

## QUESTION ON NOTICE

NO. 549

Asked on Wednesday 19 May 2004

MR REEVES asked the Minister for Transport and Main Roads (Mr Lucas) -

### QUESTION:

**With reference to the Brisbane Urban Corridor Study –  
Will he outline what has been the Federal Government's response to the  
recommendations of the study?**

### ANSWER:

I thank the Member for Mansfield for the question.

The Brisbane Urban Corridor (BUC) study's final report and a detailed request for funding to complete detailed planning and some early minor works, consistent with BUC study outcomes, was forwarded to the federal government in November 2003. To date, the Queensland government has not received a formal response to this funding request.

The Queensland government and Brisbane City Council are working together to progress implementation of the extensive BUC study recommendations which fall within their respective funding jurisdictions. For example, works will start in 2004-05 on the \$10m local government-controlled extension of Balham Road, with the state government providing \$5m as a co-contribution with Brisbane City Council. This work will significantly alleviate congestion on Granard Road.

Despite the outrageous claims currently being made by the federal Member for Moreton, Mr Gary Hardgrave MP, there has been no specific federal road funding allocation to the BUC upgrade under AusLink. However, in recent discussions with me, Senator Ian Campbell, the then federal Minister for Territories, Local Government and Roads, has committed to federal funding of a 12-month trial to remove the Logan Motorway tolls for trucks between 10pm and 5am (estimated cost – \$1.1m). Both of us are also keen to progress the implementation of some intelligent transport system (ITS) applications which may encourage a greater number of heavy vehicles – to use Logan Motorway if that is a practical option.

To this end, Main Roads has started working with Queensland Motorways Limited to determine how best to implement the night-time toll removal trial for heavy vehicles and assess its benefits, or otherwise, at the end of the trial. However, these initiatives, like many others from the BUC study, cannot be implemented without formal federal funding approval. The Queensland government is keen to proceed on implementing these agreed BUC study recommendations at the earliest opportunity. We cannot progress much further until we receive formal notification of the Commonwealth's stage 2 and stage 3 funding approvals which, I understand, is a requirement under the ALTD Act.

In response to Mr Hardgrave's call for the tolls to be taken off Logan Motorway altogether, then Roads Minister, Senator Campbell confirmed with me, personally, and stated in the public arena, that removing the tolls on Logan Motorway was not an effective use of funds which are required to meet the growing transport needs of south-east Queensland. Further, he indicated that the federal government would not fund the total removal of tolls on Logan Motorway.

The Queensland government's position is clear. If, at any time in the future, the federal government wanted Queensland to remove the tolls on Logan Motorway and/or wanted to designate the Logan Motorway as part of the national transport network, it would need to pay full compensation for removal of the tolls in the first instance (\$669m). The federal government would also need to fully fund and complete the Ipswich Motorway upgrade (\$700m) and full BUC upgrade (\$226m), prior to any redesignation of routes.

The Federal Government is now well aware that the bulk of the trucks that use the BUC, do so for business purposes. It is only Mr Hardgrave who believes that if you change the road designation and/or remove the tolls on Logan Motorway, the trucks that use the BUC corridor to conduct their daily business will magically disappear. Instead of fighting to secure the necessary federal funding to fix the BUC traffic issues for the benefit of the transport industry, general through-traffic and the people who live and work in this corridor, the local federal member, Mr Hardgrave, is simply looking to divest himself of all responsibility for this federally-funded road. He is selling his constituents short.

Apart from the recycled funding commitment for the Ipswich Motorway interim safety works, over the next five years, the Australian Government has committed \$573m for upgrades to Brisbane Urban Connectors identified in AusLink (for example, Ipswich Motorway, BUC, Gateway Motorway and Pacific Motorway). Of this, a total of \$36m has been provided over the first two years, with the balance of this allocation (\$537m) in year's three to five. The agreed size of the overall national funding task in south-east Queensland (excluding now funded Bruce Highway six-laning to Caboolture - \$195m) is approximately \$1.8b over the same timeframe. This still leaves a massive federal funding shortfall of some \$1.2b in SEQ. The reality is the estimated cost of \$700m for the Ipswich Motorway upgrade alone is greater than the total five-year AusLink allocation for Brisbane Urban Connectors.

Consequently, it is extremely difficult to determine what the federal government does and does not intend to fund within its extremely limited AusLink allocation over the next five years. However, I am becoming increasingly concerned at what projects local federal Coalition members right across the state are claiming either have been funded under AusLink – or will be, if only the state government makes them a priority. The federal funds required to do them are simply not there at this point.

Please be assured that both I and my departmental officers will continue to make the case to secure federal funding approval to complete the essential detailed planning and early minor works on BUC, and for increased AusLink funding to enable a start on the overall BUC upgrade at the earliest opportunity.