



Speech by

Rachel Nolan

MEMBER FOR IPSWICH

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IPSWICH MOTORWAY; CAMERON THOMPSON

Ms NOLAN (Ipswich—ALP) (12.13 p.m.): Last Wednesday evening I had to be in Brisbane by 6 o'clock from Ipswich. At 20 to six I was sitting in traffic on the Ipswich Motorway, surrounded by thousands of other people, together going absolutely nowhere. Eventually I turned around, as did lots of other people around me. This is not a story just about me; this is a story about the fact that the Ipswich Motorway is frequently completely blocked—not just slow—for hours on end.

The next morning I went to an Ipswich Chamber of Commerce breakfast where Capral, a major Australian publicly listed company which has decided to move its manufacturing operations and headquarters to Ipswich, said that Ipswich appealed to it on many levels as a wonderful place to set up a manufacturing industry, but it made the point that locating in Ipswich was for it—and is for other businesses—a risky thing to do while the Ipswich Motorway is in the parlous state that it is.

The state of the Ipswich Motorway is appalling. The *Courier-Mail's* recent road solution report identified that on any given day in peak hour commuters have a 50-50 chance of getting held up due to an accident. Yet the federal government and the federal member for Blair, Cameron Thompson, are ducking and weaving and trying to say that the responsibility for the state of the Ipswich Motorway—despite the fact that it is a 100 per cent federal government responsibility—lies with someone else.

Over a period of two years now the member for Blair, Cameron Thompson, has run the most dishonest, deceitful campaign of lies I have ever seen in my political career. There are a number of aspects to Mr Thompson's campaign, and I want to deal with them one by one.

Mr Thompson has said, firstly, that the state government has done the wrong planning for the Ipswich Motorway; that the plan to upgrade the motorway to six lanes was, in fact, in his words, a corrupt exercise and certainly the wrong thing to do. In trying to run this line to the people of Ipswich, Mr Thompson fails to acknowledge that the state government has planned to upgrade the motorway to six lanes at the request of his own minister, the federal Transport Minister, John Anderson, and that the federal government funded the study and had members of its own bureaucracy sitting on the study committee. Mr Thompson argues that what we need is an alternative route that will cross the Brisbane River two or possibly four times. He argues that by the time the six-laning is done the road will be out of date, despite the fact that expert reports project that this road will have a life going beyond 2021. He completely ignores the fact that the plans to six-lane the Ipswich Motorway will indeed take 25 per cent of the existing traffic off the road by creating a network of service roads to keep the local traffic away from the main Ipswich Motorway.

Mr Thompson has ignored all of these undeniable facts. He has tried to argue that an alternative route from Ipswich to Gables, which will put traffic on to the Logan Motorway, is somehow sufficient to get both freight and people from Ipswich to Brisbane. He has lied again by arguing that the state government is somehow negligent in putting up a plan to upgrade the motorway over eight years when again it was his own government, the federal government, that asked for an eight-year timetable to fit with their own funding responsibilities.

The final lie from Mr Thompson, which to me is perhaps the most shocking, was to read last Wednesday—when I turned around and got back to Ipswich—a line in the *Ipswich Advertiser* in which Mr Thompson claims—

The federal government announced in the AusLink statement on June 7 this year funding of \$627 million for the Brisbane urban corridor with the Ipswich Motorway and Goodna Bypass as the top priority.

This is an outrageous lie from Mr Thompson. While there is funding of \$627 million over a five-year period the federal government, in its own words, acknowledges that the Brisbane urban corridor will cost \$2.5 billion to upgrade, not \$627 million. This is a shocking campaign of deceit that we are seeing from the federal government. It is putting up a fraction of funding for a road that desperately needs to be fixed right now. What we have seen in recent weeks and in recent years is a federal government that will lie to people as quickly as look at them. The member for Blair's campaign on the Ipswich Motorway is the best local example of that.