interstate migrants.

Queensland's unemployment rate is at a 50-year low and we continue to lead Queensland through the first global pandemic in a century as well as an extended La Nina heavy rain summer and winter. Of course, we experienced widespread flooding earlier this year.

At budget time the Premier outlined three key things the government is delivering: good jobs, better services and a great lifestyle. This budget shows exactly that, with a \$29.7 billion QTRIP investment in rail and roads—our seventh record commitment—with more than 25,000 jobs supported. Our rail revolution has substantial commitments: Cross River Rail, Gold Coast Light Rail to Burleigh, the Sunshine Coast duplication and the Kuraby to Beenleigh—\$2.6 billion—double-track duplication.

Not one single question was asked of the Queensland Rail CEO in four hours of questioning—extraordinary. The wheels are really falling off the LNP when the Queensland Rail CEO is entirely ignored, when often the criticisms are around rail. Members opposite were too afraid to ask a question of Queensland Rail—

Mr Watts interjected.

Mr BAILEY: The member for Toowoomba North did not ask a single question. He is interjecting now, but he was as quiet as a church mouse at the committee hearing when it came to asking the Queensland Rail CEO a question. He did not say a word.

Last year the then member for Callide did not get a single question in. Embarrassingly, the member for Chatsworth left the ex-member for Callide out to dry last year. This year he left the whole committee out to dry by not asking a single question of the Queensland Rail CEO. The wheels are really falling off for the LNP on this committee. We are building trains in Queensland, not overseas.

We have population growth and the games coming. That is why we are building transformational infrastructure. I acknowledge that within hours of the committee's hearing the member for Chatsworth, after criticising Cross River Rail so much, said on radio that it was a transformational project. If only we could get that sort of flip-flopping happening on other issues, we would see a bit more honesty from those opposite. We released the SEQ Rail Connect plan as we bring a whole new underground line into the system, yet there was not one question of the Queensland Rail CEO.

There will be \$21 billion in road upgrades over the next four years, including the Coomera Connector—otherwise known as the second M1. At \$2.1 billion, it will be the largest road project in the state. It is only happening because of this government. We saw it blocked by the opposition when they were in power. Four extra lanes will take pressure off the M1, as opposed to the puny little six-kilometre version. The LNP did not promise six lanes; they only promised four lanes—and for less than half the length we are building. We announced the 400-hectare parcel of Greenridge to add to the Pimpama River Conservation Area to save koalas and work with the koala groups—a substantial reform.

In terms of Queensland regional roads there are 16,000 jobs: Gympie Bypass, Peninsula Developmental Road, Rockhampton Ring Road upgrade, Mackay Northern Access Upgrade and the Bruce Highway, to name a few.

In my last minute I will address some of the criticisms offered by the member for Chatsworth—the same tired, old arguments from those opposite. While they are belligerent, we build. While they cut, we construct. Of course, we would have Queensland Rail looking at opportunities to leverage off such a transformational new underground rail line. That has been well established for a long time. There has been no advice to me to say that the stated cost of Cross River Rail has changed. You could only dream about ETCS under an LNP government. They do not build anything. They cut this project previously. This new signalling system is safer and better and has greater capacity. We are living in the real world and we construct. The Liberals in Victoria, just like the Liberals here, are cutting, cutting, cutting. That is in their DNA. Those opposite can choose to talk about a contractor getting a sign wrong. We actually build the interchanges and the upgrades. We provide the jobs. This is another record budget from this government.

(Time expired)