

Members statements
Melbourne Airport rail link

Mr DAVIS

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MELBOURNE AIRPORT RAIL LINK

Mr DAVIS (Southern Metropolitan—Leader of the Opposition) (13:31): I want to draw the chamber's attention today to the risks that are faced by the state if the state government makes the wrong decision and indeed drags the federal government to a decision on the Melbourne Airport rail link that is not the right decision. The right decision is a decision that will see a dedicated fast rail to the airport, that will see dedicated tunnels and that will not entangle both airport rail and regional rail in the suburban network. It is the wrong decision to try and steal capacity from the Melbourne Metro 1 project when it completes in 2025–26.

With the huge growth of population in the west and in the north, there is no doubt that the capacity of MM1 will be well exceeded from day one, so to steal capacity from MM1 is the wrong step. To have a dedicated route to the airport—an airport route that is fast, sub-20 minutes and not entangled with the suburban system—is the right way to go. The state government has been difficult on this over a long period in the sense that it seems to want to use the Melbourne Airport rail link as a way to backfill its financial problems with the Metro Tunnel, and if that is what occurs, that will be a very poor outcome. We need fast rail to our regions, to Geelong, Ballarat and Bendigo, to support a proper policy of decentralisation. Along with other major cities we need a fast rail to the airport. Please get it right, Daniel Andrews. Please get it right, Jacinta Allan. *(Time expired)*